

Kathleen Trinity
May 4, 2015

Address to the Acton Town Council

On Behalf of the Residents Red Rover Mine Canyon

Thank you, president Croisdale, and the Acton Town Council, for allowing us, the residents of Red Rover Mine Canyon to speak to you tonight.

Frist, let me say that we're happy that the SR 14 East has been withdrawn, and that our schools have been spared, along with all of the homes and businesses that would have been impacted. Thank you, Town Council, and thank you, Pam Wolter and Acton Agua Dulce High Speed Rail, thank you all for leading the fight. One down and two to go!

One of the reasons we're here tonight is that we're very troubled by a remark that was made by one of the engineers at the Working Group Meeting, April 25. As he faced the map, someone asked what was behind the choice of routes. He replied that, "This is what the community wants."

I realize that I am preaching to the choir, and we realize that the Acton Town Council has come out officially against any at or above ground route in Acton. We're here tonight to let you and the residents of Acton know that, this part of the community disagrees with the engineer's claim of what the community wants. Now, I know that he may very well have meant that the community did not want the route through the middle of town, but his words leave a bad taste. In fact, we are deeply troubled by the Hybrid route, but we stand in solidarity with the Acton residents along the Forest Route which is also very troubling. And don't forget that the Hybrid is still a continuation of the SR 14 that comes through the pass next to Escondido Rd.

We thought it was important to make it very clear that Red Rover Mine Canyon residents love our canyon and want to protect it at all costs. (We do not want any compromises unless we can be guaranteed in writing that the route will be entirely underground. It's not our choice, but our alternative if it comes down to that.) Last year at the Community Club Meeting with Michelle Boehm and the Acton community, a woman told me that Red Rover "would get used to the bullet train." Well, we won't get used to it, and here's why:

First, the bullet train will be on an enormous concrete viaduct, clearly intrusive and visible, at least ½ mile long, 100 to 150 feet wide. (16 ft off the ground, but adding on the track platform, the height of the train and electrical harness, it could be well over 30 ft. high, more if you view it from south Red Rover) It will cross the 14 Fwy at Sierra Highway and Red Rover Mine Canyon Rd. and then go into tunnel, maybe a twin or triple tunnel, so anywhere from 67 ft to 120 ft wide, bored into the foothill on our eastern flank at the same corner.

Currently, only the parcels immediately adjacent to Sierra Hwy are zoned as commercial. The very next parcels, and on up in top the canyon are all rural residential, including AG1 and AG 2. There are about 112 homes in the canyon. The lots range from 2.5 and 5 acres generally, to 30 acres. It's

appalling that such a large, industrial structure would be placed in a residential neighborhood, and one that, because the lots large, provides a home and habitat to so many wild animals and horses.

SHOW MAP(S)

Second, Red Rover is a relatively narrow canyon and about 2 ½ miles long. It's essentially an amphitheatre or parabola. With an elevated train pretty close to the focus of the parabola, the noise would shoot up the canyon, and would echo even longer because of all of the reflections along the way.

If the noise from the train is 97.5 dBA's at the source, according to CHSRA's own document, and then goes into a tunnel, well over 100 dBA's, that sound could register at least 80 to 85 dBA's at 1,580 ft from the source, over a quarter of a mile. At ½ mile, it's still way above what should be tolerated in a rural residential area.

SHOW POSTERS

Third, there are very real noise induced health, cognitive, and safety effects. According to the World Health Organization and the British Medical Bulletin, noise 50 to 65 dBA's increases the risk of myocardial infarction due to elevated cortisol production, and elevated blood pressure by increasing adrenalin. In a study by Berglund et al., 2005, it was found that children experience attentional and cognitive deficits at noise levels over 65 dBA's. Noise levels of 85 or more dBA's can damage hearing, and affect the ability of adults to operate machinery. The noise from hsr wouldn't exactly be continuous, but it would be frequent enough to affect health and quality of life.

SHOW POSTER

In conclusion, I'd just like to say that what will affect us will affect the rest of Acton. The Blight, both auditory and visual will scar Acton. The structure and train will INDUSTRIALIZE the area and Degrade the west of Acton. I don't mean to minimize what could happen to wells or to other parts of Acton, but we of Red Rover are speaking about it... because this is what we know intimately.