



Coastal Rail Resiliency Study (CRRS)

Public Meeting #2 / Listening Session
Thursday, May 30th, 2024, from 5 - 6:30 p.m.
San Clemente City Hall, Council Chambers

See the table below to view the written questions and comments submitted by meeting participants.

| # | Question/Comment |
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| 1 | <p>The first slide showed the many decade history of the rail line with 2 minor closures over those decades until very recently.</p> <p>One slide showed the Cypress Shores area in 2013 with 75 lbs. of sand now in 2022 150.</p> <p>It seems very obvious that a full sand buffer between wave action and railroad bluffs has been functional protector until it was gone.</p> <p>Sand is a suitable protection has proven by history.</p> <p>It's not more complicated than that. Thanks.</p> |
| 2 | <p>Please - no more rock revetments. Spend all funds on sand replenishment only. Have BNSF also provide funds. Replenish sand as needed and whenever needed. In the meantime, limit all freight trains to a speed limit of no more than 20 mph through the beach area, and study its effects on soil movement. I think it will surprise everyone how much the movement is diminished.</p> |
| 3 | <p>We strongly urge OCTA to reconsider their plan to devastate our beaches by dumping rocks on our public beaches. This will result in increased erosion and destruction of</p> |

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| | the beach and surfable waves. We implore you to explore natural alternatives to combat coastal erosion. |
| 4 | Protecting the rail corridor is important but does not have to be done at the expense of San Clemente’s beaches. Instead of bringing rock in to create a barrier which will create scouring if no beach is present, please bring sand in by rail instead. The imported sand will return the beach to its width from decades past, a time when the rail corridor was secure <u>AND</u> the beaches were ample and a recreational playground + economic engine for San Clemente and South Orange County. |
| 5 | No boulders please! Our beaches need sand for tourism, surf, quality of life for residents, and erosion. |
| 6 | You heard from the experts, we need sand. The temporary solutions to reinforce the tracks have caused more damage. We have lived on the landslide since 2021. My home (over built with 100 -- to bedrock) has suffered - continues to suffer damage. I want my beach back. The beach my daughter got married on the sand - her reception was in our park. I want my grandkids to enjoy the beach, we can’t do that without sand. I drive to Big Bear Lake along Highway 38, along the dry Santa Ana riverbed- now driving because Seven Oaks Dam and other man made infrastructure has blocked the natural sand deposit from getting to our shoreline. This is a man made ecological disaster that can be repaired by replacing the sand that has been blocked for 50 years. California Coastal Commission failed to protect our coast. Who will hold them accountable? They failed to do their job. |
| 7 | <p>I am a resident at [REDACTED] which is a 7 unit complex above where the bluff failure occurred.</p> <p>We have been in contact with the S.C City Public Works, Director, David Rebensdorf, to discuss plans, following loss of the pedestrian bridge.</p> <p>We have not heard from the City since the railroad inform the city, the “catchment wall” was to be built on the ocean side of where the bridge was located.</p> <p>Question:</p> <p>When can bluff residents expect to hear from the city planners as to what Buena Vista Bluff owners should do to mitigate further Bluff failure?</p> |
| 8 | I have lived on the bluff in North Beach since December of 1991, in a new 4 unit condo development at [REDACTED] Buena Vista. We had a beautiful, wide beach beneath us (my spouse & I) I have watched more and more riprap dumped over the years and less and less sand as a result. Sea wall studies have been done multiple times, showing that sea walls (& rip rap) erode sand on the beach. The containment walls you have installed are in an unsightly addition to our coastline in San Clemente. |

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| | <p>The trains do cause vibration, affecting the bluffs. The tracks need to be moved inland, we need more sand replacement soon, not in the far future.</p> <p>Also, there is definitely concern regarding the ground water coming from inland and seeping through the bluffs. How about a study! Thank you</p> |
| 9 | If there is no beaches, there is no surf. Without surf what is San Clemente. No sand no surf!! Bad idea!! |
| 10 | No beaches, no surf Please don't ruin our beach |
| 11 | I think this is a bad idea because it will ruin our beaches. No sand no surf. |
| 12 | Please minimize riprap- we do not support more riprap. Please solve the problem with MORE SAND. |
| 13 | <p>No amount of boulders on the beach, or next to railroad will solve the problem. To preserve and bring back the beach and keep sand brought in, there needs to be reefing to dissipate the wave energy and surge (especially the south swells), especially south of San Clemente State Beach! Consulting beach presentation and sand retention experts is necessary. Once reefing is in place, much less sand will be needed over time.</p> <p>Rock and revetment walls won't work!</p> <p>Thank you</p> |
| 14 | No more riprap! Please, use sand and not boulders! I value our beaches! |
| 15 | No more rocks! More sand! As a realtor, and long time, resident of San Clemente, the loss of our beaches would be damaging to our economy, tourism, and would depreciate the value of our properties and businesses. |
| 16 | Please consider the consequences of your decision beyond immediate and monetary gratification. The beaches of our town are the hub for the youth to congregate. What we need is more sand to protect the tracks and the town we love so much. |
| 17 | No more riprap! Please use sand, not more boulders! |
| 18 | <p>My name is [REDACTED], a Dana Point resident. I have been involved with south county coastal erosion issues since 2021.</p> <p>Back then OCTA wanted to build a \$50 million siding between Doheny Park road and</p> |

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| | <p>Beach road. They were going to double the tracks in Capo Beach to allow more passenger trains to be run thru south county. That idea got stopped when Capo Beach citizens publicized the fact that the Metroliner passenger trains running from San Juan Capistrano to Oceanside were only 3-5% occupied. In other words 95% of all the seats on those trains were empty. That insight came from Metroliner data that was pried out of OCTA with a FOIA request. OCTA has a history of making bad decisions on this stretch of tracks.</p> <p>Now we are talking about spending millions of taxpayer funds to armor most of the San Clemente coastline with riprap barriers. Riprap that obstructs beach access and causes sand erosion. Why?</p> <p>Should we keep running trains with almost no passengers? Should San Clemente residents be exposed daily to diesel fumes from locomotives pulling nearly empty passenger cars? Agency data shows about 1250 to 2500 people ride these trains every day. That is not nearly enough people to justify the damage to our coast and our climate and the millions of dollars in operating expense and capital expenditures being proposed to keep this travesty going.</p> <p>We can end the rail and save public funds and our coast. We just have to get our politicians to prioritize practicality and public interest instead of repeating the vapid fallacy that the LOSSAN corridor, second busiest in the nation, has any meaning south of San Juan Capistrano. I urge you to phase out the rail tracks sooner rather later. We can do better with our beaches and public money than this.</p> |
| <p>19</p> | <p>Focus more on sand instead of rocks. 15 feet of boulders are sufficient and should be reduced from 50 feet. Boulders destroy our beaches! Do not put more than 15 feet of boulders!</p> |
| <p>20</p> | <p>As a San Clemente, resident and homeowner, I support as much sand replenishment as possible, and as little to no riprap or hard armoring.</p> |
| <p>21</p> | <p>I work for Surfrider foundation creating videos and recently made one about beach restoration at C – Street in Ventura. It’s a great example of how rocks cause more problems and beach restoration through nature based solution is a better route.</p> |
| <p>22</p> | <p>I am against guarding the rail line with anything other than sand. Rock guarding will further exacerbate to sand erosion. An ongoing sand replenishment program must be implemented immediately to protect the rail in perpetuity. Sand losses have gotten worse over the last 50 years as Orange County has seen massive amounts of development growth, thereby severely decreasing sediment run off through the storm drain systems, to rivers and to beaches. Something needs to supplement this deficit and its sand replenishment not dropping rocks. Thank you</p> |

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| 23 | Please keep our beaches fun places for kids. We need more space and not less for kids in and out of our community to enjoy! Thank you for listening to us. |
| 24 | <p>I want to be sure the railroad is aware of the pilot project currently being promoted by the city of Oceanside.</p> <p>By Australian firm: international Coastal management, which is intended to do the following:</p> <ul style="list-style-type: none"> - address sediment supply deficiency -improve <u>NEARSHORE</u> sand retention -improves <u>TOP OF BEACH</u> sand retention -provides a natural look to the beach w/o all the boulder/riprap revetment <p>I understand that short-term solution with boulders but would like to hear that a long-term repair to the grossly eroded beach is being explored - such as that project being promoted in Oceanside.</p> |
| 25 | <p>The beach is more valuable than railroad tracks. The tracks must be moved. Our beach is irreplaceable. It has natural resource that cannot be replaced. Here are a few items that can be done while working to move the tracks.</p> <p>BNSF should be required to pay into a fund for sand nourishment <u>regularly</u>. Also the freight trains need to be properly maintained so they don't cause added vibration due to unbalanced flat and worn wheels. They should also have a lower speed limit which will reduce the vibrations. Ground water is a problem. Put water wells along the 5 fwy to take out excess water that causes bluff failures. Stop minimizing sand upstream on San Juan Creek. Remove the roadblocks for getting sand on our beaches. The Army Corp's projection over 20 years for us just to get sand. Metrolinks which runs the majority of trains on these tracks was not here in the past when we didn't have the sand problem. They brought much more trains and riprap again I say the years of dumping riprap on the beach has exasperated the loss of sand on our beaches. That's something that can <u>NOT</u> be denied. Those responsible should be made to stop dumping riprap remove it and replace the sand that has been lost.</p> <p>Some thing we can do now is contact our leaders and legislators. Tell them to make funding available for regular sand replenishment.</p> <p>Why is the project of moving the tracks in San Diego county starting now? While we aren't starting that planning. It seems that we are past -- that for 30 years?</p> |
| 26 | I want to thank OCTA for having this listening session, this encourages public engagement. As a resident of over 50 years, I have supported or opposed several issues in our town, county, and supported legislation at the State level. Whether it was supporting to save Trestles and fighting against El Toro Airport or the Toll Roads that would destroy our way of life. I have fought when there is a fight. However, in |

this situation there is no battle. It is about working collaboratively with the OCTA to develop viable solutions.

When the TCA settled the 15-year battle to save Trestles, it was with the OCTA and help from, then, TCA Director Brian Maryott who was there to help the grassroots movement of residents and our City to fight against the TCA.

There are three Coastal studies are ongoing right now, the South Orange County Regional Coastal Resilience Project by OC Parks, the City of San Clemente's Nature Based Coastal Resilience Study, and the OCTA's Coastal Rail Resilience Study.

Just like our City's Coastal study, concepts have been removed such as the huge cobble/boulder like walls at North Beach, Mariposa, or Cyprus Shores. New concepts were introduced like the massive emergent breakwaters off our coast at North Beach, Capistrano Shores, and Cyprus Shores in the second phase.

What these studies have in common is that expert opinion, studies, public engagement, and opinions by major stakeholders and Representatives, some concepts were removed, modified, or added. It is an ongoing collaborative process.

One important point that gets buried is that the fact that OCTA has had sand replenishment in their Initial Assessment Technical Memorandum, despite what some have alleged. The OCTA has been never concealed this fact.

As the OCTA CEO, Mr. Darrell E. Johnson stated, "As we've said throughout the study process, sand is part of the solution as eroding beaches continue to pose a threat to rail operations." "In response to the feedback to date, we refined our initial concepts and included sand, along with riprap, a wall, and engineered revetment in the most vulnerable areas to give us a clearer picture of what solutions could look like."

Even the Southern California Regional Rail Authority (Metrolink) CEO, Mr. Kettle commented to the Subcommittee on LOSSAN Rail Corridor Resiliency that "An engineered revetment or facade, coupled with a sand replenishment program, is desperately needed to protect the railroad right-of-way from continued erosion." So multiple agencies have been clear that sand replenishment has been a goal from the start.

I want thank OCTA for a recent goal to explore the potential to piggyback onto the USACE's current sand nourishment project in the City of San Clemente by utilizing the same contractor and borrow site for additional sand. Further showing how important collaboration and a partnership with our city is important.

Thank you very much.