

From: [Ian Higgins](#)
To: [SBCAG Information Requests](#)
Subject: Rincon Multi-Use trail
Date: Thursday, January 6, 2022 9:46:18 AM

To whom it concerns, Regarding the development of the Carpinteria section of the multi-use trail, I highly recommend the use of the trail, but the route defined that builds a bridge over the tracks on the south facing slope is a WASTE OF TIME and SIGNIFICANT WASTE OF TAX PAYER'S DOLLARS. The project is already requesting 200% of the allocated funds per attachment B of the STAFF REPORT last item. The highway already has terraced slopes on the Northern side. Why not save tax payers hundreds of thousands or even millions of dollars and utilize the existing topography.

Plus the proposal is in place to reduce dangers to bicyclists and pedestrians. How will it reduce risk by funneling cyclists into the upper Rincon parking lot? Very bad idea! That's more dangerous than the existing path cyclists take. Considering the increased interaction between cyclists/pedestrians and motorists.

Please consider this, before undertaking a serious waste of money and endangering the lives of cyclists and pedestrians.

Ian Higgins

From: [Shad](#)
To: PublicComment@ci.carpinteria.ca.us; [SBCAG Information Requests](#); meagan.harmon@coastal.ca.gov
Subject: Save Bates Ridge
Date: Sunday, January 16, 2022 6:55:01 PM

To whom it may concern,

My name is Shad Preston (USHPA # 81927) and I was born and raised in Ventura. As a child growing up my parents would often take me to Bates Beach to enjoy the beach, as well as watch the hang gliders who would gracefully and effortlessly soar the small cliffs above the beach. We were so memorized by it and often dreamed about flight ourselves. Many years later, my Dad learned to paraglide and would often enjoy flying for hours at a time at Bates. A year later back in December of 2003, my dad bestowed the gift of free flight upon me and I started paragliding as well. From then on, I also was able to enjoy the beautiful air that would blow into those bluffs above that beach at just the right direction with just the right amount of velocity. Knowing what is needed for free flight to take place at a ridge soaring site, makes Bates Ridge an exceptionally special place for our peaceful and quiet sport. The ocean breeze sets up perfectly on certain days and allows many, many pilots to enjoy this special gem along the Southern California coast and is a very rare spot as there are not many locations that are as ideal as Bates Ridge.

It would be a terrible loss if Bates Ridge were to be carved down changing the coast line forever and doing away with a long standing and historic free flight site, simply to put a short bike/walking path. There is an obvious alternative by constructing the path behind Bates Ridge closer to the freeway. This would allow for a safe location of the path and would allow free flight to continue without changing the geography of the coastline forever. Any other decision is simply reckless and unnecessary. DO NOT construct the bike path on the train tracks side and ruin the ability for free flight to continue in Ventura County and at Bates Ridge.

Thank you,

Shad Preston

From: [Christian Koepenick](#)
To: [SBCAG Information Requests](#)
Subject: Rincon Trail Project
Date: Sunday, January 16, 2022 5:01:05 PM

To Whom it May Concern:

I'm writing in regards to the Rincon multi use trail. I strongly feel that the proposed project is to expensive, unsafe, and a poorly planned. The proposed trail would cost over \$16,000,000, remove some 312 million lbs of coastal soil and dump cyclist straight into parking lot traffic. It would also ruin one of the only coastal soaring sites for paragliding and hang gliding in the county. I am 100% for connecting Carpinteria to Rincon with a trail described as the "Highway Adjacent Design."

I grew up in Carpinteria and graduated from Carpinteria Middle School, Carpinteria High School, and Brooks Institute of Photography.
My brother Nick Koepenick is one of the Captains of Carpinteria - Summerland Fire Dept and very active in the community. As kids we spent most of my time surfing, diving, hiking and fishing the coast here.

I have flown the Bates site now on several occasions. The flying has been incredible and the community is the strongest and most supportive I've ever experienced.

I hope that the committee will reconsider there design and come up with one that is cost effective, timely, safe, practical, and enjoyable for everyone without ruining one of the hubs of our free flight community.

Removing 30% of the flying potential is the equivalent of dredging 30% off of the top of Rincon point to surfers.

People come from all over the world to surf, hike, and bike here.

They come to fly here as well.

Thank you for your time.

Christian "bummy" Koepenick

Kelp LLC
323 W Quinto St. #1
Santa Barbara Ca 93105
213-436-9647

From: [Ian Higgins](mailto:ian.higgins@ci.carpinteria.ca.us)
To: publiccomment@ci.carpinteria.ca.us; [SBCAG Information Requests](mailto:SBCAG.Information.Requests@coastal.ca.gov); meagan.harmon@coastal.ca.gov; roberto.uranga@coastal.ca.gov; rick.rivas@coastal.ca.gov
Subject: Agenda item #2 / Rincon Multi use trail proposal
Date: Monday, January 17, 2022 8:17:07 AM

I strongly oppose the spending of \$16 million on the construction of a bridge to carry cyclists and pedestrians into the upper Rincon parking lot. That amount of tax payers dollars can be spent in soo many better ways. I have read the alternate proposals and they are significantly cheaper and all around better.

Linking the bike path from SB to Ventura is a great idea, but \$16 million dollars for a pedestrian bridge?

That route will be dangerous. Why not use the north side of the hill and feed cyclists into the existing bike path entrance that parallels the 101 south? Please consider what will happen on a busy summer day when that upper parking lot is packed full of beach goers, entering and exiting that parking lot. It's already congested, now add pedestrians, cyclists, scooter riders, e-bikes funneling into the parking lot!

Thank you for your time,

Ian Higgins

From: betty.winholtz
To: PublicComment@ci.carpinteria.ca.us; SBCAG Information Requests; meagan.harmon@coastal.ca.gov
Subject: Rincon Trail Carpenteria
Date: Monday, January 17, 2022 10:37:57 AM

Dear Government Officials:

This project is 20 months behind schedule and has ballooned to a cost of \$16M for 0.2mi of path. It will remove 312M lbs of soil in 5,000 truckloads, leveling the iconic ridge at Bates. The anticipated 100,000 trail users will be dumped into the already overcrowded Rincon Parking Lot with no plans for traffic management.

I want a bike path, but one that is built on the North side of the bluffs because it is safer and more direct for cyclists, and it is less environmentally damaging.

Sincerely,
Betty Winholtz

TO: City of Carpinteria Planning Commission

January 17 2022

RE: Agenda item #2 Rincon Trail Project

I am writing to offer information and opinions regarding the proposed Rincon Project and the intended alteration of the landscape to extend a bike path into the area in question. My interest and qualifications for commenting here are two-fold: I have been a hang glider pilot for 48 years and a paraglider pilot for 32 years. Also, utilizing my degree in engineering and physics, I studied micrometeorology intensively and wrote the book *Understanding the Sky*, which is used in many forms of aviation and is quoted in your EIR proposal. In addition, I wrote the book *Art of Paragliding*, which is also referenced in your document.

To begin, I have examined the various graphs and equations and find them to be reasonable and accurate, except for a few caveats, which I shall list and address below.

1. The most important misconception in this EIR analysis is that it is limited to two dimensions. In other words, it only looks at the vertical and incoming flow of the air. However, we all know that the flow of air is so fluid that it moves in all directions—forward and back, left and right and up and down. Because this site is limited in its width with respect to the incoming wind (perpendicular to the slope face), there will be some flow moving slightly sideways to escape into the opening or gap near the railroad tracks as a result of the extensive excavation needed to connect the bridge to the path. We can visualize this phenomena by thinking about a rock in the middle of a fast flowing stream. In this case we will see a bit of pile-up of water in front of the rock, while most of the water splits to flow around either side of the rock. The air flow around a protruding hill is nearly identical to this observed water flow. Figure 1 illustrates this effect.

If we further visualize a broader rock or perhaps a short wall perpendicular to the water flow, we will see that there will be more pile-up of water in front of the obstruction (wall), while there is still plenty of water that escapes around the sides of the wall. In the free air flow the wall is analogous to a ridge as opposed to a single hill limited in width. It should be clear that the wider the obstruction, the more it presents lift in front of it, and the smaller the percentage of flow that escapes around the sides compared to the total volume of flow meeting the obstruction face.

This natural behavior of water and air means that any alteration in the width of the small ridge at this particular soaring site will render it less soarable and undesirable as a flying site. In fact, it may become non-soarable except in a perfect wind direction (an infrequent occurrence at this site) or higher winds, which increases the inherent dangers. Not only is the lifting area reduced, but the increased flow into the proposed larger gap near the RR tracks will make it harder and more dangerous to cross the gap to reach the higher, more soarable area of the ridge. It should be noted that all craft operating in a fluid (boats and aircraft) must point a bit into the flow in order to move in a direction crossing the flow. With a higher wind flow in this gap, the crossing will be slower and may not be possible at all if the glider's energy and altitude is expended in countering this increased air flow. Figure 2. Illustrates this matter.

Another factor that the three-dimensional flow introduces is that lift is reduced due to some sideways flowing of the air. So while the diagrams presented in the EIR purport to show a 10 to 20% reduction in lift, it will be a greater reduction if any amount of the ridge width is reduced. In other words, the graph presented are not representing the true effect of the proposed alteration of this site. When air flows faster in a constricted tube or through a narrow gap, it is known as a venturi effect. Pilots learn to avoid venturis because of the inability to penetrate against them and the possibility of stronger and even dangerous turbulence. This result is similar to an airplane flying into a jet stream with its extremely strong flow and often strong turbulence.

It is curious to note that while the EIR refers to many illustrations from my books, it does not reference any top view (plan view) illustrations, which provide the most meaningful understanding of the wind flow. For example, figures 13-7, 13-9, 13-10, et. al. in *The Art of Paragliding* clearly present the wind's behavior in gaps and along ridges. It's as if the analysis of a building's structure was presented only as side view elevation, without any top (plan) view or front elevation view. The limited information may be accurate, but is inconsequential in light of the need to fully understand the structure.

2. An additional error in the EIR is not taking into consideration the effect of wind gradient. The wind gradient is shown in the left vertical graph in figure 1 of the EIR. It shows the normal situation whereby the wind flow is slowed near the ground and increases as elevation increases (this slowing is due to friction and drag of the ground itself and ground objects, such as rough terrain, bushes, rocks, etc.). In brief, the wind gradient actually reduces the amount of lift created at the top of a slope—the greater the gradient, the less lift. What isn't mentioned in the EIR is that the flatter the slope, the thicker the layer of reduced flow is, so more lift is lost. As a side note, much of the lift at this site gets a boost from the heating of the beach area below. This heated air joins the general flow up the slope and makes it more buoyant. But with a flatter slope the rise of the buoyant air is not added to the general uplift as much because it tends to slide along the surface rather than lift off due to the inertia of its mass (air weighs a surprising 0.08 lbs. per cubic foot). Thus, we can conclude that reducing the steepness of the slope will reduce lift more than the projected 10 or 20%.
3. The next point of concern is the added wind speed and turbulence caused by the alterations proposed. First, it should be pointed out that hang glider and paraglider plots would have to fly in the area where turbulence can form and pass through as a result of the bench cut into the bluff for the path. Thus they will experience ground turbulence. An increase in this turbulence will increase the dangers. The statement in the EIR that increase in turbulence shouldn't be a problem was probably influenced by the opinions of sailplane pilots who can handle stronger winds and turbulence due to their aerodynamic controls. In fact, in my experience throughout the world, I know of only two places that sailplanes take off close to the ground at the top of a ridge. Because hang glider and paraglider pilots must take off right at ground level, it should be clear that *any* added turbulence at this site can be life-threatening.

The EIR illustrates what appears to be a large eddy (swirl or rotor) at the bench area in figure 1 on the right side. This eddy is assumed to remain there out of play of the pilots launching or

flying near the slope. However, experience has shown that such an eddy only remains stable in lighter wind conditions when the wind is fairly perpendicular to the bluff face. In other conditions, the eddy can break away from its position at the bench, travel up the slope and become a serious hazard before it drifts downwind and gradually diminishes. In other words, the current profile of the slope presents a small eddy from the old RR bench that must be considered and countered by pilots flying at this site. But if a wide bench is created higher up the slope, or if the slope is reduced, the frequency of eddies impinging on the site will be increased, first by the deeper and higher bench resulting in more eddies, but more importantly by the fact that a lesser slope makes it easier for the eddy to break away and travel downstream, since it doesn't have to climb as steeply and do work against gravity.

4. Finally, it should be noted that the EIR references studies done in wind tunnels mainly as well as studies conducted by pilots from the sailplane community. Much of this data doesn't apply in the real world where matters can be and are often different than the closely controlled laboratory (as actually noted in the EIR). In fact, the best empirical data comes from the tens of thousands of flights conducted at this very site and more importantly from the hundreds of thousands of flights experienced by pilots of all sorts at many sites around the world that are very similar to the Rincon bluffs. Most pertinent to the point is that pilots of these small aircraft can fly very close to the terrain and gain much experience relating to the air flow and turbulence effects in real situations that cannot be duplicated in the laboratory and cannot be acquired any other way. So it is hard to understand why the local hang gliding/paragliding community wasn't consulted when this analysis was created. It would behoove all involved to proceed with this liaison in order to get a clear picture of the effect of the alterations and to understand how much the reduction of lift will diminish the possibility of this form of recreation.

Respectfully Submitted,

Dennis Pagen

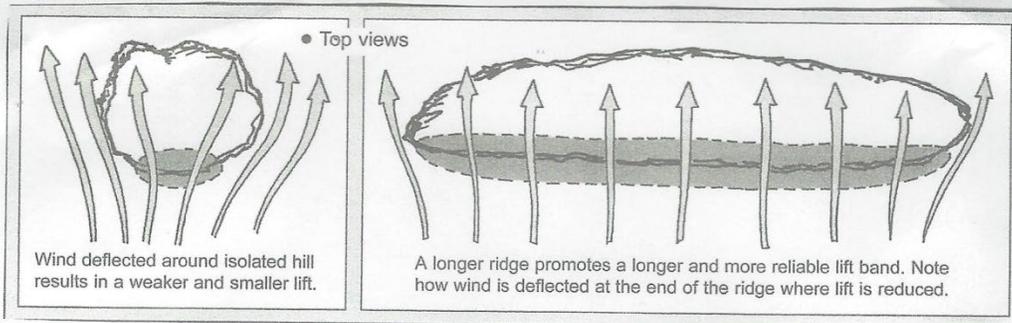


FIGURE 1

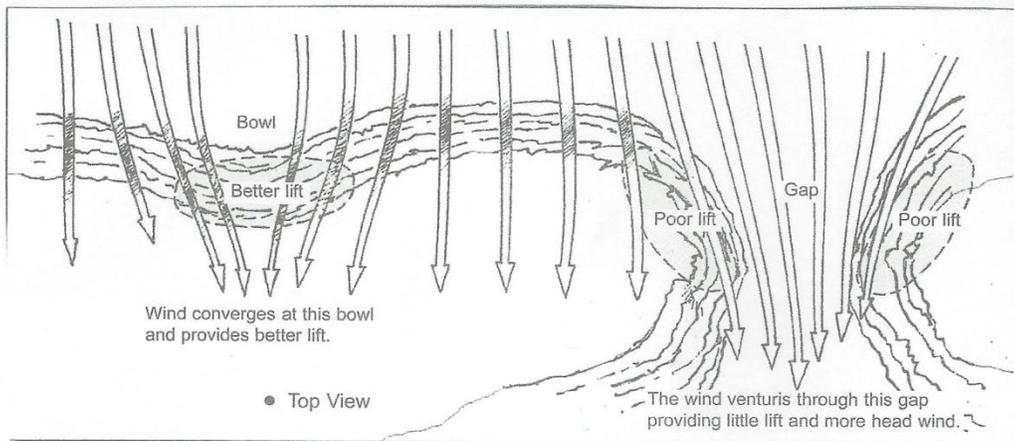


FIGURE 2



From: [Derek Musashe](#)
To: [SBCAG Information Requests](#)
Subject: Public comment regarding the proposed Rincon Trail
Date: Monday, January 17, 2022 3:32:32 PM

Dear SBCAG,

My name is Derek Musashe, and I am the Vice President of Paragliding for the Santa Barbara Soaring Association (SBSA) and a longtime Santa Barbara area resident.

I am writing this public comment in reference to the funding of the Rincon Multi-Use Trail Project (I believe it is agenda item 7 in your January 19 meeting).

For the last several years, the vibrant and growing free flying community in the Santa Barbara and Carpinteria area has been fighting to protect an irreplaceable coastal soaring site at the Rincon bluffs (also known as "Bates") from being destroyed forever by an ill-conceived routing plan for a new bike path.

From the very beginning we have been in full support of a bike path, but we would like one that will actually be cost effective, have a minimal environmental impact, and won't completely destroy our cherished flying site at the Rincon bluffs which bring in countless local and visiting pilots each year to fly there.

The current routing option being put forth by Matt Roberts (from Carpinteria City Parks and Rec) and others will:

- Remove 312 million pounds of soil from the slope, never to be seen again.
- Cost at least \$12-16 million for just a quarter of a mile of pathway (that's over \$11,000 per foot of bike path).
- Funnel cyclists into a busy and steep parking lot, which will cause many future accidents and injuries to both cyclists, pedestrians, and drivers alike.
- Forever alter the Rincon bluffs and their ability to redirect wind for soaring purposes of free flight pilots and coastal soaring birds alike.
- Be much less durable over time than other alternatives that aren't on the oceanside of the Bates bluff (aka Little Diamondhead)

The current design is already over budget by 200% and is 20 months behind schedule. The reasons for this are myriad, and Matt Roberts and company will blame external parties, like the free flying community. Still, the fact of the matter is that this is simply an ill-designed routing plan for the bike and pedestrian path, putting it on an unstable slope that will need to be heavily reinforced at huge taxpayer expense. This is why the current plan is faltering.

Myself and over 2,800 other individuals have signed a petition to preserve the south side of the Rincon bluffs. I am not alone in this. The outcry from our community is palpable, based on our very real fear of losing a treasured flying site that we have been lawfully flying at for over 40 years.

My ask of you is quite simple: support building a better bike path with a different routing. Do not fund the current iteration of the plan. Demand a better path for both taxpayers and the path users alike!

A preferable routing on the north side of the bluffs was already identified and presented as

"Alternative 4" in the Environmental Impact Report. This design will be easier to build and will cost a fraction of the current proposal, all while preserving the bluffs that the free flying community so cherishes and giving cyclists and pedestrians an even safer bike path than what is currently planned (it will no longer need to be routed through the busy parking lot).

This project has run into so many issues and so many cost and time overruns not because it's a bad idea in principle, but because the current routing and design are simply not very well thought-out.

You have a chance to help us fix this, and make a better bike path in the process. I hope you support us in this, and in turn, we will fully support you.

As it stands, our flying activities at the Rincon bluffs is a protected recreational activity under the California Environmental Protection Act (CEQA), yet the Environmental Impact Report did not properly address the current plan's impacts on this recreation. As such, we plan to exhaust all of our legal and political options in addressing and rectifying this egregious oversight. On the other hand, simply changing the routing of the path will resolve all of these issues.

Again, I hope you can support a better bike/pedestrian path than what is currently proposed. If you can, then we will all be allies in making this multi-use path a reality. If not, then you risk needlessly wasting taxpayer money, endangering cyclists and pedestrians for the life of the path, and engendering anger and ire from your constituents for decades to come.

Thank you in advance for reading this and for your support.

Sincerely,
Derek Musashe

From: [Olivia Puckrin](#)
To: [SBCAG Information Requests](#)
Subject: Re: Changes need to Rincon Trail Bike Path - Save Free Flight
Date: Monday, January 17, 2022 9:58:53 PM

To whom it may concern,

I'm respectfully writing to you to present my concerns about the Rincon Trail Bike Path. I've broken my points down into bullets below. The project planners have consistently avoided listening to community groups and have forced an untenable design that has now run out of time and money. The path forward should not involve pouring more money into this design, **we need to build a better bike path on the North side of the bluffs in accordance with Alternative 4 of the EIR.** If this means reapplying for the ATP grant, then the project planners need to accept responsibility and begin positioning the project to be worthy of this allocation going forward.

I am eager for a bike path, but one that is built on the North side of the bluffs because it is **safer and more direct for cyclists.** The current design dumps bikers into a crowded and steep parking lot. I have no desire to detour through a parking lot, especially when there are no plans for managing traffic in this area and I know people who have already been hurt by cars backing out on the hill at Rincon Park.

I want a bike path that is less expensive. The current project is estimated to cost **\$12 million for 0.2 miles of path, that's \$11,000 per foot!** It will drain capital resources for the future. When we look for money to support other transportation needs or to help handicapped users or to find ways to mitigate the 101 impacts, do we want to look back and realized we overspent on 1,000 ft of path, forcing it to be built in a precarious and difficult location because the planners are focused on a 'blue ocean view'? A more useful path for cyclists can be created without spending this ridiculous amount of money.

I want a bike path that has a chance of being built. **This design is already 200% over budget and 20 months behind schedule with 65% of the remaining tasks rated at HIGH RISK of not finishing.** The engineering and necessary approvals are proving nearly impossible with the current design. Pouring more money into this project isn't the way to get it done. A better design is needed.

I want a bike path that is better for the environment. The current design excavates and hauls away 312 million pounds of soil, which is upward of 5,000 truckloads, **forever altering the coastline.** I doubt the California Coastal Commission will rubber stamp an earthmoving project of this magnitude and it's unlikely to be completed in the allotted 24 month timeline given the environmental controls, high traffic, difficult access, and permitting required. A new design is needed to get finished in time.

I signed a **petition with 2,800 signatures** because I want to see the south side of the ridge preserved for the historic flying that happens there, which has existed for over 40 years. **Flying at Bates is protected recreation under the California Environmental Quality Act and has not been properly addressed in the EIR.** Law requires mitigations for existing recreation and the planners continue to insist there are not significant impacts from the project when expert testimony has argued otherwise. Even the data presented in the 'wind study' is theoretical in nature and the authors will gladly discuss how it is being incorrectly

applied. There will be more delays to the project because of this oversight and it will remain open to legal challenges. **Removing soil from this area will not just lessen the quality of flying at Bates, it will end it forever. The site will become completely unflyable.**

The project planners have not been listening to community groups and have tried to skip steps. The flying community for example, has 1,000 local members who feel they aren't being heard. A coalition is building between bikers, pilots, and other groups in support of EIR Alternative 4, which will build on the North side of the bluffs. This design will be easier to build, cost less, be safer for bikers, and better for pilots.

I urge you to please listen to your community members who want a different design, a bike path to use at the end of it all, and paragliders to watch as they bike past.

Thank you,

Olivia Puckrin
720-576-4964