

Letter 17b

Pamela Lapham

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

From: Terry N Taylor <terryntaylor@charter.net>
To: "Sherri Danoff" <sherri39@charter.net>
Cc: Karla Bittner <kdbitt@aol.com>, Jan Taylor <jktaylorredd@yahoo.com>, Ryan Hostetter <rhostetter@co.slo.ca.us>, Julie Hartz <Julhartz@aol.com>, Jim Hartig <professorhartig@yahoo.com>
Date: 08/30/2013 05:33 PM
Subject: Re: Draft EIR Comment on Proposed Bob Jones Bike Path SLO to Ontario Road Project

Hi Sherri

I believe the rules of EIRs are that neither the funding cost nor source is to be considered a part of the evaluation. Whether we agree with that is moot as we can only talk about what was proposed in biological or visual impact on the environment. You saw the answer Ryan sent me on the proposed alternative that someone else had originally suggested back in 2010 (or earlier). I do not know if Bill is going to write down the proposal that he made back at the 2010 scoping meeting nor the other proposals made back then or since. The trail from the city to the sea has been in discussion for over a dozen years that I am aware of and the route thru the valley and across the freeway has received a lot of different proposals in that time.

The person writing the EIR gets to choose which alternatives to use as straw men. One of the alternatives (not crossing Higuerra St twice) is actually the preferred route from what Shaun said so it is not really a valid alternative as I am using to seeing proposals presented. The consultant stated that he was given the parameters of the project and that they did not include any need for a traffic survey or research in just who would benefit from the trail. Whether my alternative, the one Bill mentioned or any of the others mentioned in either the 2010 scoping or more recently is valid or not, there is a vested interest in going with the EIR as written. One could say it is a stacked deck which is not the way a normal EIR is to be written or evaluated.

17b-1

If Parks had wanted an underpass, it seems it could have been done when the free way bridge at that location was worked on recently as we all know that this has been in their plans for better than 10 years. They could have approached Cal Trans to do this in much the same manner as the pathway underpass was done when the bridge was worked at where the two drives come together several years ago. Any additional permits & funding could have been handled in the same manner at a much reduced cost in time & overall expense to the trail.

17b-2

If they had worked with Cal Trans then, they would be much further along now on the overall trail completion. Since they didn't and they are definitely not incompetent (nor did they even mention that they had tried doing so and ran into some unknown obstacle that prevented them from doing that), it is easy to conclude that they have their minds made up on the overpass alternative. Actually it is too easy to say that so I must be missing something vital.

2.0 RESPONSES TO COMMENTS

Normally I can at least figure out why someone acts the way they do, but I am a loss why they would go this route when the funding does not seem to be there for quite awhile. When several of the experienced bikers in the audience stated that they (and presumably others with their experience levels) had no intention of using the overpass but would continue using Ontario road, I am wondering just what group of people that Parks is trying to please. It is very late in the schedule for a traffic analysis for cars, bikers (experienced & novice since there seems to be a divergence here), hikers, skateboarders, etc.) but I feel that this should have had a more thorough examination then what seems to have been done.

17b-3

I was surprised when the owners of a farm on upper Higuerra stated that they had not been approached and then the owners of the road (is it really a private road?) across the valley stated that they had serious problems with the proposal as presented and did not want to give any easement.

Shaun seemed to me to feel that what they had to say was not very important as both his body language and vocabulary appeared dismissive when they spoke. Hopefully I am in error and he is actually concerned about both these potential problems to the proposal and has viable solutions.

17b-4

I am in favor of the trail and hope that we can all find a way to come together on it.

Terry

On Aug 30, 2013, at 4:13 PM, Sherri Danoff wrote:

Terry, your route seems to me to have merit.

A major problem with the 101 bridge, in my opinion, is that funding is unlikely. If easement acquisition would not be a stopper with the route you envision, and if engineering would not be an onerous obstacle, it seems that it should be evaluated in the EIR.

From: Terry N Taylor [mailto:terryntaylor@charter.net]

Sent: Thursday, August 29, 2013 2:26 PM

To: Ryan Hostetter

Cc: Jan Taylor; Karla Bittner; Sherri Danoff (Gooding)

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

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.

[Scanned @co.slo.ca.us]

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER 17B – TERRY N. TAYLOR

Response to Comment 17b-1

Commenter questions the range of alternatives analyzed in the DEIR and the process used to identify alternatives.

Comment noted. The process for developing and selecting project alternatives is described on DEIR page 1.0-13. Alternatives to a project, for purpose of CEQA review, are guided by CEQA Guidelines Section 15126.6. The alternatives are selected based on their ability to reduce or eliminate significant environmental effects while meeting the basic objectives of the proposal.

See also Master Response 1, which explains that an additional alternative—Alternative 6—was developed and analyzed in response to public comments.

Response to Comment 17b-2

Commenter suggests that the County should have planned an undercrossing of Highway 101 to accommodate the proposed pathway as part of a recently completed improvement project on the bridge.

See Master Response 1. 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.

Response to Comment 17b-3

Commenter questions why the County has proposed an overcrossing of the highway, as the funding is not available at this time and experienced cyclists have expressed that they would not use the overcrossing. Commenter states that a more thorough traffic analysis should have been completed.

See Master Response 1. The project's potential impacts related to transportation and circulation are addressed in DEIR Section 2.6. The commenter does not provide specific comments on the transportation analysis with enough detail to allow a reasoned response.

Response to Comment 17a-4

Commenter states that affected landowners present at the scoping meeting held for the project indicated that they had not been approached regarding the project and expressed opposition to granting necessary easements. Commenter suggests that County staff was dismissive of the landowners' concerns.

Comment noted. As discussed on DEIR page 1.0-5, the County conducted a public scoping meeting for the project on April 5, 2010. All comments received during the scoping meeting and in response to the NOP have been addressed and considered in the DEIR. In particular, concerns raised regarding agricultural land use conflicts were evaluated in DEIR Section 2.2, Agricultural Resources. Furthermore, the County released the RDEIR for public review that evaluated Alternative 6 (Farming Operations and Conflict Avoidance). The commenter is referred to Master Response 1.

Letter 18



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

Date: 21 OCT. 2013
Name*: WILLIAM TICKELL
Affiliation (if any)*: A.V.A.C.
Address*: 3233 DAVIS CYN. RD.
City, State, Zip Code*: S.L.O. CA, 93405
Telephone Number*: 805.595.2322
Email*: N.A.

Comment: WE WERE TOLD THAT THE E.I.R. WOULD ANALYZE THE CONNECTION BETWEEN SOUTH HELIGERA TO ONTARIO RD. TO MONTE ROAD TO AVILA BEAR RD, ONTARIO RD. TO BOB JONES TRAIL TRAIL HEAD. NO BRIDGE, NO UNDERPASS ALL IN PLACE NOW. (NO MENTION IN E.I.R. ABOUT THIS PROPOSAL.) WHO DROPPED THE BALL? BUDGET IS IMPORTANT FOR ALL CITIZENS. PLEASE LET ME KNOW. THIS MAKES THE FEASIBILITY OF THE PROJECT MUCH MORE POSSIBLE.

18-1

*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 18 – WILLIAM TICKELL

Response to Comment 18-1

Commenter states that the County previously informed the public that the DEIR would analyze a pathway route that utilized existing facilities and did not propose any new bridges or highway crossings.

The DEIR and RDEIR analyze Alternative 5, which assumes that existing Class II facilities along roads would be used with the incorporation of safety features. A Notice of Preparation (NOP) of an EIR for the project was released for public review in August 2013. The NOP included the same detailed project description as that provided and analyzed in the DEIR. The comment is noted for the decision-makers.

Letter 19



Comments to Draft EIR - Bob Jones Pathway

Kevin Martin to: rhostetter
Cc: patwove

10/17/2013 11:09 PM

From: Kevin Martin <ktmsoccer@aol.com>
To: rhostetter@co.slo.ca.us
Cc: patwove@aol.com

October 17, 2013

Mr. Ryan Hostetter, Project Manager
County Planning and Building Department
976 Osos Street,
San Luis Obispo, CA 93408-2040

Dear Mr. Hostetter,

Upon reviewing the draft EIR for the Bob Jones Pathway, we would appreciate to opportunity to have our concerns heard and noted.

We live in the Squire Canyon area and are deeply invested in the impact of this project as we drive through part of this area multiple times a day.

Please note, we are submitting this as an email, but if comments are only accepted via a mailed in submittal, please let us know immediately so that our comments can be received and considered appropriately.

The draft EIR is thorough and comprehensive, and our comments only concern two areas that we feel need further analysis or modifications.

The bridge over 101, we feel should not be the preferred method of crossing 101. In our estimation, Alternative 4 should be the preferred path to be considered. Please note our direct concerns from the DEIR

19-1

Section 1.0 (pg 23) - Aesthetics

Of the seven (7) sections on this category, four (minimize visibility, silhouetting against the sky, minimizing building height, and minimizing new light) of these are in conflict with the proposed overpass. All four (4) would be either eliminated or greatly diminished with the use of Alternative 4.

19-2

Section 2.1.1 - Scenic Corridors

While 101 is not listed as a scenic corridor, the addition of the overpass would likely decrease the likelihood of obtaining this designation, not enhance it.

19-3

Noise comment (3.0-18) only addresses noise during construction. Noise levels for pathway users crossing over 101 would be much higher and less desirable than crossing under 101.

19-4

Comment about use by transients is subjective and without merit. The existing Bob Jones Trail has an undercrossing at San Luis Bay Drive near Avila Beach Drive. Illegal camping and related activities have not proven to be a problem nor has the related maintenance costs warned about in this section been experienced.

19-5

Comment in summary for Alternative 4 states that "This alternative would likely have excessive long-term maintenance costs due to design, location, and use." The pejorative use of the term "excessive" is undefined and misleading. Estimated costs and excessive costs should be defined and if they cannot be defined with a certain degree of confidence, the phrase should be removed.

19-6

Our second area of concern is the at grade crossing at Monte and San Luis Bay Drive. The proposal is for a three way stop control at this intersection. Since we live in Squire Canyon, we cross this area multiple times a day and are quite concerned about this section of the project.

19-7

Our primary area of concern is that this single aspect of the project is lacking in detail and seems to be not fully considered. It is not just an intersection of two streets, but also immediately adjacent to a freeway offramp and on ramp. This adds to the dangerous aspects of traveling on this road in a car, let alone the additional foot and bike traffic that will be added to this area.

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER 19 – KEVIN MARTIN

Response to Comment 19-1

Commenter notes that an overcrossing of US 101 should not be the preferred method and that Alternative 4 should be the preferred path.

Please see Master Response 1, which presents Alternative 6. As Alternative 6 eliminates the need for a US 101 bridge overcrossing. Comment noted. No change needed.

Response to Comment 19-2

Commenter notes that in the Aesthetics section the areas that would be negatively impacted by a US 101 overcrossing are eliminated under Alternative 4.

Please see Master Response 1, which presents Alternative 6. As Alternative 6 eliminates the need for a US 101 bridge overcrossing. Comment noted. No change needed.

Response to Comment 19-3

Commenter notes that a US 101 overcrossing would diminish the corridor's eligibility as a scenic highway.

Please see Master Response 1, which presents Alternative 6. As Alternative 6 eliminates the need for a US 101 bridge overcrossing. Comment noted. No change needed.

Response to Comment 19-4

Commenter notes that the noise impact discussion addresses construction noise levels only and not user exposure to noise for a US 101 overcrossing.

Comment noted. Construction noise was analyzed as it would be the most prominent effect of the proposal. It is expected that noise levels of bicycle path users would be similar and not greatly exceed existing ambient noise levels. Further, please see Master Response 1, which details Alternative 6 that eliminates the need for a US 101 bridge overcrossing. No change needed.

Response to Comment 19-5

Commenter notes that remarks about transients are subjective and without merit and gives as example the existing undercrossing of the Bob Jones Trail, which have not encountered such issues.

Comments are noted. The subject text is consistent with issues experienced in other jurisdictions, and was intended to explore potential secondary environmental effects. However, Section 3.0 Alternatives of the RDEIR, has been amended to remove this language.

Response to Comment 19-6

Commenter notes that the use of the term "excessive" when describing long-term maintenance costs for alternative 4 is subjective and not defined.

Please see the revised Alternative 3 Chapter included in the RDEIR. In the RDEIR Alternative 4 long-term maintenance costs are quantified as shown below. No further change needed.

“The undercrossing being located in a floodway would result in greater maintenance and operational costs, as well as seasonal closures.”

Response to Comment 19-7

Commenter notes that the proposed at grade crossing at Monte Road and San Luis Bay Drive poses safety concerns due to the crossings location near a freeway off ramp and intersection of two streets. The commenter requests that more detail be provided for this proposed crossing.

Please see Master Response 1. The proposed Alternative 6 eliminates the need for the Monte Road and San Luis Bay Drive crossing.

2.0 RESPONSES TO COMMENTS

2.3 RESPONSE TO SPECIFIC COMMENT LETTERS ON THE RDEIR

Below are responses to specific comments letters received during the public review process for the proposed project Revised Draft EIR (RDEIR).

The following letters were received on the RDEIR:

**TABLE 2
RDEIR COMMENTS RECEIVED**

Letter	Name	Commenter	Date Received
State Agencies			
RD-A	California Department of Transportation (Caltrans)	Adam Fukushima	December 8, 2014
RD-B	The Land Conservancy of San Luis Obispo County	Kaila Dettman	December 7, 2014
RD-C	Community Development, City of San Luis Obispo	Phil Dunsmore	December 8, 2014
RD-D	Department of Public Works, SLO County	Frank Honeycutt	December 8, 2014
General Public			
RD-1	Avila Valley Advisory Council (AVAC)	Jim Hartig	December 8, 2014
RD-2	Friends of the Bob Jones Trail	Anne Wyatt	December 6, 2014
RD-3	SLO Bicycle Coalition	Dan Rivoire	December 5, 2014
RD-4	Phil Wagner	Phil Wagner	November 22, 2014
RD-5	Louis Gibson	Louis Gibson	December 5, 2014
RD-6	Brian LoConte	Brian LoConte	November 11, 2014

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dist05/>

Letter RD-A



*Serious drought.
Help save water!*

December 8, 2014

Ryan Hostetter
Project Manager
County of San Luis Obispo
County Planning & Building Department
976 Osos Street, Room 300
San Luis Obispo CA 93408-2040

SCH 2010031121
05-SLO-101-R022.48

Dear Ms. Hostetter:

COMMENTS ON THE RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT (RDEIR) FOR THE BOB JONES PATHWAY (SAN LUIS OBISPO TO ONTARIO ROAD)

The California Department of Transportation (Caltrans) appreciates the opportunity to comment on the DEIR for this project. Caltrans views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle and pedestrian modes as integral elements of the transportation system. Caltrans is supportive of the Bob Jones Pathway project and has been working with County staff to help identify opportunities and challenges the project may encounter moving forward.

Most of the project alignment is outside of Caltrans right-of-way; therefore, most of the project's scope is not within our purview to analyze. However, a key structural component of the project is the proposed crossing of US 101 and alignment alternative adjacent to US 101. As Caltrans stated in the comment letter to the last DEIR (dated October 18, 2013) while Caltrans is supportive of the project crossing, it must be planned and designed in a way that avoids negative impacts on the State Transportation System. It also must be planned and constructed in accordance with all State design standards to ensure public safety and the long term structural viability of the pathway.

General Comments

- 1) Any proposed crossing of US 101, whether overcrossing or undercrossing, or alignment along the highway must meet all State design standards including all Class I bikeway and Americans with Disabilities Act (ADA) standards. These standards would include any curves or slopes leading up to an over- or undercrossing. They would also include all vertical or horizontal clearances for an undercrossing.

RDA-1

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to enhance California's economy and livability"*

Ms. Ryan Hostetter
Page 2

- Furthermore, no design will be allowed which compromises the structural integrity or reduces the flood capacity of any bridges or other highway facilities. RDA-1
- 2) In addition, for any work proposed on Caltrans right of way, the County would need to obtain an encroachment permit and assume all construction, operational and long-term maintenance costs. Relative to the permit, detailed information and technical analyses may need to be submitted as part of the application process. RDA-2
- 3) Please note that Caltrans' comments on this project as detailed in its letter of October 18, 2013 still apply. RDA-3
- 4) Please designate whether all or portions of the S. Higuera Street Pedestrian bridge or the San Luis Bay Drive tunnel undercrossing will be constructed on Caltrans right of way. Please show Caltrans right of way boundaries on plan sheets, where applicable. It is recommended to be outside of Caltrans right of way. RDA-4
- 5) Regarding the undercrossing of US 101 at San Luis Obispo Creek, it should be understood that in order to fulfill safety standards for vertical clearance of a bicycle path, it may be necessary to cut into the floodway at the project location. Such a cut at this location may cause hydrological impacts that would require additional infrastructure to protect the integrity of the bridge structure. Such infrastructure may significantly add to the project cost. RDA-5
- 6) Since the undercrossing is located within the active floodplain of San Luis Obispo Creek, the RDEIR states that the bike path will require closing for several weeks at a time during periods of creek high flow. It will need to be clarified how closing of the pathway will be accomplished, how the County will ensure public safety during the closures, what alternative routes pathway users will be given during those periods, and how the alternative routes will be communicated to the public. RDA-6
- 7) In several instances the RDEIR states that the bike path through the US 101 underpass would be prone to accumulation of sediment and debris after storm events, and maintenance would be required to clear debris after storms. It will need to be clarified how the County will enter into an agreement with Caltrans to maintain the undercrossing after storms. RDA-7

Specific Comments

- 8) Page 3.0-24 and Sheet 12 of Appendix A
Page 3.0-24 states that the trail will have a vertical clearance of less than eight feet and Sheet 12 states a vertical clearance of seven feet. Both of these pages also state that bicyclists would be required to dismount and walk bikes through the underpass. It is RDA-8

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improbable that a requirement to dismount bikes would have successful compliance. Furthermore, for safety purposes, Caltrans only allows a standard vertical clearance of minimum eight feet. In order to satisfy safety standards for vertical clearance, the project may require cutting into the floodway. Such a cut may cause hydrological impacts that would require additional infrastructure to protect the integrity of the bridge structure and pathway.

RDA-8

9) *Page 11-12 of the Hydraulic Study (Appendix C)*

Please provide bridge plans and cross sections showing the effects of the increased water surface on US 101 upstream of the bridge up to the point where the proposed water surface profile conforms to the existing water surface profile. Also, there are two figures labeled "2C" on pages 11 and 14 for both Baron Canyon and San Luis Bay Drive. Please clarify.

RDA-9

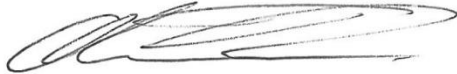
10) *Sheet 12 of Appendix A*

Please verify that the bridge elevation with the arch detail is correct. Was the 84" clearance shown on the field verified?

RDA-10

If you have any questions or concerns, please feel free to contact me at (805) 549-3131 or adam.fukushima@dot.ca.gov.

Sincerely,



Adam Fukushima, PTP
Development Review
Caltrans District 5

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to enhance California's economy and livability"*

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER RD-A – CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

Response to Comment RD-A-1

Commenter notes that any undercrossing or overcrossing of US 101 must meet all state design standards, including vertical and horizontal clearances. Comments also state that no design will be allowed that will compromise the structural integrity or reduce the flood capacity of any Caltrans facilities.

Comments are noted. This comment does not address the adequacy of the EIR. The County will work with Caltrans to ensure that all state design standards are met during the Caltrans permitting process and that no impacts to structural integrity or flood capacity of Caltrans facilities would take place. See Response to Comment RD-A-8 below for additional information on this subject.

Response to Comment RD-A-2

Commenter notes that the County will need to obtain an encroachment permit and that all construction, operational, and long-term maintenance costs must be assumed by the County.

Comment noted. The County will work with Caltrans to obtain an encroachment permit. The County is aware of its financial responsibility for the construction, operation, and maintenance of the Bob Jones Pathway.

Response to Comment RD-A-3

The commenter notes that all comments related in letter October 18, 2013, apply to the project.

Please see Response to Letter A.

Response to Comment RD-A-4

The commenter requests that any portion of the S. Higuera Street bridge and San Luis Bay Drive crossing (tunnel) be shown on project plans relative to Caltrans right-of-way. The commenter recommends that these elements be built outside of Caltrans right-of-way.

Per the analysis of Alternative 6, certain portions of the alignment are located on land owned by Caltrans and within Caltrans rights of way. The precise alignment locations will be submitted to Caltrans as part of the encroachment permitting process, with updated project drawings and other pertinent information such as precise boundaries. This comment does not address the adequacy of the CEQA document; as such, no change to the EIR is needed.

Response to Comment RD-A-5

Commenter notes that the pathway undercrossing of U.S. 101 may require additional cut into the floodplain to maintain vertical clearance, and/or additional infrastructure due to flooding issues, which may add to the project cost.

Please see Response to Comment RD-A-8 below. For a discussion of hydrological and floodplain project impacts, please see Appendix C, Hydraulic Study, of the RDEIR.

Response to Comment RD-A-6

Commenter notes that the RDEIR must clarify alternatives and public safety measures during pathway closure due to flooding.

During times of flooding and trail closure, the County will provide signage and/or barriers (physical or electronic) to advise trail users of any closures or detours. Ontario Road and the existing highway crossing at San Luis Bay Drive (the route currently used by cyclists within public right of way) will provide a natural alternative route to the pathway. General procedures and standards as applied by San Luis Obispo County would apply for public notification and safety.

Response to Comment RD-A-7

Commenter requests clarification related to maintenance agreements between the County and Caltrans for debris removal at the US 101 underpass.

Such information would be part of the Caltrans encroachment application package. This comment does not address the adequacy of the CEQA document; as such, no change to the EIR is needed.

Response to Comment RD-A-8

Commenter notes that a requirement to dismount and walk bikes under the highway due to low vertical clearance may not have successful compliance and that lowering the grade of the pathway within the floodplain may cause hydrological impacts that may require additional infrastructure and increase project costs.

The final design for the undercrossing will either require relief from the 8 foot vertical clearance standard and incorporate signage regarding the vertical clearance as identified in the RDEIR, or, to maintain a minimum clearance of 8 feet, the pathway elevation will need to be lowered into the floodway as noted in the comments. The County recognizes there are environmental, operational and financial tradeoffs for each scenario. If the Caltrans encroachment permit requires 8 feet vertical clearance, the County will work with Caltrans on the acceptable final design. By lowering the pathway lower than the adjacent channel grade, the path will be more likely to accumulate sediment during the winter period and may require additional maintenance. As the trail surface may be wet for longer periods, the surface may need to include a course finish. The County understands that the final design must not impact the integrity of the existing bridge structure or hydraulic capacity of the waterway.

Response to Comment RD-A-9

Commenter requests that bridge plans and cross sections be provided to show the change in the water surface profile. Commenter further inquires about the labeling of two figures as 2C on pages 11 and 14.

Figure 2 on page 9 of Appendix C, Hydraulic Study, shows the existing and proposed flow profiles at the proposed undercrossing and at existing and proposed bridges. Subsequent figures show water profiles for each project location. Conceptual bridge plans are included on Sheet 10 of the project drawings, with information pertinent to the Caltrans encroachment permit application to be included with the application. As noted on page 12 of the Hydraulic Study, the increased flow profile for the new Baron Canyon bridge will not impact US 101 upstream of the bridge.

2.0 RESPONSES TO COMMENTS

Comments regarding figure labeling in Appendix C are noted. Comments are correct that two figures are incorrectly labeled “2C”. For context, Figure 2C on page 11 shows the profile for the new Baron Canyon bridge. Figure 2C on page 14 shows the profile for the San Luis Bay Drive bridge crossing. If Alternative 6 is selected by the County, the San Luis bay Drive bridge flow profile will be irrelevant as this bridge will no longer be part of the project.

Response to Commenter RD-A-10

Commenter requests verification of the 84-inch clearance of the bridge elevation.

The existing ground elevation as shown on Sheet 13 was verified on existing Highway 101 drawings and through field visits. As such, no change is needed. See Response to Comment RD-A-8 above regarding the vertical clearance.

The Land Conservancy
OF SAN LUIS OBISPO COUNTY

P.O. Box 12206 • SLO, CA 93406 • (805) 544-9096 • FAX (805) 544-5122
VISIT US ONLINE AT: WWW.LCSLO.ORG

Letter RD-B

December 7, 2014

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

RE: Bob Jones Pathway Draft Revised Environmental Impact Report

Dear Ms. Hostetter,

We appreciate the opportunity to comment on the Bob Jones Pathway Recirculated Draft Environmental Impact Report (RDEIR) alternatives. The Land Conservancy of San Luis Obispo County (The Land Conservancy) is keenly interested in seeing the trail completed; we have been an important partner and collaborator in moving the project forward for the benefit of our entire community.

Following careful review of the document by our Board of Trustees and Staff, we would like to offer the following comments:

1. The RDEIR is a sound document and the additional studies appeared accurate and well prepared. We did not see any significant omissions or incorrect statements that warrant further delay of the process, and we feel that the proposed alternatives were well studied. **Therefore, we recommend certification of the full EIR including the revised alternatives, and advancement of the Bob Jones Pathway project.**
2. **After reviewing the new studies and revised alternatives we support Alternative 6.** We make this statement with the caveat that we would like the designers to consider making a slight adjustment to the Alternative 6 alignment by keeping it on the route of the Proposed Project along the eastern side of the agriculture field before it connects to the Baron Canyon Bridge. This will minimize the loss of heritage variety apple trees in that field. We are concerned about the loss of apple trees and access roads throughout our Lower San Luis Obispo Creek Floodplain Preserve. We feel that all possible losses must be mitigated through compensation to our tenant farmers and The Land Conservancy, and via the Farmland Conflict Reduction Plan.
 - a. **We prefer Option B** (specifically the route adjacent to the 101 freeway on its east side) since it will minimize impacts to the riparian corridor, will decrease impacts to existing

RDB-1

RDB-2

RDB-3

Local People. Local Land.

irrigation infrastructure, and will likely reduce the incidence of trespass from/to Monte Road and into the apple orchards. RDB-3

b. It is important to note that Option A will require significant maintenance since flood events could frequently damage the split rail fence and will leave debris on the pathway in that part of the floodplain. RDB-4

c. We do have concerns that the Baron Canyon Bridge could increase flooding as noted in the hydrologic and hydraulic analysis. While there are no buildings that would be damaged during storm events, we do have pump facilities, farm roads, and other minor infrastructure on our land that could be damaged by an increase in the water surface elevation during floods. RDB-5

We request that the designers and planners work closely with our farmer tenants and our managers to insure that impacts from the pathway are minimized to the maximum extent practicable. RDB-6

3. It is important to note that we would also support the Proposed Project alignment along Monte Road in Segments 3 and 4. We feel that following the existing road (Monte Road) and locating the required bridge crossing next to the San Luis Bay Drive Bridge would have fewer adverse impacts to the natural resources on site. While this alignment would increase interactions with farm equipment and would require a section of Class II pathway, we would support it since the potential loss of apple trees and impacts to the riparian corridor would be minimized. **In this case, we would want Alternative 3 to be chosen as well, for the reasons described in our Draft EIR comment letter from October 2013.** RDB-7

4. Following certification we request that a phasing plan be completed to outline how the project will be implemented in a way that minimizes impacts to public safety and natural resources as each part of the pathway is constructed. RDB-8

In general, we believe that the revised alternatives adequately address the concerns expressed by various constituents and balance the needs of all stakeholders. **On behalf of The Land Conservancy, I encourage the San Luis Obispo County Board of Supervisors to certify the full EIR and move forward to the next stage of this project.** Thank you for your consideration. Feel free to contact me for additional information or documentation.

Sincerely,



Kaila Dettman
Executive Director

RESPONSE TO LETTER RD – THE LAND CONSERVANCY OF SAN LUIS OBISPO COUNTY

Response to Comment RD-B-1

Commenter recommends the certification of the RDEIR.

Comment noted. No change is needed. The comment will be provided to the decision-makers for consideration.

Response to Comment RD-B-2

Commenter requests that the proposed alignment of Alternative 6 be designed to match the project along the east side of the agricultural field before it connects to the Baron Canyon Bridge, due to concerns regarding loss of apple trees and agricultural access. Commenter is of the opinion that all losses should be compensated through applicable mechanisms.

Alternative 6 was designed to minimize conflicts with farmland operations and other agricultural assets to the extent practicable. Where possible, apple trees would be avoided and such avoidance measures are incorporated into project design. All mitigation measures outlined in Section 2.2, Agricultural Resources, would be applicable to Alternative 6 and would be implemented as needed.

This segment of the pathway is located within Segment 3. Locating the pathway in the commenter's proposed location was previously analyzed within the DEIR. Should the County consider locating the pathway as suggested, the impacts of the alignment can be considered fully disclosed.

Response to Comment RD-B-3

Commenter notes that Alternative 6B is preferred.

Comment noted.

Response to Comment RD-B-4

Commenter notes that Option A would require significant maintenance and seasonal interruption due to flooding issues, like fence repairs and debris removal.

Comment noted. The comment will be provided to the decision-makers for consideration. Either option can be fully mitigated, as disclosed in the RDEIR.

Response to Comment RD-B-5

Commenter notes concerns that increased flooding due to the Baron Canyon Bridge could impact farming roads and other minor farming operations.

The RDEIR discloses that surface flows may rise during storm events, but that structures are not at risk, as noted in the comments. The impact analysis is based on the standards and significance thresholds established by CEQA to determine the "significance" of environmental changes. The predicted changes in hydrology do not rise to a significant level, based on these standards. While the County understands the local sensitivity, it should be noted that the Hydraulic Study

2.0 RESPONSES TO COMMENTS

used very conservative inputs in the modeling, and that the predicted flow profiles are correspondingly conservative.

Response to Comment RD-B-6

Commenter requests that a collaborative process be implemented and that tenant farmers and Land Conservancy managers be consulted during the final design phases.

Comment noted. Community input was requested as part of the CEQA process. All further community involvement would be pursued by San Luis Obispo County as needed during project final design phases and implementation.

Response to Comment RD-B-7

Commenter expresses support for Alternative 3 for reasons outlined in the letter submitted for the DEIR [included previously in this document]. Commenter also expresses support for the project alignment as described in the DEIR for Segments 3 and 4.

Comment noted. The comment will be provided to the decision-makers for consideration.

Response to Comment RD-B-8

Commenter requests that a phasing plan be completed and implemented to minimize project construction impacts to public safety and natural resources within the project area.

A project construction schedule and phasing would be implemented by the construction contractor and would include avoidance and minimization measures to protect natural resources and public safety in the area. The project would also include mitigation measures as outlined in the Mitigation Monitoring and Reporting Plan for the same purposes. No change to the EIR is needed.



Community Development

919 Palm Street, San Luis Obispo, CA 93401-3249
805.781.7170
slocty.org

Letter RD-C

December 8, 2014

Ryan Hostetter, Project Manager
p66-railspur-comments@co.slo.ca.us
San Luis Obispo County Department of Planning and Building
976 Osos St., Rm. 300
San Luis Obispo, CA 93408-2040

SUBJECT: Comments regarding Revised Alternatives for the Bob Jones pathway Draft EIR

Ryan,

This letter serves as the City of San Luis Obispo's comment letter on the revised alternatives for the DEIR prepared for the Bob Jones pathway.

The City greatly appreciates the opportunity to comment on the DEIR. In an effort to insure the final project is consistent with the regulations, goals, and community values of the City of San Luis Obispo and the County as a whole, our Community Development Department has reviewed various sections of the Draft EIR document and formulated a set of key comments. The City asks that the County consider the comments the City is providing as the Final EIR is prepared.

Specifically:

- 1. The City supports the use of an undercrossing at HWY 101 as shown in proposed alternative 6A. This alternative enhances scenic gateway protection and will improve the user's experience.
- 2. Consideration of real property negotiations will need to occur in order to utilize portions of the pathway that encroach upon portions of City owned property.

RDC-1

RDC-2

The City is eager to collaborate with the County to identify and implement mitigation measures that the City believes can address impacts to the City. Any mitigation proposed should include substantial and viable measures that are subject to ongoing monitoring, as CEQA requires.

RDC-3

Please feel free to contact me the Community Development Department with any additional questions you may have.

Sincerely,



Community Development

919 Palm Street, San Luis Obispo, CA 93401-3249
805.781.7170
slocity.org

Phil Dunsmore

Phil Dunsmore
Senior Planner

CC: San Luis Obispo City Council
Derek Johnson, Community Development Director

RESPONSE TO LETTER RD-C – COMMUNITY DEVELOPMENT, CITY OF SAN LUIS OBISPO

Response to RD-C-1

Commenter expresses support for an undercrossing at US 101, as it minimizes aesthetic impacts through the community of San Luis Obispo.

Comment noted. See Master Response 1.

Response to RD-C-2

Commenter notes that real property negotiations would need to take place to project areas located on City of San Luis Obispo Land.

Real property negotiation for easements would take place as part of project implementation and are not part of the CEQA process. San Luis Obispo County will contact all property owners, including the City of San Luis Obispo, as part of the process. The comment is noted and no change is needed. The comment will be provided to the decision-makers for consideration.

Response to RD-C-3

Commenter expresses the City's eagerness to work with the County to design and implement enforceable mitigation measures as they apply to potential impacts to the City of San Luis Obispo.

All mitigation measures designed for the project will be compiled in an enforceable Mitigation Monitoring and Reporting Plan (MMRP). The MMRP will identify the mitigation measures, the implementing and monitoring parties, and the implementation and monitoring timeline. The MMRP would comply with CEQA Guidelines Section 15097.

Letter RD-D

Florentina Craciun

From: rhostetter@co.slo.ca.us
Sent: Monday, December 08, 2014 9:53 PM
To: secoper@co.slo.ca.us; Tad Stearn
Subject: Fw: Recirculated Draft EIR for the Bob Jones Pathway, dated October 2014

Last minute comments today:

Ryan Hostetter, LEED AP
County of San Luis Obispo
Current Planning and Permitting
(805) 788-2351
----- Forwarded by Ryan Hostetter/Planning/COSLO on 12/08/2014 09:52 PM

From: Frank Honeycutt/PubWorks/COSLO
To: Ryan Hostetter/Planning/COSLO@Wings
Cc: Glenn D Marshall/PubWorks/COSLO@Wings, Dave
Flynn/PubWorks/COSLO@Wings, Mark
Hutchinson/PubWorks/COSLO@Wings
Date: 12/08/2014 07:32 PM
Subject:Fw: Recirculated Draft EIR for the Bob Jones Pathway, dated
October 2014

Ryan, please see Glenn's comments below.

PW supports the project as a whole and is looking forward to its addition to the trails system. However, for proper design and to maximize (bike, ped, and vehicle) safety, PW must object any alternative which includes a mid block crossing on any high speed or high volume road such as Higuera. Putting a crossing at a signalized intersection could be supported if properly designed. Placing the crossing at an intersection with (the extension of) Buckley Rd would be preferable.

RDD-1

Likewise, PW would object to any alignment which mixes a separated (Class 1) path with a Class 3 paths.

RDD-2

It seems that Alternative 6A or 6B successfully avoids these two high risk issues and would be supported by PW.

RDD-3

Secondly, as this trail becomes popular and its use increases, the 12-foot width may also need to be increased to accommodate both slow moving (mostly pedestrian) traffic and higher speed bicycle traffic. However, this can wait for a future time if needed.

RDD-4

Please let me know if you have any other questions. Thanks

Frank Honeycutt, P.E.

Development Services Division Manager
Department of Public Works
County of San Luis Obispo
San Luis Obispo, Ca 93408
(805) 781-1596
(805) 674-1951 (cell)
fhoneycutt@co.slo.ca.us
Visit Public Works on the Web at: <http://www.slocountypwd.org>

----- Forwarded by Frank Honeycutt/PubWorks/COSLO on 12/08/2014 07:02 PM

From: Glenn D Marshall/PubWorks/COSLO
To: Frank Honeycutt/PubWorks/COSLO@Wings
Cc: Dave Flynn/PubWorks/COSLO@Wings, Jeremy
Ghent/PubWorks/COSLO@Wings, Michelle
Matson/PubWorks/COSLO@Wings, Ryan
Hostetter/Planning/COSLO@Wings
Date: 12/05/2014 09:14 AM
Subject: Recirculated Draft EIR for the Bob Jones Pathway, dated October
2014

Frank:

In response to comments due by Dec 9, 2014 for the subject project Public Works Transportation supports the DEIR finding that Alternative 6 is the superior alternative alignment for the Bob Jones trail (see Section 3.5). Alternative 6 alignment limits the crossing of Higuera St to one location at the future Buckley Road intersection; provides a detached trail along Higuera St; realigns the trail off of Monte Rd; and provides an underpass on San Luis Bay Dr just easterly of the NB US 101 ramps.

Transportation may have concerns with advancement off Alternative 2 because it could promote young and unexperienced cyclists to cross potentially high-speed/high volume intersections of Higuera St at US 101 SB onramp at Ontario Road; and Ontario Rd at San Luis Bay Drive.

Thanks,
-Glenn

Glenn D. Marshall, RCE
Transportation Division
County of San Luis Obispo Department of Public Works County Government Center, Room 206 San Luis Obispo, CA
93408
Phone: 805/781-5269
Email: gdmarsshall@co.slo.ca.us
Web: <http://www.slocounty.ca.gov/PW.htm>

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER RD-D – SAN LUIS OBISPO COUNTY, DEPARTMENT OF PUBLIC WORKS

Response to Comment RD-D-1

Commenter supports the project as a whole, but objects to crossings of high speed and high volume streets such as South Higuera Street. The commenter prefers a signalized intersection at Buckley Road.

Comment noted. Please see Master Response 1. Alternative 6 eliminates the need for such a crossing. 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.

No change is needed.

Response to Comment RD-D-2

Commenter notes that the department would not support a project that mixes Class I and Class III pathways.

Comment noted. Please see Master Response 1. Alternative 6 does not mix different classes of pathways, as it would provide a Class I pathway. No change is needed.

Response to Comment RD-D-3

Commenter notes that Alternative 6A and 6B alleviate the commenter's concerns and expresses support for these alignments.

Comment noted.

Response to Comment RD-D-4

Commenter notes that in the future an expansion of the path width should be considered to accommodate both bicyclists and pedestrians. Commenter notes that this consideration can take place as the number of pathway users increases.

Comment noted. This comment does not address the adequacy of the RDEIR; as such, no change is needed. The proposed pathway is 12 feet, with 2 foot shoulders.

Letter RD-1

Avila Valley Advisory Council

San Luis Obispo County, California
P.O. Box 65
Avila Beach, CA 93424 www.avac-avila.org

2014 Officers

Chair
Jim Hartig
Vice Chair
Denise Allen
Secretary
Anne Brown
Treasurer
Julia Hartzell

Council Members

Avila Beach
Anne Brown
Lisa Newton
Mary Matakovich
Ken San Filippo(alt)

Avila Valley
Julia Hartzell
Mary El Hansen
Jan Taylor (alt)

San Luis Bay Estates
Sherri Danoff
Jim Hartig
Ken Thompson
Bob Pusanik
Mike Grantham
Saul Goldberg
Karla Bittner (alt)
Lynn Walter (alt)

See Canyon
Denise Allen
Liz Guho-Johnson
Bill Tickell (alt)

Squire Canyon
Kirt Collins
Open (1)

8 December 2014

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

RE: Bob Jones Pathway, Revised Draft EIR Alternatives Section

Dear Ms. Hostetter,

This letter is in response to the Revised DEIR Alternative Section of the Bob Jones Pathway Project.

After careful review of the documents received the Avila Valley Advisory Council and its Bob Jones Pathway Committee we would like to inform you that the addition of the Alternative 6 route addresses many of our issues.

Favorable key points include:

- Major portions of the pathway are kept off of streets especially Monte Road
- Pathway crossing over San Luis Bay Drive and Highway 101 eliminated
- Widening of the pathway from 8 feet to 12 feet
- Understanding pathway flooding will occur and is manageable

We would like to encourage the county to continue to work with Caltrans, regarding the undercrossings, to ensure Alternate 6 remains a viable alternative.

Sincerely,

Jim Hartig

Jim Hartig, AVAC Chairperson

RD1-1

RD1-2

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER RD-1 – AVILA VALLEY ADVISORY COUNCIL (AVAC)

Response to Comment RD-1-1

Commenter notes that Alternative 6 addresses many of the issues that AVAC had with the project and outlines the favorable points of Alternative 6 such as avoidance of Monte Road, overcrossing of San Luis Bay Drive and US 101, widening of the pathways, and flooding maintenance issues.

Comment noted.

Response to Comment RD-1-2

Commenter encourages the County to work with Caltrans to ensure that the proposed undercrossing under Alternative 6 is viable and would not encumber project implementation.

San Luis Obispo County will work with Caltrans through the permit encroachment process to ensure that an undercrossing will meet Caltrans standards. Comment noted. No change is needed. See also Response to Comment RD-A-8.

Letter RD-2

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

Dec. 6, 2014

Re: Bob Jones Pathway Revised Draft EIR Alternatives Section

Dear Ms. Hostetter:

Thank you for the opportunity to comment on the Amended Revised Draft Environmental Impact Report (RDEIR) Alternatives Section for the Bob Jones Trail and to commend you and Shaun Cooper and your respective Parks and Planning staff teams for the expanded study and analysis completed in the last year. The degree to which you have accommodated public requests for changes in the plan was evident at the informational meeting held on November 13, 2014. Not a single substantial issue was raised by any of the 25 persons in the room, unlike a similar informational meeting one year ago where several concerns were voiced.

It is with pleasure that I note our concerns and those we heard from the public at the previous meeting have been addressed with the new trail option 6. We encourage staff to recommend this option to the Parks and Recreation Commission and Board of Supervisors for adoption. It accomplishes several key goals, enhances public safety and minimizes impacts:

- Trail width at an increased 12 feet will accommodate both recreational and commute riders by allowing for safe passing and reducing conflicts with other users;
- Trail separated off Monte Road meets plan objective of a full Class I off-road trail and addresses both safety and property owner concerns;
- Undercrossing of Highway 101 eliminates neighbor concerns about view shed and Caltrans expansion concerns;
- Undercrossing of San Luis Bay Drive promises to eliminate an unsafe at grade crossing.

RD2-1

The Friends of the Bob Jones Trail is a partnership of the San Luis Obispo County Land Conservancy and the San Luis Obispo County Bicycle Coalition formed to assist with trail planning, coordination and partnership, construction, funding and maintenance. We look forward to working with you on an ongoing basis and leveraging local support to make the trail a world-class asset and to maintain it as such in perpetuity.

Sincerely,

2.0 RESPONSES TO COMMENTS

Anne Wyatt, steering committee
Friends of the Bob Jones Trail

c/o San Luis Obispo County Bicycle Coalition
860 Pacific St, Ste. 105
San Luis Obispo, CA 93401
(805) 296-0013
a.renewyatt@gmail.com

RESPONSE TO LETTER RD-2 – FRIENDS OF THE BOB JONES TRAIL

Response to Comment RD-2-1

Commenter notes that Alternative 6 addresses several issues expressed through the DEIR public comment process and that the organization supports Alternative 6. Such issues include increasing the width of the path, separation from Monte Road, and the addition of undercrossings at both US 101 and San Luis Bay Drive.

Comment noted. No change is needed. The comment will be provided to the decision-makers for consideration.

Letter RD-3



SLO COUNTY BICYCLE COALITION | slobikelane.org

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

Dec. 5, 2014

Re: Amended Revised Draft Environmental Impact Report (RDEIR) Alternatives Section for the Bob Jones Pathway

Dear Ms. Hostetter:

The San Luis Obispo County Bicycle Coalition appreciates the opportunity to comment on the Amended Revised Draft Environmental Impact Report (RDEIR) Alternatives Section for the Bob Jones Pathway. Our mission is to improve quality of life throughout the Central Coast through bicycle advocacy, education and inspiration. With 800 members countywide, our efforts are motivated directly by the wants and needs of residents who believe active transportation, recreation and safe streets are essential to local well-being.

We are pleased with the RDEIR and thank the staffs of the Planning and Parks and Recreation Departments and consultants for a thorough response to public concerns raised by the August 19, 2013, Draft Environmental Impact Report. Specifically, the RDEIR's Alternative 6 reduces potential conflicts with day-to-day agricultural operations associated with active farming along the alignment; incorporates the Highway 101 undercrossing instead of the overcrossing; and improves safety by eliminating key at-grade crossings.

We believe the 12-foot pavement width with 2-foot shoulders will reduce conflicts and improve safety for all trail users and be consistent with the City of San Luis Obispo's trail standards. The elimination of two South Higuera Street crossings and shifting the route from Monte Road to a full Class 1 trail near the riparian edge will make the trail a much safer and enjoyable experience. The undercrossing of San Luis Bay Drive provides access and an exit point to Ontario Road when the trail is closed during high creek flows.

RD3-1

The Bicycle Coalition has two safety concerns that are not environmental impacts:

- Because the maximum height of the Highway 101 undercrossing is less than 8 feet, "signage will be required on the approaches to the undercrossing advising trail users to dismount and walk bicycles" (page 3.0-24). We doubt many bicyclists will dismount and walk through an 80-foot tunnel, especially bicyclists with cleats, and recommend this issue be addressed through design.
- Trail width at bridge crossings remains 10 feet (page 3.0-22). We are concerned a reduction in trail width will create bottlenecks and possible conflicts with trail users (bicyclists, pedestrians, dog walkers, etc.) who stop on the bridges to look into the

RD3-2

RD3-3

860 Pacific St, Suite 105, San Luis Obispo, CA 93401 | slobikelane.org/business



SLO COUNTY BICYCLE COALITION | slobikelane.org

creek. To be consistent with statewide county and city bicycle/pedestrian bridges, the minimum width should be 14 feet or more.

RD3-3

In closing, we are pleased with the RDEIR and support staff recommending Alternative 6 to the Parks and Recreation Commission and Board of Supervisors for certification

RD3-4

Completion of the Bob Jones Pathway is a major goal of the Bicycle Coalition. Certification of the RDEIR will be an important step toward providing a greenbelt from San Luis Obispo to Avila Beach that area residents and visitors will enjoy and cherish for generations.

Best Regards,

Dan Rivoire
Executive Director
San Luis Obispo County Bicycle Coalition

860 Pacific St, Suite 105, San Luis Obispo, CA 93401 | slobikelane.org/business

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER RD-3 – SLO COUNTY BICYCLE COALITION

Response to Commenter RD-3-1

Commenter notes that the proposed Alternative 6, which increases pathway width, eliminates two South Higuera Crossings, and shifts the route from Monte Road, would make for a safer bicycle route.

Comment noted.

Response to Comment RD-3-2

Commenter notes that the request that bicycles be dismounted for the US 101 undercrossing portion of the pathway would most likely no be implemented by bicyclists, especially those with cleats. Commenter requests that this issue be addressed through final design stages.

Comment noted. Since this comment does not address the adequacy of the RDEIR, no change is needed. Nonetheless, during final design stages, San Luis Obispo County will take into consideration the dismount requirement, its enforceability, and potential Caltrans requirements. Please see Response to Comment RD-A-8.

Response to Comment RD-3-3

Commenter notes that the trail width at bridge crossings is currently 10 feet, which may create bottlenecks between bicyclists and pedestrians who stop on the bridge for creek viewing. Commenter notes that the minimum width for such bridges should be 14 feet to comply with statewide, county, and City of San Luis Obispo standards.

Comment noted. Bridge widths must allow reasonable room to pass, while considering their use for maintenance vehicles, minimizing impacts to the creek, and cost. Ten foot widths in these limited locations accomplishes this balance of priorities.

Response to Comment RD-3-4

Commenter notes that the organization is pleased with the RDEIR and expresses support for Alternative 6.

Comment noted. The comment will be provided to the decision-makers for consideration.

Letter RD-4

Florentina Craciun

From: rhostetter@co.slo.ca.us
Sent: Monday, November 24, 2014 8:41 AM
To: Tad Stearn; secooper@co.slo.ca.us
Subject: Fw: Bob Jone Trail RDEIR Comment

FYI - Comment to add, Thanks!

Ryan Hostetter, LEED AP
County of San Luis Obispo
Current Planning and Permitting
(805) 788-2351
----- Forwarded by Ryan Hostetter/Planning/COSLO on 11/24/2014 08:40 AM

From: Phil Wagner <pmwslo@yahoo.com>
To: "rhostetter@co.slo.ca.us" <rhostetter@co.slo.ca.us>
Date: 11/22/2014 11:27 AM
Subject: Bob Jone Trail RDEIR Comment

Ryan - below are my comments regarding the Bob Jones Trail RDEIR.

I support Alternative 6 as it is the environmentally superior proposal. [redacted] RD4-1
it has no over-crossing over 101,
fewer bridges
the route appears to be more scenic than others (away from the
highway)

I had a suggestion for notifying the public about seasonal washouts cause by flooding. You can install remote water level sensors with solar powered telemetry systems that could trigger notices on a webpage and on an annunciator panel at the trail head (Octagon Barn). RD4-2

Lastly, was something that concerned me at the Nov. 13 meeting. Some local land owners that are impacted by the Bob Jones Trail routes claimed not to have been notified about meetings or having opportunities to comment. Those land owners are possible sources of opposition to the project and extra efforts to notifying and communicating with them should be pursued. Also, they may have great suggestions as they are intimately connected to the issues on their land. RD4-3

Thanks for your work on this project. Completion can't come soon enough!

Phil Wagner
1233 Vista del Lago
San Luis Obispo, CA 93405

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER RD-4 – PHIL WAGNER

Response to Comment RD-4-1

Commenter expresses support for Alternative 6 due to its lack of US 101 overcrossing, fewer bridges, and a more scenic route.

Comment noted.

Response to Comment RD-4-2

Commenter suggests that a remote water level sensor be installed to notify path users of pathway closures and flooding.

Comment noted. The comment does not address the adequacy of the RDEIR. The comment will be provided to the decision-makers for consideration. However, the comment is appreciated as a creative solution to providing automated information to trail users.

Response to Comment RD-4-3

Commenter suggests that landowners who expressed concerns about the project could represent a roadblock to project implementation and as such extra efforts should be implemented to notify them regarding project changes and implementation.

Comment noted. The comment does not address the adequacy of the RDEIR. The comment will be provided to the decision-makers for consideration.

Letter RD-5

Florentina Craciun

From: rhostetter@co.slo.ca.us
Sent: Friday, December 05, 2014 12:24 PM
To: Tad Stearn; secooper@co.slo.ca.us
Subject: Fw: Bob Jones Re-Release EIR

Comments below:

Ryan Hostetter, LEED AP
County of San Luis Obispo
Current Planning and Permitting
(805) 788-2351
----- Forwarded by Ryan Hostetter/Planning/COSLO on 12/05/2014 12:24 PM

From: george hohon3 <hohon3@hotmail.com>
To: "rhostetter@co.slo.ca.us" <rhostetter@co.slo.ca.us>
Date: 12/05/2014 12:19 PM
Subject: RE: Bob Jones Re-Release EIR

Ryan,

Please add the following comments concerning the Re-Release of the Bike Path EIR:

General comment:

The Alternatives discussion of this report is obviously bias towards the intended or preferred project as presented by the County planning Department. Alternative number 2 is without question the most environmentally beneficial (least damaging) project alternative and is by far the most economical project, yet the alternative is presented in a negative way and the actual benefits of the alternative are completely ignored.

RD5-1

Advanced bicyclists will not bother to use this path, no matter it's location. They do not use the current Bob Jones path from the staging area to Avila Beach, and there is no evidence that they would use this path either. They will continue to ride along South Higuera, Ontario Road, San Luis Bay Drive and Avila Beach Drive as they do now. Any consideration for their needs should be discounted.

RD5-2

Specific comments:

The proposed alignment places the path in an area of potential flooding of Monte Road leading to the Baron Canyon development. Any pathway improvement to reduce this flood threat would impact the

RD5-3

2.0 RESPONSES TO COMMENTS

creek and flood plain, causing the potential for additional damage to the Ag Lands, Monte Road and access to Baron Canyon.

RD5-3

The proposed alignment requires the 'taking' of private property from several locations while other alternatives do not. This taking will require additional financial support to develop the project, and will expose the County to higher levels of liability due to it's location. These takings have the potential to increase the time needed to start the project.

RD5-4

The proposed alignment 'takes' quality Ag Lands out of production and has specific impacts to San Luis Obispo Creek, while Alternative #2 does not, making Alternative #2 a better environmentally beneficial project.

RD5-5

The proposed alignment proposes changes to the intersection of Monte Road and San Luis Bay Drive, when none are required. It bicyclist follow the rules of the road, there is no objective or specific need for any of the proposed changes. The suggested changes make conclusions that bicyclists need some special protection beyond what the current law provides. If this is the case, a Class One bike path should NOT be proposed to run through an intersection, and it requires a completely different route, such as Segment #4 and the tunnel crossing.

RD5-6

The proposed alignment proposes a Bike/Ped Bridge to cross over San Luis Obispo Creek, parallel to San Luis Bay Drive, but fails to provide a proposal as to how it will protect users from flood waters that over-top San Luis Bay east of the creek. The report does not even discuss the potential of this threat, how it will be mitigated, or how the potential mitigation will affect both up-stream and down-stream locations during a flooding event, and it does not discuss the potential impact of those flood waters crossing San Luis Bay Drive in terms of depth or velocity caused by down-stream structures.

RD5-7

The summary statement for Alternative #2 is inaccurate because it does not place the Bike/Ped path in a Class I structure. It assumes the path would remain within the traffic corridor of Ontario road for the majority of it's overall length. This fails to include a proposal to make a Class I path from Higuera Street to the current Bob Jones Staging Area. The area between the 101 Highway and Ontario Road is more than adequate for the construction of a Class I path. It also does NOT require any private property takes, it would NOT damage or cause a loss of prime Ag Lands, it would NOT require the construction of multiple creek crossing bridges NOR additional flood proofing, and it would save hundreds of thousands of dollars in project costs. And the summary does not indicate or acknowledge the fact that advanced bicyclists will continue to use the Higuera Street, Ontario Road, San Luis Bay Drive and Avila Beach Drive corridors.

RD5-8

Please keep me informed as to when this item will be presented before any County Board or Commission. Thanks.

Louis G Gibson
75 Squire Canyon Road
San Luis Obispo, CA 93401

805-595-2780

> Subject: RE: Bob Jones EIR Link
> To: hohon3@hotmail.com
> From: rhostetter@co.slo.ca.us
> Date: Mon, 9 Sep 2013 10:35:05 -0700
>
> You are welcome to submit to me via email and I will add your
> email/comments to the group.
>
> Thank You,
>
> Ryan Hostetter, LEED AP
> County of San Luis Obispo
> Current Planning and Permitting
> (805) 788-2351
>
>
>
> From: george hohon3 <hohon3@hotmail.com>
> To: "rhostetter@co.slo.ca.us" <rhostetter@co.slo.ca.us>
> Date: 09/09/2013 10:32 AM
> Subject: RE: Bob Jones EIR Link
>
>
>
> Can I submit my comments via email, directly to you. Or does it have
> to
be
> in a letter format directed to the County?
>
> George
>
>> Subject: RE: Bob Jones EIR Link
>> To: hohon3@hotmail.com
>> From: rhostetter@co.slo.ca.us
>> Date: Mon, 9 Sep 2013 10:28:49 -0700
>>
>> Hi Mr. Gibson,

2.0 RESPONSES TO COMMENTS

>>
>> 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
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
>>
>>
>>
>> From: george hohon3 <hohon3@hotmail.com>
>> To: "rhostetter@co.slo.ca.us" <rhostetter@co.slo.ca.us>
>> Date: 09/09/2013 10:21 AM
>> Subject: RE: Bob Jones EIR Link
>>
>>
>>
>> Ryan,
>>
>> Considering the current review process and possible changes to
previously
>> stated submission dates, what is the current date for submitting
written
>> comments on the EIR? And what are scheduled dates for any further
public
>> comment before any Board, Commission or other governmental body that
> might
>> hear this item? Thank you.
>>
>> George Gibson
>> Squire Canyon
>>
>>> Subject: Bob Jones EIR Link
>>> To: hohon3@hotmail.com
>>> From: rhostetter@co.slo.ca.us

2.0 RESPONSES TO COMMENTS

RESPONSE TO LETTER RD-5 – LOUIS GIBSON

Response to Commenter RD-5-1

Commenter notes that although Alternative 2 is the least damaging project alternative, the discussion is biased toward Alternative 6.

Alternative 2 would not meet the primary project objectives as outlined in Section 3 of the RDEIR and would result in greater degree of impacts to other environmental resources. Alternative 6 was tailored to lessen impacts identified by the community while at the same time meeting project objectives. This comment does not address the adequacy of the RDEIR; as such, no change is needed.

Response to Comment RD-5-2

Commenter notes that seasoned bicyclists would not use the proposed pathway and that any considerations for their needs should be discontinued.

Comment noted. However, the comment does not address the adequacy of the RDEIR.

Response to Comment RD-5-3

Commenter notes that the pathway is placed in areas where flooding could take place and that any mitigation measures designed to reduce flooding would impact the creek and floodplain, as well as result in potential damage to agricultural lands, Monte Road, and access to Baron Canyon.

Per Appendix C, Hydraulic Study, the project would not have any significant impacts on local flooding, local bank erosion, or hydrologic-related floodplain functions and values are predicted to occur due to construction and operation of the proposed bicycle/pedestrian pathway and bridge(s). Impacts to riparian habitat and functions would be mitigated by including all applicable measures from the National Environmental Study (NES) and mitigation measures as defined in the MMRP. As such, no change is needed.

Response to Comment RD-5-4

Commenter notes that the pathway would require the “taking” of private property, which would expose the project to greater liability and financial burden.

The County would complete the easement acquisition process through negotiations with Caltrans and other property owners. Comment noted. No change is needed.

Response to Comment RD-5-5

Commenter notes that the proposed pathway would impact agricultural lands and would take them out of production, while Alternative 2 would not have the same impacts.

The commenter is correct that the project would impact agricultural lands. As such, Alternative 6 was designed and analyzed to avoid farmland impacts. The commenter is correct that Alternative 2 would result in fewer impacts to agricultural lands than the proposed project as presented in Section 3 of the RDEIR. Please see Master Response 1. No change is needed.

Response to Comment RD-5-6

Commenter notes that the project requires modifications at the intersection of Monte Road and San Luis Bay Drive. Commenter suggests that a Class I bike path should not be proposed to run through an intersection, and a different route should be proposed as an undercrossing.

Please see Master Response 1. No change is needed.

Response to Comment RD-5-7

Commenter notes that the RDEIR does not adequately discuss flooding impacts and potential mitigation measures or modification to floodplain water loads.

Please see Master Response 1. Additionally, please see Appendix C, Hydraulic Study, for requested data. See also Response to Comment RD-A-8. Comment noted. No change is needed.

Response to Comment RD-5-8

Commenter notes that the summary statement for Alternative 2 is inaccurate because it does not include a proposal for a Class I path from Higuera Street to the current Bob Jones staging area. Commenter also notes that Alternative 2 would not require the take of any private property, the construction of multiple creek crossings, or any additional flood profiling. Commenter further notes that the summary does not take into account that experienced bicyclists would not use the pathway.

While the commenter is correct in that Alternative 2 would have fewer impacts on private agricultural lands, Alternative 2 compared with the project would have higher impacts on other environmental resource areas per Section 3 of the RDEIR. Further, Alternative 2 would not meet project objectives. Please see Master Response 1.

Letter RD6

11 Nov 2014

SUBJECT: Public Input Opportunity regarding the Bob Jones Trail Extension to San Luis Obispo City

Ms. Hostetter,

Thank-you for providing the information (RDEIR) on the proposed Bob Jones Trail from San Luis Obispo to the existing staging area on Ontario Road.

This an excellent example of effectively obtaining Public input on a project affecting large community groups. Thank-you and all involved.

While I will not be an active user of this trail, it does impact me as a very frequent user of South Higuera, San Luis Bay Drive (See Cyn. exit), Avila Bay Drive, and Ontario Road, and an occasional user of Monte Road.

I am very supportive of alternative 6B for two primary reasons:

- 1) it eliminates path crossings of South Higuera (segment 1). As a frequent motor-vehicle user of Ontario Rd., I am very aware of the potential for accidents to occur at these types of crossings. I see many families with young children on bicycles, who tend not to pay attention to the traffic. I also see mothers with baby carriages, often in pairs who seem more engaged with conversation, than being aware of the vehicle traffic along the road.
- 2) it would eliminate visual impacts of an over-pass at the connection to the current staging area (segment 5), which would also be more ecologically beneficial by being less impactful of geology & soils.

RD6-1

The only item of concern for me is the proposed tunnel under the east side of Hwy 101 at San Luis Bay Dr. (segment 4):

- 1) this seems extremely costly with no real benefit, and has a serious down-side. As discussed on page 3.0-23 of the RDEIR, at-grade access/exit ramps are planned and would be necessary to accommodate potential closure of the under-pass (segment 5) allowing transitioning onto Ontario Rd. (Partially shown in Appendix B, Biological Resources Assessment's, Appendix E (Habitat Maps) Pg. C-3 [sic])
 - a. Re: safety of at-grade crossing at this location. The vehicle traffic on the east portion of San Luis Bay Dr. to Monte Rd. is extremely low; my guess would be much less than a dozen an hour at peak transit times. Thus, it would be orders of magnitude less than the currently traffic flow on Ontario Rd. Thus, at-grade crossing at this location has almost zero safety risk to path users. The existing gravel pull-out shown, is sufficiently removed from the moderately used Hwy 101 on/off-ramps, with clear line-of-sight in both directions to avoid any potential vehicle interaction.
- 2) Besides being unnecessary, a tunnel would be prone to vandalism, potential crime opportunities, and since the trail would have essentially no usage at night, would provide an attractive shelter for the homeless. Please utilize the funds that would be expended on this aspect of the trail on other trail improvement opportunities within the County.

RD6-2

RD6-3

RD6-4

Sincerely,

Brian LoConte
Irish Hills Resident

RESPONSE TO LETTER RD-6 – BRIAN LOCONTE

Response to Comment RD-6-1

Commenter supports Alternative 6B because it eliminates the crossing at South Higuera Street and eliminates the crossing in Segment 5.

Comment noted.

Response to Comment RD-6-2

Commenter notes concern for the proposed undercrossing at San Luis Bay Drive due to its relatively high costs compared to low benefits. Commenter points to the existing discussion on page 3.0-23 of the RDEIR of planned ramps that would be necessary to accommodate potential closure of the underpass.

The comment addresses a design feature of Alternative 6 relative to safety. The tunnel under San Luis Bay Drive is intended to provide a more direct route and optimize flow of travel at this location. The RDEIR acknowledges that “feeder” ramps would be needed to allow access points to the pathway. While traffic volumes on San Luis Bay Drive are low, an at-grade crossing would necessitate a mid-block crossing, which is inconsistent with County trail design standards.

Response to Comment RD-6-3

Commenter notes that an at-grade crossing of San Luis Bay Drive would not pose safety concerns for pathway users due to low traffic volumes and the distance from US 101 on/off-ramps.

Comment noted. See above response.

Response to Comment RD-6-4

Commenter notes that the proposed undercrossing would be prone to vandalism and crime opportunities and an attractive shelter for the homeless population.

The comment does not address the adequacy of the CEQA document. No change is needed.

2.0 RESPONSES TO COMMENTS

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3.0 AMENDMENTS

GLOBAL MINOR AMENDMENTS TO ENTIRE DEIR AND RDEIR

The following change applies globally to the DEIR, RDEIR and FEIR. Due to the dissolution of the "General Services Agency" and the creation of the "Parks and Recreation Department", the CEQA Lead Agency for the project shall be referred as "San Luis Obispo County" or "County of San Luis Obispo." Text in ~~strikeout (abc)~~ represents text that is removed globally from the environmental documents.

County of San Luis Obispo General Services Agency - Parks

AMENDMENTS TO THE DRAFT EIR

Amendments to Section 1.0, Introduction and Project Description

No change needed.

Amendments to Section S, Impact and Mitigation Summary

Page S-42 (added text is underlined):

- **MM 2.3-1f:** The use of herbicides is prohibited as the primary method to control invasive, exotic plants along the pathway, except in areas of managed agriculture, where use of pesticides (including herbicides) is regulated by the California Food and Agriculture Code.

Page S-46 (added text is underlined):

- **MM 2.3-4b:** During construction, the biological monitor(s) will ensure that the spread or introduction of invasive exotic plant species will be avoided to the maximum extent possible. When practicable, invasive exotic plants on the project site (such as *Arundo donax*) will be removed and properly disposed.

Amendments to Section 2.1, Aesthetics

Page 2.1-9. Text in ~~strikeout (abc)~~ represents text that was removed from the DEIR.

While there may be glimpses from other areas along Highway 101 and the frontage roads, these eleven areas were judged to best represent or illustrate the potential impacts of the project, including the worst-case scenarios.

Page 2.1-10 (added text is underlined):

These configurations are shown in Figure 2c of the VIA, which is included in Technical Appendix T1, page 13.

Page 2.1-17 (added text is underlined):

The proposed bridge and overcrossing structures are the primary features that would most likely result in adverse effects to the visual character of the surrounding area, understanding that a person's sensitivity to changes in the visual character of the area can be very subjective for both negative and beneficial impacts.

3.0 AMENDMENTS

Page 2.1-18, Table 2.1-3 (added text is underlined):

Notes: 1 – very low; 2 – low; 3 – moderately low; 4 – moderate; 5 – moderately high; 6 – high; 7 – very high

(1) West ramp = 3.33 with a difference of (0.17); values in () represent difference between existing and post-project visual quality ratings

Amendments to Section 2.2, Agricultural Resources

Page 2.2-25 is amended as follows:

Cumulative Loss of Important Farmland and/or Forestland

Impact 2.2-6 Implementation of the proposed project would contribute to the cumulative loss of important farmland (designated Prime or Unique Farmland) and/or forestland within the county. This is considered a Class III, *less than significant*, cumulative impact.

Implementation of the proposed project would directly result in the loss of approximately 1.6 acres of land designated as important farmland; however, this conversion will result on in the loss of 0.5 acres of productive important farmland (designated Prime or Unique Farmland) and a maximum of 0.9 acre of forestland (riparian). When combined with other reasonably foreseeable similar projects within the County that convert farmland and forestland, the amount would not be considered cumulatively considerable in the context of countywide inventories of farmland and forestland. The only cumulative project that would combine with this action is the City's portion of the Bob Jones Pathway. However, that project, like the County's segment, would also be expected to result in very small areas of conversion that would not rise to a level of significance or impact the viability of existing agricultural land. In addition, the County's policies severely limit the ability for cumulative conversion or for conflict to occur. Therefore, the proposed project's contribution towards the loss of improvement farmland and/or forestland would not be cumulative considerable and this would be considered **Class III, less than significant**, cumulative impact.

Amendments to Section 2.3, Biological Resources

Page 2.3-31 (added text is underlined):

- **MM 2.3-1f:** The use of herbicides is prohibited as the primary method to control invasive, exotic plants along the pathway, except in areas of managed agriculture, where use of pesticides (including herbicides) is regulated by the California Food and Agriculture Code.

Page 2.3-37(added text is underlined):

- **MM 2.3-4b:** During construction, the biological monitor(s) will ensure that the spread or introduction of invasive exotic plant species will be avoided to the maximum extent possible. When practicable, invasive exotic plants on the project site (such as *Arundo donax*) will be removed and properly disposed.

Amendments to Section 2.4, Cultural Resources

No change needed.

Amendments to Section 2.5, Land Use and Planning

No change needed.

Amendments to Section 2.6, Transportation and Circulation

No change needed.

AMENDMENTS TO THE RECIRCULATED DRAFT EIR

Amendments to Section 3.3, Project Alternatives

The County compiled a Revised DEIR (RDEIR) document to address the issues raised during the public review period for the DEIR, through the analysis of an additional alternative pathway alignment. This analysis, referred to as Alternative 6, was presented in a revised Section 3.0 of the EIR. A Revised Draft EIR (RDEIR) was compiled and recirculated to add Alternative 6. A Notice of Availability for the RDEIR was published in October 21, 2014, on the County's website and distributed to interested parties on the same date. The RDEIR was available for public review and comment from October 21, 2014, to December 8, 2014.

With the RDEIR, the Project Alternatives section was revised and replaced in its entirety.

Page 3.0-18 of the RDEIR. Text in ~~strikeout~~ (abc) represents text that has been removed from the RDEIR.

- "In addition, the undercrossing may attract illegal camping and related activities associated with use by transients, which may also increase maintenance costs and result in secondary environmental consequences."

Page 3.0-24 has been amended to add the following text at the end of the description of Alternative 6:

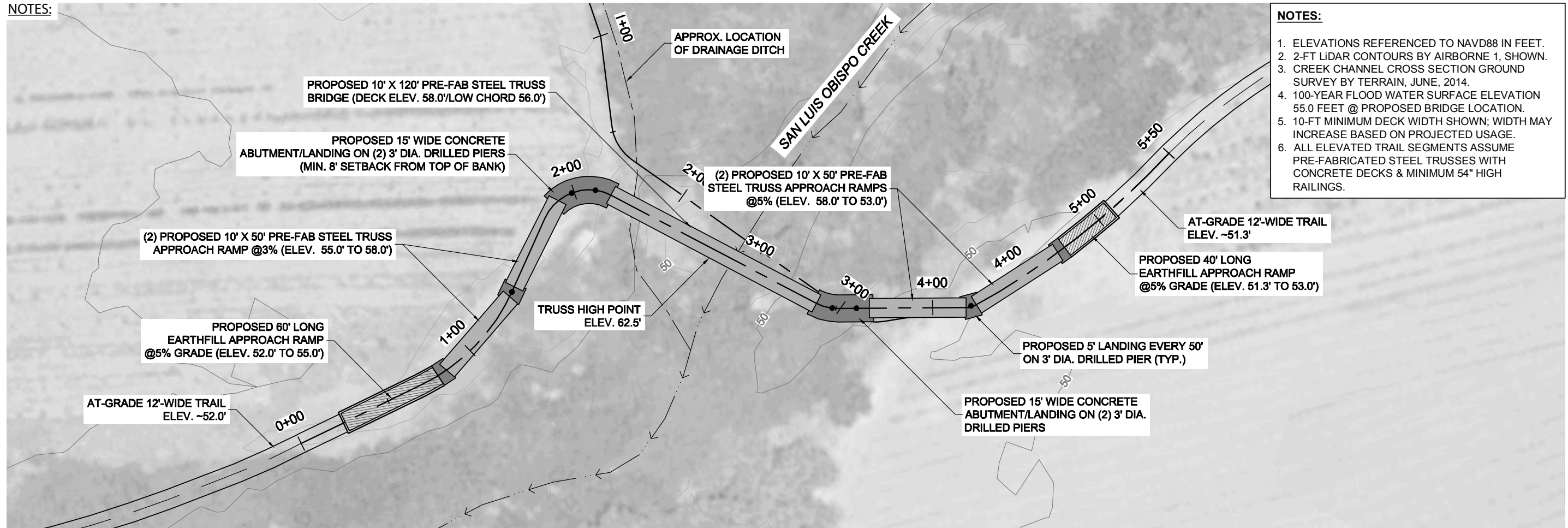
- Operations and Maintenance. Alternative 6, as with all project alternatives, will involve basic and ongoing operations and maintenance activities to ensure that the pathway remains safe and functional as designed. Operations and maintenance will be performed by the County.

3.0 AMENDMENTS

FIGURE CHANGES

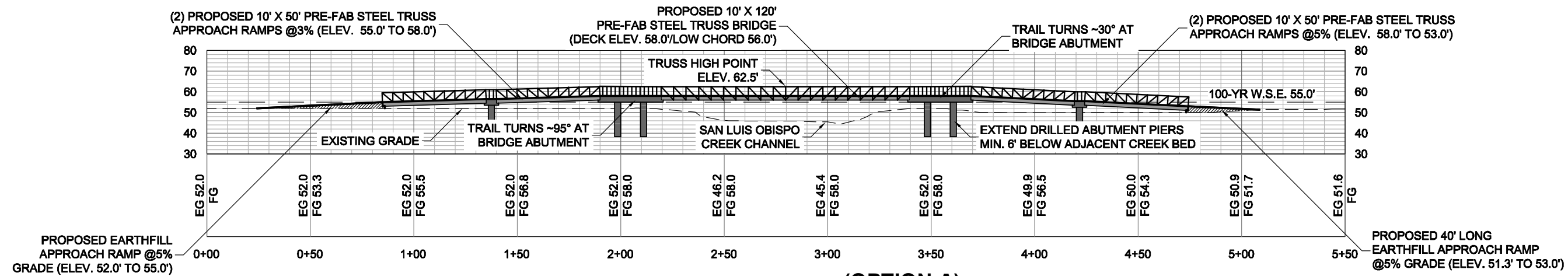
RDEIR Figures 3.0-3a and 3.0-3b have been updated and attached to correct minor labeling errors.

T:\CS\Work\San Luis Obispo County\of\Bob Jones Pathway Figures 10-0020-01-002



- NOTES:**
1. ELEVATIONS REFERENCED TO NAVD88 IN FEET.
 2. 2-FT LIDAR CONTOURS BY AIRBORNE 1, SHOWN.
 3. CREEK CHANNEL CROSS SECTION GROUND SURVEY BY TERRAIN, JUNE, 2014.
 4. 100-YEAR FLOOD WATER SURFACE ELEVATION 55.0 FEET @ PROPOSED BRIDGE LOCATION.
 5. 10-FT MINIMUM DECK WIDTH SHOWN; WIDTH MAY INCREASE BASED ON PROJECTED USAGE.
 6. ALL ELEVATED TRAIL SEGMENTS ASSUME PRE-FABRICATED STEEL TRUSSES WITH CONCRETE DECKS & MINIMUM 54" HIGH RAILINGS.

CONCEPTUAL BRIDGE PLAN (OPTION A)



CONCEPTUAL BRIDGE PROFILE (OPTION A)

Source: Questa

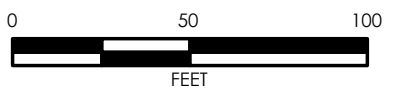


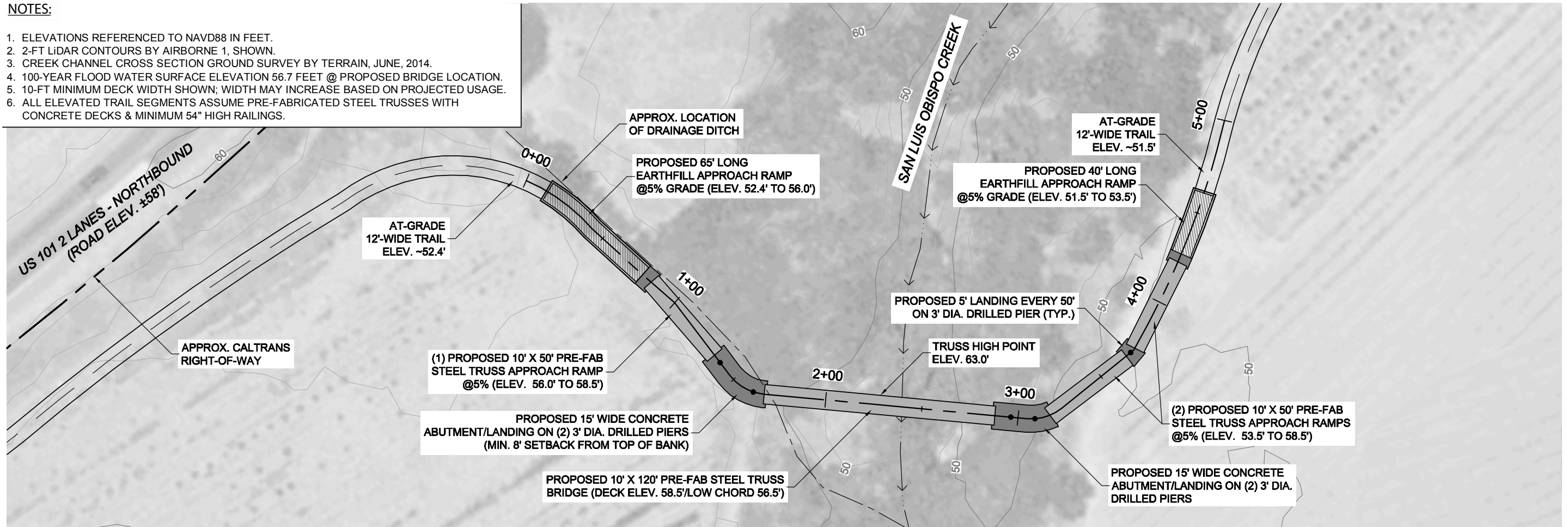
Figure 3.0-3a
Baron Canyon Bridge Detail (Option A)



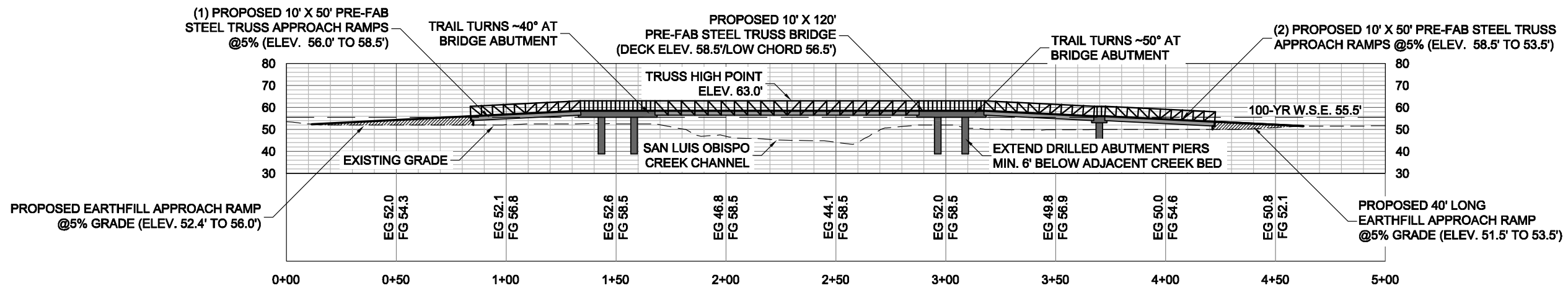
T:_CS\Work\San Luis Obispo County of\Bob Jones\Highway Figures\10-0020-01-002

NOTES:

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6. ALL ELEVATED TRAIL SEGMENTS ASSUME PRE-FABRICATED STEEL TRUSSES WITH CONCRETE DECKS & MINIMUM 54" HIGH RAILINGS.



CONCEPTUAL BRIDGE PLAN (OPTION B)



CONCEPTUAL BRIDGE PROFILE (OPTION B)

Source: Qesta

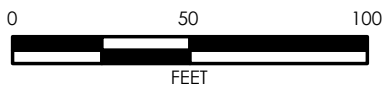


Figure 3.0-3b
Baron Canyon Bridge Detail (Option B)

