State Route 1/Calera Parkway/ Highway 1 Widening Project (from South of Fassler Avenue to North of Reina Del Mar Avenue in the City of Pacifica)

San Mateo County, California

04-SM-1
PM 41.7/43.0
EA: 04-254600
Project ID: 0400000715
State Clearinghouse Number 2010022042

FINAL ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL ASSESSMENT

VOLUME III

Appendix K- Part 2

Prepared by the
State of California Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

August 2013

Bill C <94116bc@gmail.com>

10/13/2011 01:16 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject re Calera Project

October 13, 2011

Dear Ms Riva,

Anyone who purports to care about the traffic back-up in Pacifica must offer more than just one "solution" that provides no relief until 2016, and assures us of worse traffic delays during construction.

26A.1 The DEIR raises more questions than it answers:

Why does the DEIR make no mention of car-pooling? What percentage of the commuters are driving alone presently? If a small percentage could be persuaded to share a ride, how much would that help? Why is car-pooling always for somebody else?

26A.2 What times will construction be underway, and when will the pile drivers be in use?

26A.3 What will the highway look like from Rockaway?

26A.4 How can the DEIR so readily dismiss the impacts of the widening on species of concern, neighborhoods, growth-inducement, air pollution and greenhouse gases?

26A.5 What kinds of mature trees would be killed for the widening?
Will coastal vistas really be improved, as the DEIR claims, when the mature trees are killed for the widening?

26A.6 What's the answer when the widened highway once again gets congested with single-driver commuters?

26A.7 What is the cost of improving bus service? How can the DEIR assert that it's "too costly" without stating the cost?

26A.8 Why is a reversible lane dismissed because of the cost of paying someone to move the cones? What's the cost of that compared to the widening?

26A.9 Isn't razing to the ground several businesses (not identified in the DEIR, it seems) and home too high a price to pay so that commuters who decided to live far from work can shave a few minutes off their commute?

26A.10 Should not those so affected have been sent certified letters notifying them of the widening, so they don't have to find out about it in a newspaper ad or nondescript card that looks like junk mail?

26A.11 Have shuttles to key commuter destinations (BART, Caltrain, Genentech) been considered?

26A.12 Have vans to get students to and from school been considered, so parents don't all drive their kids to school? Can government help parents contact other parents who might share a ride to school?

26A.13 Does the fact that twice the public has overwhelmingly given a wary response to the widening at two public meetings count for anything?

You should not certify so deficient and incomplete an DEIR, no matter how pages it contains.

William Collins
Pacifica, Ca.
94044

Bill C <94116bc@gmail.com>

09/24/2011 11:07 AM

To Jake Sigg <jakesigg@earthlink.net>
cc <thomas_rosevear@dot.ca.gov>
bcc
Subject Re: widen Highway 1 to 6 lanes?

OK, here's something short (I'm leaving for airport soon)

Pacificans Wary of Widening Highway 1

26B.1 The "Calera Creek" proposal of the Calif Dept of Transportation and San Mateo County Transit Authority "T.A." to widen 1.3 miles of Highway 1 in Pacifica from four to six lanes has generated controversy on the coast.

At two public meetings, speakers have overwhelmingly given a wary response to the proposal, which require the demolishing of several roadside businesses and a home, as well as the paving over of wildlife habitat.

26B.2 Widening opponents have suggested solutions which could be implemented sooner, at lower cost and without the environmental impacts, such as carpooling, better bus service and a reversible lane as on the Golden Gate Bridge, but the transportation staff ignored them all.

The T.A. receives county sales tax monies, and can fund bus service as well as highways. The Board is comprised of seven local government officials.

26B.3 The DEIR, which reads like a brochure for the project, says that coastal views will be improved once the roadside trees are cut down. The deadline for public comment on the DEIR is October 7. thomas_rosevear@dot.ca.gov

The DEIR can be found at:

http://www.dot.ca.gov/dist4/documents/route_1_calera_parkway/calera_pkwy_deir_ea110801combined.pdf

The "T.A." will meet on October 6 in San Carlos. Comments may be sent to board@smcta.com.

26B.4 On Sat, Sep 24, 2011 at 10:33 AM, Jake Sigg <jakesigg@earthlink.net> wrote:
Bill:

26B.4 cont.

Is this something you would like me to post to my newsletter? If so, readers would want to know what this is about--a little background. This is the first I have heard of it, and the only information you have was in the Subject line: widening Highway 1 to six lanes. Rather meager.

That sounds appalling as well as stupid and out of step with the times. But if you want newsletter readers to take action you need to sketch what the proposal is and what you want readers to do.

Jake

On Sep 23, 2011, at 7:50 PM, Bill C wrote:

26B.5

Jake - This issue is very controversial here in Pacifica. The DEIR says not to worry about the enviro impacts, and the widening will improve coastal views once they cut down the roadside heritage trees.

26B.6

We made headway at the second public meeting last night, and seem close to getting the TA Board to finally look at other options which don't demolish a home, businesses and habitat.

Bill C <94116bc@gmail.com>

09/02/2011 02:07 PM

To <thomas_rosevear@dot.ca.gov>

cc Lennie Roberts <lennie@darwin.ptvy.ca.us>, <godsouza@mac.com>, Merrill Bobele <mlbobele@comcast.net>

bcc

Subject Highway 1 widening/Calera Creek project, Pacifica, Ca.

September 2, 2011

Yolanda Rivas

Branch Chief

Division of Environmental Planning & Engineering

Caltrans, Dist 4.

Attn: Thomas Rosevear

Thomas_rosevear@dot.ca.gov

Dear Ms. Rivas:

Before the Calera Creek/Highway 1 project in Pacifica moves further along, the following questions not adequately addressed in the DEIR should be answered:

26C.1

The DEIR maintains that if better bus service (more frequent scheduling, more shelters and benches) were provided, more people would **not** take the bus. Nothing is given to support this statement. Buses generally run just once an hour now, and better service would almost certainly mean more passengers.

The DEIR says that more buses would be too costly, but the cost is not specified, nor is it

26C.1 cont.

compared to the cost of widening the highway.

26C.2

Having a flex lane, adjustable with peak traffic directions, (as on the Golden Gate Bridge), was dismissed as impractical, again without specifying the cost.

26C.3

The DEIR says noise levels would exceed allowable limits, yet no sound barriers would protect neighborhoods. Over 1,000 people live close to the project. Should not the project include sound barriers as an essential cost of construction?

26C.4

The DEIR does not say how many years construction would take, nor analyze traffic delays during construction. How long/bad will traffic be during construction before it gets better?

26C.5

The DEIR does not say what hours construction would take place, although it does allude to day and night construction and bright lights.

26C.6

The DEIR is not clear in mentioning the Lutheran Church on the east side of the highway. Would the church be taken for the widening or not? Property owners along the east side of the highway appear unaware of how their businesses would be affected, thinking that the widening would be all on the west side of the highway. Some say they have received no notice of the widening.

26C.7

Pacificans wonder if they'll be able to walk across six lanes of traffic. It's hardly safe now.

26C.8

The DEIR says the killing of wildlife habitat would be mitigated by protecting habitat elsewhere. Isn't the other land already open space?

26C.9

Can an ornithologist really find the nests birds have hidden at the construction site? Will the construction really be adjusted to protect nesting birds? Would someone objectively monitor this during construction?

26C.10 No question, wildlife along the highway would die. How many?

26C.11 The DEIR sounds as though only nonnative plants are along the highway. Why not list the native plants providing habitat that would be killed too? How many mature trees, now part of the fine coastal scenery, would be killed for this?

26C.12 DEIR hardly mentions carpooling, omitting it entirely from a matrix that shows why none of the alternatives suggested by the public would work. Why not try this for more immediate reduction in traffic congestion?

26C.13 There's inadequate consideration of increased pollution and greenhouse gases and the requirements of AB 32.

26C.14 How many commuters might be lured from their cars if van service to BART was provided at peak commute periods?

Conversely, the DEIR does not discuss the extent to which some people would stop car-pooling or taking the bus if there appears to be excess highway capacity and a speedy commute. The reality is that the inconvenience of driving is one reason many people elsewhere in the Bay Area take public transportation.

26C.15 Aren't traffic delays (hardly among the worst in the Bay Area; Pacifica traffic seldom makes the traffic reports) mostly a function of red lights that stop commuters? A simple adjustment of traffic signals might greatly.

26C.16 The DEIR says that widening the highway would prevent commutes from increasing by 84 seconds. The net reduction in driving time would be a few minutes. That's not a lot of benefit considering the cost of destroying roadside businesses, a home, possibly a church, wildlife

26C.16 cont.

habitat, more pollution, and intolerable noise at great public expense.

26C.17

The DEIR says traffic flows would again become congested in a few decades, resulting in calls for yet more widening. Why is traffic projected to increase if this project is supposedly not growth inducing? It's past time to give Pacificans lasting alternatives to our cars.

26C.18

What's the economic cost of taking existing businesses, and making it more difficult to sell homes during the construction period, and possibly after? Again, no analysis in the deficient DEIR.

26C.19

Should not less costly, less destructive and more immediate alternatives be tried, and not casually dismissed before we embark on more highway building?

William Collins

531 Johnson Ave

Pacifica, CA 94044

Bill C
<94116bc@gmail.com>
08/18/2011 07:43 PM

To <thomas_rosevear@dot.ca.gov>
cc Mary Ann Nihart <mnihart@pacbell.net>
bcc
Subject Calera Highway 1 widening in Pacifica

History: This message has been forwarded.

August 18, 2011

Thomas Rosevear
Caltrans
thomas_rosevear@dot.ca.gov

Re: Draft EIR on widening Highway 1 in Pacifica "Calera Creek Project"

Dear Mr. Rosevear:

Caltrans should know that at the initial public scoping hearing on this project here in Pacifica, there were scores of citizens present, and many spoke. None, as I recall, spoke in favor of the widening here in Pacifica.

26D.1 Citizens had different reasons, some opposed due to the cost, others say it's growth-inducing, but nobody liked the proposal. Yet SMCTA, an agency which allows the taxpayers just one minute of public comment at their meetings, moves ahead despite what the public says.

Some speakers said that the traffic congestion occurs primarily when parents drop their kids off or pick them up at school. $35 million is a lot of money to spend for a temporary problem. People leaving for their driving a few minutes earlier would allow for any congestion.

26D.2 What happens if the highway is widened here but not elsewhere? The public says there'll be bottlenecks, which SMCTA will want to remedy by more widening.

26D.3 SMCTA admits that some day, even the widening to six lanes would be inadequate, as future traffic projections (done by the people who want to build) would justify still more widening.

26D.4
26D.5

The Draft EIR, despite its 287 pages, is inadequate in several respects. It reads like a brochure in support, and doesn't seem to indicate how long the construction would take. It claims that the project would not induce growth because it is not directly linked to a specific new development, which is nonsense. Additional highway/freeway capacity usually facilitates and and encourages more driving, and makes longer commutes appear more feasible.

26D.6

Where Highway 1 is a freeway, in the Manor district, it is an unsightly, loud, concrete tunnel-like gash which separates my home from another neighborhood and creates an almost industrial feel.

26D.7

We have very infrequent bus schedules here. Buses depart my local stop just once an hour. This makes everyone, including teens, feel that they must have a car here. It's discredited 1960's thinking to continue on the thoughtless freeway path in lieu of public transit.

26D.8

I believe that this project contravenes AB 32, the new state law intended to make sure that we don't cause more greenhouse gases.

26D.9

The deficient EIR dismisses every single objection to this project, including its affect on wildlife, pollution and growth. A more imbalanced document could hardly have been written.

26D.10

Pacifica is not interested in being an ordinary, pass-through place where motorists zoom through at 70 mph. We're a coastal city and want to be a recognized destination for day visitors who come to relax and enjoy the magnificent coast, the pier, hike the trails, and stroll and shop on our main street, Palmetto (which is a little north west of the project).

Bill Collins

531 Johnson Ave
Pacifica, CA 94044

c: Mary Ann Nihart
Mayor, City of Pacifica

"Hernandez, Irma"
<hernandezi@samtrans.com
>
09/19/2011 03:15 PM

To "yolanda_rivas@dot.ca.gov" <yolanda_rivas@dot.ca.gov>,
Thomas Rosevear <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject FW: Noticing

Additional comments

Irma

-----Original Message-----
From: Martinez, Martha
Sent: Tuesday, September 06, 2011 7:29 AM
To: Matsumoto, Karyl
Cc: Harvey, Chuck; Hurley, Joseph
Subject: RE: Noticing

Karyl,
I've copied Chuck and Joe on this email for one of them to get back to you on this.
Thanks.
Martha Martinez

From: Matsumoto, Karyl [Karyl.Matsumoto@ssf.net]
Sent: Monday, September 05, 2011 11:45 PM
To: Martinez, Martha
Subject: Noticing

Martha

At City Council we are always accused of not properly noticing so since there are so few impacted, I think it would be good public policy if we resent the flyer. Who do I talk to? I'm not suggesting that we send a certified letter or stating that their property would be taken if the highway is widened.

Karyl

From: Bill C [mailto:94116bc@gmail.com]
Sent: Monday, September 05, 2011 8:24 AM
To: Matsumoto, Karyl
Subject: from Bill Collins

Karyl -

26E.1

Friday I spoke with several business owners whose business would be impacted by the widening of Highway 1.

Each denied having rec'd the yellow TA mailing/flyer and each thought the construction/widening would occur only on the west side!

The TA should send a certified letter to each (there's not a lot of them) telling them that their property would be taken for the widening. The yellow flyer reads so dryly it's no wonder if people tossed them. It gives no clue as to what's at stake.

Bill

Eric Dreesman
<edreesman@fostercity.org>
08/11/2011 04:39 PM

To "thomas_rosevear@dot.ca.gov"
<thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Calera parkway project

History: This message has been forwarded.

Hi Thomas,

27.1 Being a resident of Fairway Park just north of the project limits I completely agree that the project needs to be built. I prefer the wide median proposal over the narrow not only for aesthetic and safety reasons but also for in the future if the road needs to be widened again most of the grading and the right of way are complete. There is one item that I would like included in the project, that is a low sound

27.2 wall in the north and south bound sides of the highway along fairway park. The road noise in that area to me is unacceptable already once you relieve the congestion the speeds will increase along that area creating even more noise. Also you should eliminate the uncontrolled intersection at Westport and SR1

27.3 for safety reasons I realize that it is a highway and not a freeway but believe me drivers treat it as a freeway in relation to speed. Thanks!

Eric Dreesman
Building Inspector
City of Foster City
610 Foster City Blvd. Foster City Ca. 94404
Direct (650)286-3243
Fax (650)286-3589
edreesman@fostercity.org
RE2B4UPRO2

Think of trees before you print please

"Forrest Parnell (GMAIL)"
<forrest.parnell@gmail.com>
08/25/2011 12:45 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Re: Calera Parkway Widening Project.

History: This message has been forwarded.

Yolanda Rivas, Branch Chief
Division of Environmental Planning and Engineering
California Department of Transportation District 4, Attn:Thomas Rosevear
111 Grand Avenue,
Oakland, CA 94623

Dear Ms. Rivas;

28.1 I am writing to strongly encourage you NOT to complete the Calera Parkway Widening Project. This project is a waste of money and is not needed. It makes no sense to widen a 1.3 stretch

28.2 of highway. This will only create a bottle neck. The extra turn lanes or whatever they would be are not necessary.

Thank you for NOT supporting this project.

Forrest Parnell
Pacifica, CA

Ryan Sport
<rsport24@gmail.com>
08/21/2011 08:39 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Thomas Rosevear Caltrans

History: This message has been forwarded.

August 20, 2011

Dear Mr. Rosevear:

29.1 I oppose the Calera Creek project to widen Highway 1 to six lanes here in Pacifica.

This project will inevitably result in more noise, pollution, greenhouse gases, traffic, and growth. It's an expensive project intended to save commuters a few minutes while other more pressing needs, including safety, take a back seat.

29.2 Pacificans do not support this project. We did not vote for it, nor did we speak in support at the public comment session.

29.3 It's not even a permanent remedy, because the Transportation Authority says someday they'll estimate higher traffic flows and be back with another proposal.

29.4 Widening the highway in some places will only create a bottlenecks elsewhere.

29.5 We need more frequent bus service (and bus shelters, which we lack here in Pacifica). The bus near me stops just once an hour.

Sincerely,

Ryan Sport

8 Seahaven Court
Pacifica, CA 94044

Vasili Z
<vasili.z80@gmail.com>
08/21/2011 09:22 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Pacifica/ Highway 1 widening comment

History: This message has been forwarded.

August 20, 2011

Dear Mr. Rosevear:

30.1 Instead of making highway 1 into a virtual six-lane freeway (by extending the existing freeway bit by bit) we should boost bus service and encourage car-pooling.

The DEIR, which is written to support the widening, doesn't deal with those alternatives.

30.2 It's insanity to continue building more freeways because it's a never-ending cycle of growth + freeways = more of the same. Where does it end? **People should be able to live in Pacifica and get around without a car.**

30.3 We have other transportation needs, and widening Highway 1 to 6 lanes isn't one of them.
Please include my comments in any record of this.

V. Kim

Richard Shafer
<graniteelectric@comcast.net>

09/07/2011 03:44 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Pacifica Highway One Widening

Ms. Rivas,

31.1 I am a Pacifica resident in favor of widening the Calera Creek highway section between Reina Del Mar and Fassler Ave. I don't really care about which median option is chosen; I would say that whichever option would more easily pass an EIR and be started the soonest would be my preference.

Richard Shafer
1042 Yosemite Drive
Pacifica, CA 94044
Cell 650-245-4221
Phone/Fax 650-355-7566

LeoRollene Leon
<leo-rollene@hotmail.com>
09/14/2011 12:06 PM

To Thomas Rosevear <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Comments, Draft Environmental Impact Report / Environmental Assessment for State Route 1

September 14, 2011 **--- Sent VIA Email ---**

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4
Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623

Re: Draft Environmental Impact Report / Environmental Assessment for State Route 1 / Calera Parkway / Highway 1 Widening Project San Mateo County, California 04-SM-1 / PM 41.7/43.0 / EA 04-254600

Dear Ms. Rivas:

I am submitting the following comments for the Draft Environmental Impact Report for the proposed widening of Highway 1 in Pacifica.

32.1 I would like to start by saying that I am in favor of finding solutions to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along the congested segment of SR 1 within the city of Pacifica.

Where I start to see problems with the DEIR starts with the Proposed Action. Because in my opinion it is not consistent and at odds with its stated goal which says in part (see section S-3): ... improve peak-period travel times along this segment of SR 1, at a reasonable cost, while avoiding or minimizing impacts to the adjacent land uses and coastal zone resources.

However, after careful review of the DEIR I have serious concerns about conclusion that the two build options proposed in the DEIR does not accomplish that stated goal.

32.2 I would like to say that people that live in Pacifica know two things about their traffic problems. Number one is when the Devils Slide section of Highway 1 was closed we had no traffic problem in Pacifica. And Two is that when school is not in session traffic conditions greatly improve.

The key Point of those two facts is it is the traffic from the Coastal region south of Pacifica and traveling north in the AM and South in the PM impacts our traffic local conditions the most. Recent Peer Reviewed Traffic studies in Pacifica at the same Study intersections taken during periods when school was not is in session show improved LOS – Level Of Service over traffic conditions in the DEIR.

32.3 In my opinion the absence of any Regional traffic study data and discussion or inclusion of the Coastal region south of Pacifica as part being part of the solution is a major oversight in the DEIR study and creates a huge gap in the justification for the traffic build solutions proposed.

The potential and real impacts to private property, business, endangered species and habitat and the expense of some 50 million dollars are too substantial. To ignore inclusion of the Coastal regional from Pacifica south all the way to Half Moon Bay is not good planning or management of public funds and resources. The Study Area must be expanded to include regional contribution to traffic before arriving at solutions or alternatives.

32.4 According to the DEIR, the existing transit and bus service through the area currently run well below capacity, with an average ridership of 50 percent of available capacity in the morning peak period and 40 percent in the evening peak period. If the SMCTA and and lead agencies are serious about reducing congestion and traffic, regional and local initiatives must be identified and implemented. Otherwise we will continue to passively promote one person per vehicle traffic congestion.

There are many other concerns I have with the DEIR. that I will submit written comments on or before the October 7, 2011 deadline.

Thank you for this opportunity to bring these concerns.

Sincerely,

William "Leo" Leon
768 Edgemar Avenue
Pacifica, CA 94044

"Hernandez, Irma"
<hernandezi@samtrans.com
>
09/19/2011 03:15 PM

To Thomas Rosevear <thomas_rosevear@dot.ca.gov>, "yolanda_rivas@dot.ca.gov" <yolanda_rivas@dot.ca.gov>
cc
bcc
Subject FW: SMCTA Meeting Calera Creek Parkway - comments

Additional comments

Irma

-----Original Message-----
From: Martinez, Martha
Sent: Tuesday, September 06, 2011 8:29 AM
To: Hurley, Joseph
Cc: Hernandez, Irma
Subject: FW: SMCTA Meeting Calera Creek Parkway - comments

From: LeoRollene Leon [leo-rollene@hotmail.com]
Sent: Thursday, September 01, 2011 3:33 PM
To: Martinez, Martha
Subject: SMCTA Meeting Calera Creek Parkway - comments

Date: 9/1/2011

PublicHearing Calera Creek Parkway DEIR -Item 11

Members of the SMCTA Board:

I am submitting the following comments for the Draft Environmental Impact Report for the proposed widening of Highway 1 in Pacifica.

I would like to start by saying that I am in favor of finding solutions to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along the congested segment of SR 1 within the city of Pacifica and along the entire San Mateo coast.

Where I start to see problems with the DEIR starts with the Proposed Action. Because in my opinion it is not consistent and in conflict with its stated goal which says in part (see section S-3): ... improve peak-period travel times along this segment of SR 1, at a reasonable cost, while avoiding or minimizing impacts to the adjacent land uses and coastal zone resources.

After careful review of the DEIR I have serious concerns that the two build options proposed in the DEIR, basically they doe not accomplish the stated goal. The reasons for this are many.

I would like you to know that people living in Pacifica know two things about their traffic problems. Number one is that whenever the Devils Slide section

of HWY 1 closes we have no traffic problem on HWY1 in Pacifica. And Two is that when our schools are not in session traffic conditions greatly improve.

The key Point of those two facts is it is the traffic from the Coastal region south of Pacifica, traveling north in the AM and South in the PM, impacts our traffic local conditions greatly. Recent Peer Reviewed Traffic studies in Pacifica, taken during periods when school was not is in session, show improved LOS - Level Of Service over traffic conditions in the DEIR taken when school was in session.

It is obvious that in the absence of any Regional traffic study data, and discussion or inclusion of the Coastal region south of Pacifica, as part being part of the traffic solution there is potential for a major oversight in the DEIR study. Moreover, that absence creates a huge gap in the justification for the traffic build solutions proposed and the all associated costs which run in the tens of millions of tax dollars.

The potential and real impacts to private property, business, endangered species and habitat and the expense of some 50 million dollars, are too substantial to ignore. The DEIR must include the Coastal regional from Pacifica south all the way to Half Moon Bay. In my opinion, to ignore the regional coastal impacts on Pacifica is not good planning or management of public funds and resources. The Study Area must be expanded to include regional contribution to traffic before arriving at solutions or alternatives. How else to we see and understand the big picture?

According to the DEIR, the existing transit and bus service through the area currently run well below capacity, with an average ridership of 50 percent of available capacity in the morning peak period and 40 percent in the evening peak period. If the SMCTA and and lead agencies are serious about reducing congestion and traffic, regional and local initiatives must be identified and implemented. Otherwise we will continue to passively promote one person per vehicle traffic congestion. And to perpetuate the need for more and bigger roadways.

I have many other concerns with with the DEIR that I am not presenting here. I will submit written comments with those concerns on or before the October 7, 2011 deadline.

Thank you for this opportunity to bring these concerns to the attention of SMCTA.

Sincerely,

William "Leo" Leon

Pacifica, CA 94044

Matthew Levie
<matt.levie@gmail.com>
09/14/2011 08:05 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Opposed to Calera Parkway Widening Project

Dear Mr. Rosevear:

I live in the Linda Mar area of Pacifica and so I have to drive through the area of concern for this project every day at rush hour. But I think this highway widening project is a dreadful idea and I wholeheartedly oppose it for the following reasons:

33.1 1) The current traffic is not that bad, and widening the highway without removing the traffic lights would not improve it by much. For a few months a year in the summer there is ***no traffic at all*** . This project is a solution in search of a problem. The DEIR statement that travel times would improve by 8-11 minutes is utterly ridiculous, and Caltrans must know that. It rarely takes me 8 minutes to traverse the area now--will it take me less than zero minutes after Caltrans completes the project?

33.2 2) I cannot understand how the highway can be widened without making the traffic problem immensely ***worse*** while the work is being undertaken. The DEIR's statement that it will only require occasional off-peak lane closures cannot be believed.

33.3 3) The spot where the highway narrows again from three lanes to two is guaranteed to cause accidents.

33.4 4) At Rockaway Beach, pedestrians will regularly be expected to cross up to ***eight lanes of traffic*** . This, too, is an invitation to tragedy. If the lights are dramatically lengthened, presumably that will reduce the effectiveness of widening it.

33.5 5) After the highway is widened, induced demand will quickly clog it again.

33.6 And most important, I see no evidence that the previous round of opposition to this project has caused the slightest impact on Caltrans' bullheaded desire to widen the highway anyhow.

Sincerely,
Matthew Levie
Pacifica

--

Pacificans: vote yes on Measure L to provide stable funding for our schools! For more information, go to www.savingpacificaschools.org.

Norman and Karen Dutton
<nkdutton@earthlink.net>
09/15/2011 07:47 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject No to Highway 1 widening

Dear Ms. Rivas and Mr. Rosevear

We live in Linda Mar, and drive north on Highway 1 during the morning commute, and south during the evening commute. It does not require a traffic engineer to determine that the congestion is caused by the traffic signals, not by the number of lanes.

34.1 Traveling north, once you pass the signal at Reina del Mar, the traffic moves at or above the speed limit. This is so pronounced, that when my daughter was young, she would yell "Free!" when we passed through the intersection at Reina del Mar.

The problem is the traffic signals. This will not be relieved by adding a lane in both directions. The number of cars that can be accommodated south of Reina del Mar will be increased, but the flow will not be increased. The traffic signal at Reina del Mar, and the bottleneck north of the signal, will keep traffic backed up almost as much as it is now.

34.2 Two changes would improve the situation. Increasing the bus service will encourage more commuters to ride the bus. It doesn't matter if the number of people is not cost effective to begin with, it will still be cheaper than widening the highway. Coordinating the signals will also relieve congestion.

34.3 For less than the price of widening the highway, the four signals can be connected by wireless (or wired, whatever works) communication. The four signals can then be coordinated to maximize the flow of traffic, and minimize the impact of people turning left onto Reina del Mar and Fassler.

The Dutton Family
4 Alviso Court
Pacifica, CA 94044
650-359-0778

c kelley
<midi1953@yahoo.com>
09/17/2011 10:22 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Fw: No 1.3 mile interstate

After hearing and then
35.1 > looking at the suggested widening projects I feel I can
> safely assume no one that has approved these versions lives
> anywhere near the impacted 1.3 miles. Why would anyone
> even think a cloverleaf was a feasible design? I live
35.2 > right next to the intersection at Rockaway and do not see
> the need to spend money on a mini-interstate freeway to
> alleviate a 5-15 minute delay at peak commute times,
> especially during school time. This could be handled
> with a simple access road-one alternative addressed this but
> did not seem the best way of creating a way for locals
35.3 > to get around the backup to Vallemar and up to the Sharp
> Park section. How do they think the traffic will be
> improved by going from 4 lanes to 6 and then back to 4
> again? This should be a road for locals, police, fire
> trucks, and people shopping to get to and from various
> sections of town without a huge roadway of speeding cars
> going THROUGH Pacifica, not helping our
> economy. The noise levels would increase greatly
35.4 > along with worse accidents-please don't get me started on
> sound walls. The trucks coming and going on Fassler
> many times illegally overweight has not even been addressed
> in spite of accidents and complaints, how are we to deal
35.6 > with all the new traffic? Move? We have been here painting
> and gardening and trying to create a nice NEIGHBORHOOD thank
> you. Say NO, NO, NO to these alternatives-and I'm not
> too keen on some of those General Plan revisions. I
> will remember who did what when voting. C. Kelley,
> Rockaway
>
>
>
>
>
>
>
>
>
>
>
>
>
> Connie Kelley 492
> Donaldson, Pacifica 359-9113
>

Maureen Falcone
<maureen.falcone@gmail.com>
09/17/2011 10:52 AM

To <thomas_rosevear@dot.ca.gov>
cc <elarsen@bayareanewgroup.com>
bcc
Subject NO FREEWAY THROUGH PACIFICA

36.1 I am writing to express my views on the proposed "freeway" through Pacifica. I am totally opposed!! What is our vision for this city? It is appalling that our city council is supporting this project. $35 million??? A high price to pay to drive your child to school and save a few minutes. When school is not in session the traffic drops dramatically on Hwy 1. Maybe a few carpools or bus might be the answer instead of a 6 lane freeway. Those homes near this "freeway" would dramtically drop in value- along with suffering more pollution, noise and more taxes to pay for it!!!! Not to mention the months and years of construction noise to build the monstrosity.'

36.2

36.3

36.4

36.5 I urger our council to look seriously at this project and vote NO!! Doesn't Councilman Vreeland sit on the SMCTA board? He should know first hand what this project would do TO our city - not FOR our city. Don't we have enough to deal with considering our city budget?? The cuts in our Police and Fire and elsewear in the city should be on monumental concern to the citizens - c'mon people - wake up and smell the coffee. This is a high price to pay to save a few minutes of communting time for a few people.

I am unable to attend the September 22nd meeting to voice my concerns - but in case you missed the point -

J&M
<mjtugen@comcast.net>
09/21/2011 02:09 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Widening Highway 1-Pacifica

I have not read the proposals yet, and am unable to attend the public hearing, but a couple of thoughts occurred to me regarding the basic premise of this project.

37.1 First: The major reason for congestion in Pacifica during commute hours is the stoplight at Reina del Mar.The one at Fassler Avenue also adds to it. Of course there has to be some traffic control there or it would be impossible to make a safe left hand turn in or out of Vallemar. If a cloverleaf or some bypass could be engineered, that would go a long way to solving the problem. Once your car gets past that intersection, traffic moves smoothly, unless you are stuck behind a slow moving vehicle northbound on the Edgemar freeway.

37.2 Second: Whenever there is a reduction of the number of lanes, there is always a backup as cars jockey for positions and move-- usually to the left. The approach to the Caldecott tunnel is a memorable bottleneck--sometimes the Waldo Grade in Marin County. When there is a lane closure due to an accident or road work, a traffic jam ensues.

So, if you have expanded the road to three lanes and then at some point merge down to two, what is to prevent a traffic jam there? Metering lights?

Judith Tugendreich

valarie perez
<vaperez704@sbcglobal.net
>
09/20/2011 03:44 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Re: Highway One

Hello

38A.1

My grandmother lives on Old County Road

I am very concerned what will happen to her street

when the widening goes through being it is right in front of her street

I am hoping if this goes through it will move the Farmers Market

as that has been a huge problem for me as they block my grandmothers

driveway in case of emergencies and there have been three of them on the day

the farmers market is there already during the past two years

no one seems to help me on getting them out or moving them

but my main concern is where this will put my Grandmothers house and

the traffic being closer to her home possibly

I do plan on attending the meeting this week

but I did want to bring this to your attention ahead of time

Thank you

Valarie Perez

valarie perez
<vaperez704@sbcglobal.net
>
09/22/2011 03:38 PM

To Thomas Rosevear <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Hello

38B.1

I am too sick to attend the meeting tonight

I really wanted to be there

Is there a way you can get back to me next week

on my question

where this would leave my grandmother's home

450 Old County Road

if this goes through

Thank you so much!

Valarie Perez

Enid Emde
<egemde@sbcglobal.net>
09/22/2011 06:42 AM

To Thomas Rosevear <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Calera Creek Parkway

Thomas Rosevear
111 Grand Ave.
Oakland, CA 94623

Sept. 22, 2011

I have been following the pros and cons of the proposed Calera Creek Parkway for some time.

- ✓ Spending upwards of $50 million is the biggest waste of money imaginable.
- ✓ Saving 8 to 10 minutes on the commute is ridiculous.
- ✓ Safety will go out the door when floor boarders reach the end of the speedway.
- ✓ Have Caltrans or any of the parkway supporters asked why most of us love living here? It's because we want a slower paced environment. I have resented very much the current parkway/freeway that divided our town and shopping areas. 39.1
- ✓ How much additional tourism can we count on if cars are screaming by at 55 or 65mph?
- ✓ Just think of the disruption to our town and residents if this pie in the sky is approved. There won't be any time saving for commuters for years.
- ✓ Don't we have existing roads, overpasses and bridges that are in dire need of repair? Shouldn't that be the first consideration for the $50 million? Isn't the country in a depression currently, with most states begging for money for repairs?
- ✓ There are several doable suggestions in the 9/21/11 edition of the Pacifica Tribune. Re-calibrate the stop signals; increase the bus service; synchronize ramp meters during high commute times. 39.2
- ✓ I don't believe that those who supported the tunnel (myself) are also in favor of the parkway. Not a chance.
- ✓ All I can say is be careful what you wish for.

Enid Emde
Linda Mar

Marisa George
<marisageorge @gmail.com>
09/22/2011 06:26 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Highway 1 Widening Proposal : Please read

Dear Mr. Rosevear:
My family and I are Vallemar residents in Pacifica.

40.1 We are very opposed to the widening of the highway. It will be costly, an eyesore and create more noise. It will lessen our small neighborhood feel which we pride ourselves on.

40.2 Please consider an alternative. One of the reasons for the traffic congestion is the school lottery system. If we moved to neighborhood schools it would help reduce pollution and traffic.

40.3 We also need better public transportation and perhaps even a public school bus. There are other alternatives that need to be explored before we destroy wildlife and hurt people's property values.

40.4 Safe bike lanes too.

Cordially,
Marisa & Anthony George

Bill Haskins
<billshaskins@gmail.com>
09/22/2011 03:14 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject State Route 1/Calera Parkway Widening Project

Dear Yolanda:

41.1

As a long time resident and homeowner in the City of Pacifica's Linda Mar District my family and I feel very strongly and agree it is imperative to the health and safety of our citizens to finally undertake the project of widening the old roadway from Rockaway Beach north to Fairway Park for many reasons. The least of which, I could actually call that stretch a Highway and not curse every time I hit the stoplight at the bottom of Fassler Avenue heading North or the stoplight at Reina del Mar Avenue heading South.

By *not* moving ahead and *not* improving this sorry stretch of Roadway 1 Caltrans and the City of Pacifica are moving backwards; actually regressing by not meeting the current driving needs which should have been done a generation ago when we passed Measure A. When you couple the current needs for safety and flow with the projected increases in traffic when the tunnels open in 2013 you can see the obvious. Not to mention, there is virtually no reliable public transit for Pacificans unless you ride a bus to and from school. That most certainly will not improve for a variety of reasons. Pacifica is being squeezed like an accordion with a first class freeway (280) just a couple of miles north and the wonderful tunnel project just south of the City limits. Drivers will be lured to use Highway 1 even more after that project opens with the planned recreational use of the old Highway 1 area and the scenic beauty that draws drivers from all areas, even though Devil's Slide has been dangerous for years.

It is ultimately your responsibility to do what is best for not only Pacificans but everyone in communities to the North, on the Bayside East, and all of the communities and Cities South of Pacifica that use Highway 1. You will hear from the same vocal, loud minority of no-growth citizens that have infested this community over the last couple of generations but their short-sighted, selfish, nihilist attitude should not trump logic and the long term planning vision for the greater good. You know the correct decision is to improve that stretch of outdated, dangerous roadway with its antiquated signal system from the 1960's and bring it up to 21st century commuting, safety, and Highway standards. I cannot wait to see this project started. It is way overdue.

Sincerely,

Bill Haskins
400 Old County Road-suite 2
Pacifica, CA 94044
650-359-4904 (office)
650-355-5945 (home office)
650-888-6700 (cell phone)

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"rob000@sbcglobal.net"
<rob000@sbcglobal.net>
09/26/2011 10:51 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Pacifica Highway Traffic

Dan Robinson · College of Notre Dame

42.1 ----- I believe that everyone will agree that the bottleneck isn't the number of lanes, but the traffic light at Vallemar. Northbound traffic from Vallemar can use the right-turn and merge lane as is done now. A frontage road leading to Sharp Park Road could carry southbound traffic from

42.2 Vallemar north, over the freeway and then merge to Highway One southbound --- all while eliminating the Vallemar traffic light. And a cheaper, quicker fix than added lanes!

Sharon Muczynski
<muczynski.sharon@gmail.com>
09/26/2011 07:37 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Don't widen the freeway in Pacifica

Thomas,

43.1 Please do not support widening the road in Pacifica. I would rather see the bus service improve than to destroy more wildlife habitat.

Sharon Muczynski
muczynski.sharon@gmail.com

STATE ROUTE 1/CALERA PARKWAY PROJECT

Notice of Availability of the Draft EIR/EA and Public Meeting & Notice of Availability of Project-Level Conformity

Thursday, September 22, 2011

PUBLIC COMMENT CARD

The California Department of Transportation (Caltrans), as owner and operator of State Route 1 and Lead Agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) has completed a draft Environmental Impact Report/ Environmental Assessment (DEIR/EA) for the above referenced project, which is sponsored by the San Mateo County Transportation Authority (SMCTA) and the City of Pacifica.

Comments should be received by 5:00 pm on October 7, 2011, and can be submitted via U.S mail, fax, or e-mail to:
Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4, Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: EDWAR L. BARBER **Email:** ED-AR-BAR@sbcglobal.net

Address: 1540 VALDEZ WAY, PACIFICA CA **Phone:** 650-355-3047

Affiliation (if any): NONE

COMMENTS:

44.1

I've lived in Pacifica since May, 1960. The question I pose is this
In the 60^s when the existing Freeway was built the plan
incorporated and overpass at the Rena Del Mar intersection.
The burm for that overpass was built and is still there
west of the intersection. the question then is why can't
and overpass be built using a project that was started
50 years ago? You guys still own the property or could
take it if you don't.

Thank you,

Edwar L. Barber

<anda_1@comcast.net>
09/28/2011 10:11 PM

To thomas rosevear <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Calera Parkway Project, Pacifica

Hi Thomas,

I wanted to get a couple of comments in before the October 7th deadline:

(1). I support the highway widening (with landscaped median) but just wanted to make my amateurish suggestions, while I had the chance, for the grade separation for a few reasons:

45A.1

1. Rather than engineering the grade to go below ground, I'd like to suggest that the highway be elevated so that it traverses over the ESHA. Hopefully this will help get us past environmental objections, should these issues come up and,
2. In particular elevate the freeway over the roadway that crosses from east to west Rockaway Beach. It would help get us past the objections that may come up because of sea-level rise, and if it does happen to flood, by that time I would imagine that we would have a network of frontage roads as alternate routes.

45A.2

3. Although this would be costlier, I think a freeway in this section would not become as obsolete as fast as the lighted intersection would. A lighted intersection may be a cheaper solution in the immediate future, but not if it needs to be replaced at a later date. The freeway system to the north has been in existence for about 50 years and doesn't seem to be a problem as far as traffic is concerned.

(Again, although the above is a preference, I otherwise fully support the widening project, preferably with the landscaping in the middle.)

45A.3

(2). Last Monday our city council (Pacifica), at the request of opponents to the highway widening, voted to request an extra 15 days to respond to the EIR. *Why do we always have to give this group of citizens preferential treatment?* This has dragged out for decades and it's about time to say 'no' to these people. I would urge that you deny this request. We've had plenty of time and you've been more than reasonable.

Thank you again for this last opportunity to communicate my views.

Gil Anda
1227 Redwood Way
Pacifica, CA 94044
(650) 766-5665
anda_1@comcast.net

Thomas Rosevear/D04/Caltrans/CAGov
10/13/2011 08:48 AM

To Mariam Poya/D04/Caltrans/CAGov@DOT
cc
bcc
Subject Fw: Calera Parkway Project in Pacifica

----- Forwarded by Thomas Rosevear/D04/Caltrans/CAGov on 10/13/2011 08:48 AM -----

<anda_1@comcast.net>
10/12/2011 09:03 PM

To thomas rosevear <thomas_rosevear@dot.ca.gov>
cc
Subject Calera Parkway Project in Pacifica

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4
Attn: Thomas Rosevear
111 Grand Ave., Oakland, CA 94623

Fax: 510-286-5600

E-mail: thomas_rosevear@dot.ca.gov

Dear Yolanda,

In the coming weeks CalTrans will be making the decision based on studies and public feedback whether or not to move forward with this project. As you are aware, there are a lot of vocal opponents to this project. If CalTrans decides to give in to these opponents, decides to put the funds to work somewhere else, that Pacifica is not the priority this time, it may mean that this problem stretch of highway may not be addressed for an indefinite period of time. But does that mean that the problem will go away for an indefinite period of time? I don't think so.

45B.1

There are probably several reasons that this project needs to go forward and among the most critical reasons can be found with Pacifica's geography. Unlike Highways 101, 280 and even 35, there are no alternate routes around this stretch of the highway. This can literally be a life or death situation. I can tell you two stories; one time when a friend was late for a dinner by 3 hours because of an accident, and another when traffic was backed up onto Sharp Park Road. I was sitting in this traffic jam, way up in the middle of this 'artery' to highway 1 when I heard the siren of an ambulance. At first I couldn't figure out where, possibly, this ambulance could be coming from because the cars on Sharp Park road were locked in gridlock and they weren't going anywhere. All of a sudden the siren noise was right behind me. Going right down the middle between two lanes of cars in the roadway was the ambulance trying to make its way down Sharp

Park Road. Drivers somehow managed to budge their cars towards either side, like a zipper, making a passageway for the ambulance so that it could get to its emergency.

Barbara Arietta, Chair of the CAC, told me about the day that her father died. He suddenly collapsed on the driveway at his home. It took the San Mateo County Coroner's vehicle several hours to come pick up his body that laid in the driveway for approximately 3 and 1/2 hours exposed to public curiosity. All this because there had been an accident on Highway 1 and the traffic was tied up and there was no alternate route to get past it. Had there been other lanes in place to alleviate the tie-up, her father's dead body would not have been the spectacle that it turned out to be during all those hours awaiting response from the Coroner's office. And, had he not died immediately when he hit the ground, he most likely would have died during the 3 and 1/2 hours awaiting emergency response from first responders that would have been precluded from getting through, due to that same traffic accident tie-up on Hwy 1 that took out both lanes southbound.

45B.1 cont.

I'm sure there are many more stories like this and that many more will be told if the future remains the same for this stretch of highway. We are an area with a considerable population, a population that has emergencies from time to time. Not only that, but regionally this is an area that gets traversed increasingly by more and more traffic. Soon the tunnels at Devil's Slide will be completed. I would expect that the need to do something to fix the traffic can only grow.

This project needs to go forward. Ideally I would have liked to see a grade separation done, one where the highway is elevated over the local cross traffic for the following reasons; 1) It may be a way to alleviate the impact on ESHA, 2) I think it would be less hazardous to pedestrian traffic, 3) for that reason it may garner more popular support, and 4) I would guess that it would be less likely to become obsolete and needing to be replaced with a more expensive project in the future.

But whatever decisions are made, I think this project needs to move forward.

Thank you,

Gil Anda
1227 Redwood Way
Pacifica, CA 94044
(650) 766-5665
anda_1@comcast.net

Gilbert Anda

1227 Redwood Way

Pacifica, Ca 94044

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

Dear Ms. Rivas;

45C.1

I am writing to strongly encourage you to complete the Calera Parkway Widening Project.

This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions.

We also know businesses have been impacted by the traffic bottleneck. This slowdown in traffic can hurt business in that it discourages people from stopping to shop. They just want to keep moving until they are in a place where they will not risk getting stuck in more traffic. There have been many businesses that have suffered and in some cases closed because it was too challenging for customers to stop and shop there.

Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Gilbert Anda

Gilbert Anda

brian gaffney
<briangaf@gmail.com>
09/30/2011 08:29 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Calera Highway 1 DEIR comment period

46.1 Has Caltrans extended the comment period 15 days past October 7 as requested by the City of Pacifica ?
Brian Gaffney

Ken Shiokari
<ken@ksd-ca.com>
09/30/2011 01:13 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject State Route 1 / Calera Parkway Widening Project

Sept. 30, 2011

Yolanda Rivas
Thomas Rosevear
Division of Environmental Planning & Engineering
California Department of Transportation District 4
111 Grand Avenue
Oakland, CA 94623

RE: State Route 1 / Calera Parkway Widening Project

Ms. Rivas,

47.1 As a Pacifica resident, I support the widening project but the proposed Caltrans plan will negatively affect the residents of the city of Pacifica. I propose that a plan be created that would separate the local traffic from the coastal through-traffic of Hwy 1. This would reduce the load to Hwy 1 during peak morning and afternoon traffic hours while promoting access to local businesses. Also this would allow emergency services alternate roads during emergency response actions (note the location of the only police department in Pacifica is adjacent to Hwy 1).

47.2 I believe installing a 6-lane hwy on the coast route would be confusing for out of town drivers. The northbound traffic would travel a two-lane road then to a four-lane hwy then to a six-lane freeway then back to a two-lane hwy. Traffic would naturally increase speeds when presented a wide straight road making the intersections more dangerous to slower local traffic. And naturally every convergence would create a traffic conundrum. This would create a very dangerous route for cyclist and cross traffic pedestrians.

47.3 Please see the attached conceptual proposal for increasing the traffic flows for this important hwy. This proposal would require road alignments and signal lights to be installed and synchronized to ensure proper traffic flows. This proposal would increase access to the affected area while decreasing the burden on Hwy 1.

Attached is a copy of this letter and the conceptual proposal maps.

Thank you for your consideration,

Ken Shiokari
904 Pilar Place, Pacifica
650-359-1513

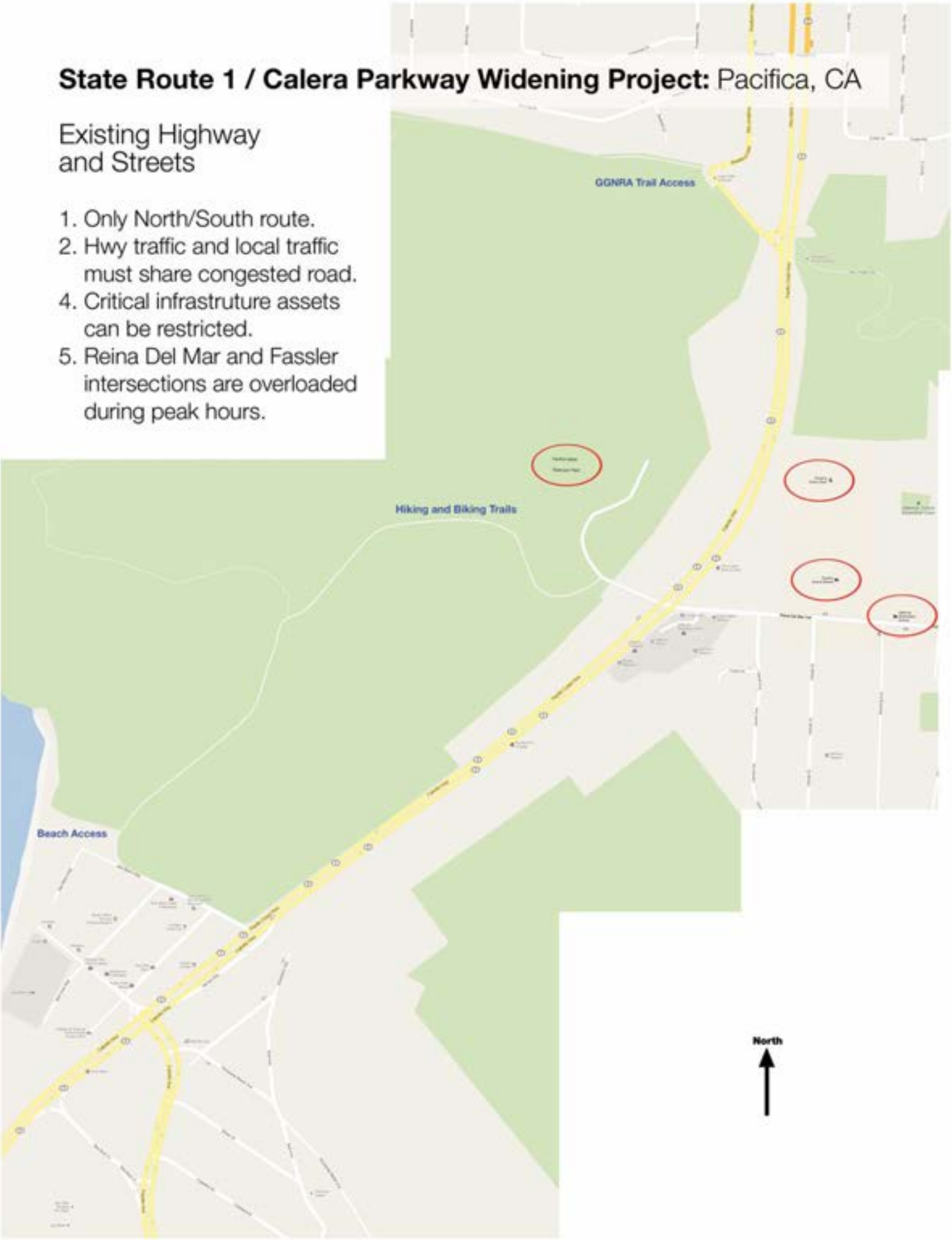
cc: Yolanda Rivas, Thomas Rosevear, City of Pacifica

Hwy1_Pacifica_Caltrans.zip

State Route 1 / Calera Parkway Widening Project: Pacifica, CA

Existing Highway and Streets

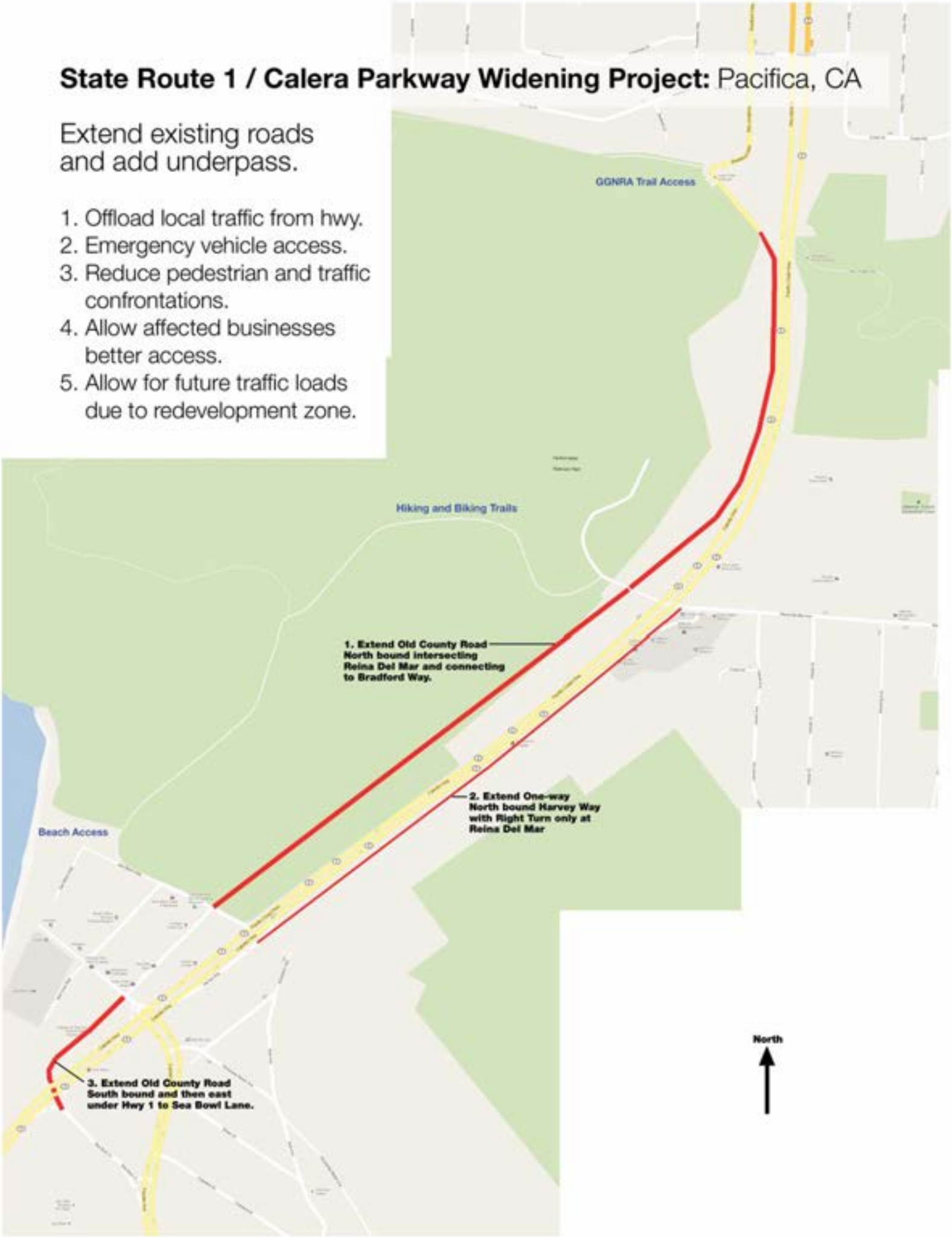
1. Only North/South route.
2. Hwy traffic and local traffic must share congested road.
4. Critical infrastruture assets can be restricted.
5. Reina Del Mar and Fassler intersections are overloaded during peak hours.



State Route 1 / Calera Parkway Widening Project: Pacifica, CA

Extend existing roads and add underpass.

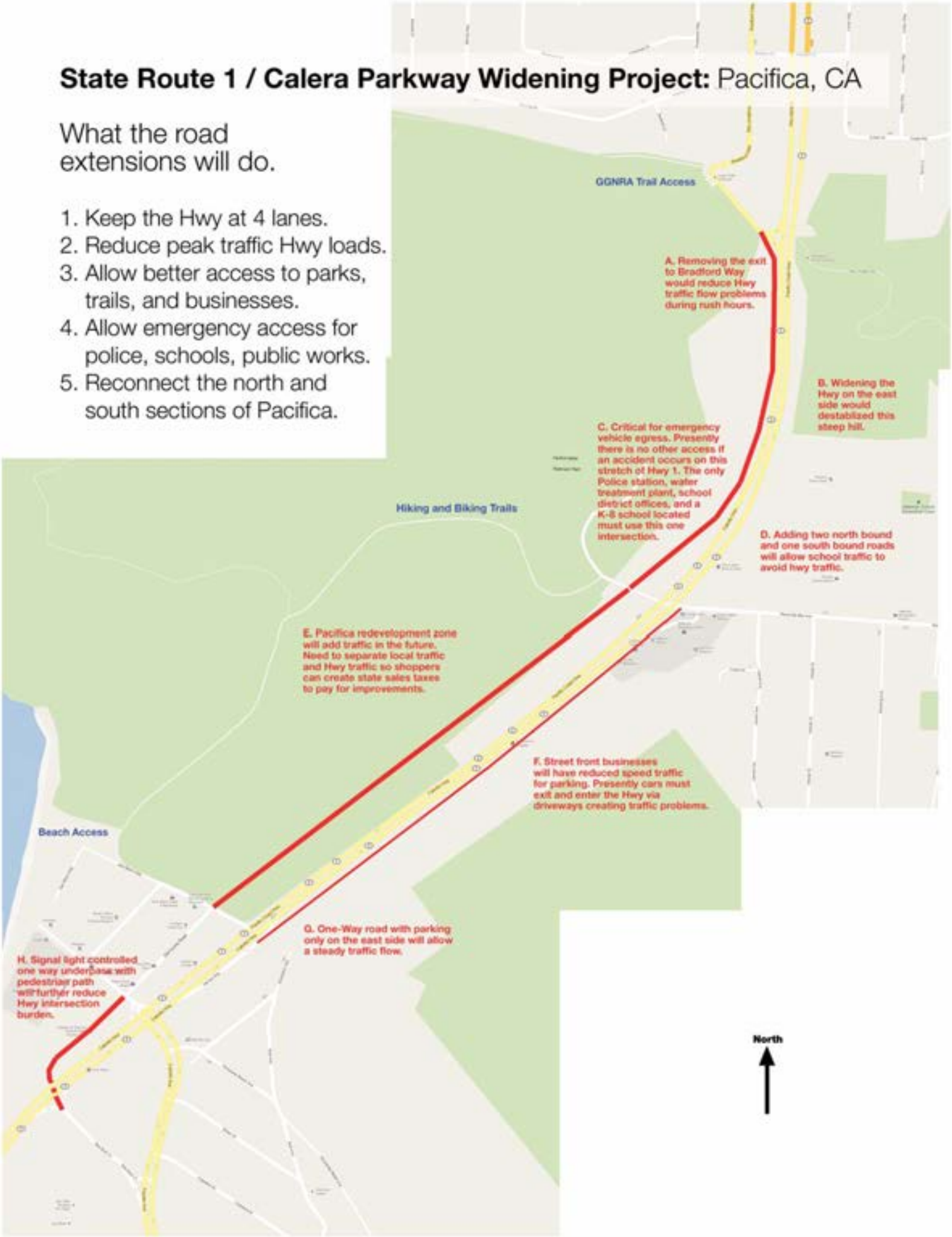
1. Offload local traffic from hwy.
2. Emergency vehicle access.
3. Reduce pedestrian and traffic confrontations.
4. Allow affected businesses better access.
5. Allow for future traffic loads due to redevelopment zone.



State Route 1 / Calera Parkway Widening Project: Pacifica, CA

What the road extensions will do.

1. Keep the Hwy at 4 lanes.
2. Reduce peak traffic Hwy loads.
3. Allow better access to parks, trails, and businesses.
4. Allow emergency access for police, schools, public works.
5. Reconnect the north and south sections of Pacifica.



Dan Underhill
<dan@dan-b-underhill.com>
10/04/2011 08:34 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Highway Widening

Date: 9/1/2011

RE: Public Hearing Calera Creek Parkway DEIR -Item 11
Members of the SMCTA Board:

48.1 I want to thank you for this oppertunity to express my opinions about the planned expansion of Highway One.
I want to be on record as opposing this plan.
My reasons are as follows:
I believe the plan is harmful to Pacifica business and to Pacifica's struggling economy.

48.2 I simply can't imagine why Pacifica might want to choose this decades old excuse for a solution to Pacifica's present day traffic problems over addressing those intersections that are causing the problem. It keeps being presented as a solution to Pacifica's traffic problems. My objection to the present plan is that it fails to address the intersections and traffic lights that are the real problem.

48.3 My interest in several of the less expensive ideas is not that I seek a second-rate solution due to it being cheaper but rather that those solutions that actually address the intersections that are causing the problem happen to be far cheaper than Caltrans' present proposal. The only reason I can imagine for choosing a plan that will do less to solve our actual problems but will cost astronomically more is if there is some agenda that nobody told me about. Maybe if it were explained to me, I might subscribe, but right now what it looks like to me is that our traffic problems are not being attended to so that we will all come around and support actions that are in the service of an agenda that we would probably not otherwise support. It seems more akin to extortion or hostage taking than to good governance.

Please withdraw your support for this ill-advised project that we might find a solution that actually serves Pacifica.

Thank you for this opportunity to bring these concerns to the attention of SMCTA.

Sincerely,

Dan B.Underhill
1-650-355-2415
577 Paloma Ave.
Pacifica, Ca. 94044

<jmcmartin@pacificasd.org>
10/02/2011 07:04 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject state route 1/calera parkway project

Subject: State route 1/Calera Parkway project

49.1 Please consider restricting the ability to make a left turn off of Fassler onto Sea Bowl Lane during commute hours whether Highway one is widen or not. I believe the elimination of a left turn off of Fassler will in turn eliminate the merger congestion formed at the intersection of Highway one and Sea Bowl Lane.

49.2 At Sept. 22's meeting an issue arose about congestion increasing on Highway One when Pacifica Schools were in session (end of Sept. to mid Jun) versus their summer schedule. Can you please direct me to any data that supports or weakens this issue.

Sincerely,

Jean McMartin
8 Shenandoah Way
Pacifica, Ca. 94044

"Kendall, Thomas R SPN"
<Thomas.R.Kendall@usace.army.mil>
10/01/2011 07:40 PM

To <thomas_rosevear@dot.ca.gov>
cc <denise.d.kendall@gmail.com>
bcc
Subject Re: Hwy 1 thru Pacifica

Alternatively, if the GG Bridge-style operation is too labor intensive, having the one extra lane only be for northbound may suffice as the morning commute is the most impacted (the evening - southbound - commute does not coincide with school hours like the morning commute).
Tom (from Bberry)

50.1

----- Original Message -----
From: Kendall, Thomas R SPN
Sent: Saturday, October 01, 2011 07:11 PM
To: 'thomas_rosevear@dot.ca.gov' <thomas_rosevear@dot.ca.gov>
Cc: 'denise.d.kendall@gmail.com' <denise.d.kendall@gmail.com>
Subject: Hwy 1 thru Pacifica

Dear Mr. Rosevear-

In your EIR, have you analyzed an alternative where only 1 additional lane is added that can be for north bound commuters in the AM and southbound commuters in the PM (similar to the way the GG bridge is managed)? Emergency vehicles should benefit any time of day.

I expect this has already been considered but I'm surprised it's not being recommended since it seems like it would significantly reduce your footprint and associated impacts while addressing the most pressing need.

Thanks for your consideration,
Tom Kendall
419 Buel Ave
Pacifica, CA. 94044
Tom (from Bberry)

Ruth Reynolds
<ruth-r@pacbell.net>
10/01/2011 08:36 AM

Please respond to
Ruth Reynolds
<ruth-r@pacbell.net>

To "thomas_rosevear@dot.ca.gov"
<thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Public Comment Period

RE: State Route 1 / Calera Parkway Widening Project in Pacifica, CA

Please read this during Public Comments.

I am extreemly opposed to the widening project for various reasons;

51.1

1. The State does not have money, nor is it taking care of that problem but adding to it in many ways. California should be a leader how to be a well run state with its finances, its safety and beauty. The State and cities should fix the roads we already have. Just because funds could be gotten for a project does not mean that it is for the betterment.
2. Pacifica has already been "gutted" in half in Pacific Manor and Sharp Park, not a pretty picture.

51.2

3. The timing of the signals on Hwy 1 has greatly improved over the last year during the short peak hours, the traffic flow is much much smoother than in previous years. The traffic on Hwy 1 does not back up very long at all when cars from Rockaway & Vallemar have a green light.
   a. While the wait to exit Vallemar during the hour is extended it is very acceptable and reasonable to allow the majority of the cars to proceed without delay.
   b. To aid in traffic control the school board should allow the children who live in vallemar to be first on the list to attend. We all know the value of attending a school near home to the parents and kids. A family who lived right across the street from Vallemar school had to drive to take their children out of Vallemar to school.

51.3

4. A bottle neck effect would be created with such a widening, at some point cars would need to merge. The new and improved timing of the signals are currently accomplishing the same effect.

51.4

5. This type of widening project is not going to beautify Pacifica. It would continue the gutting process and eliminate Pacifica's scenic beauty. The entry sign to the city Scenic Pacifica sign would be a joke to passer byes.

51.5

6. This is not not a wise move for the success of businesses nor for economic resources the city would reap.
7. As leaders and decision makers a real look at what running a freeway through a

51.5 cont.

city does to it, you would not help the people or Pacifica by this widening project.

Ruth Reynolds
134 Amapola Avenue
Pacifica, CA 9444
650-787-1443

STATE ROUTE 1/CALERA PARKWAY PROJECT

Notice of Availability of the Draft EIR/EA and Public Meeting & Notice of Availability of Project-Level Conformity

Thursday, September 22, 2011

PUBLIC COMMENT CARD

The California Department of Transportation (Caltrans), as owner and operator of State Route 1 and Lead Agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) has completed a draft Environmental Impact Report/ Environmental Assessment (DEIR/EA) for the above referenced project, which is sponsored by the San Mateo County Transportation Authority (SMCTA) and the City of Pacifica.

Comments should be received by 5:00 pm on October 7, 2011, and can be submitted via U.S mail, fax, or e-mail to:
Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4, Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: William C. Provence **Email:** pacprovence@yahoo.com

Address: 30 Big Sur Way **Phone:** 650 355-1729

Affiliation (if any): None

COMMENTS:

52.1 ① PLEASE RECONSIDER A PEDESTRIAN OVERCROSSING AT REINA DEL MAR. ALL TRAFFIC STOPS FOR AN EXTENDED PERIOD FOR A SINGLE PEDESTRIAN. PLACE A CROSSING GUARD FOR 1 MONTH TO REQUIRE PEDESTRIANS TO LEARN TO USE THE NEW CROSSING.

52.2 ELIMINATING PEDESTRIAN CROSSING TIME WOULD ALLOW THE TRAFFIC LIGHTS TO BE SYNCHRONIZED AT FASSLER AND REINA DEL MAR.

52.3 ② WIDEN THE 4' SHOULDER TO 8' TO ALLOW EMERGENCY VEHICLES TO PASS. ONE SHOULDER IN EACH DIRECTION WOULD DO THE JOB.

Tod Schlesinger
<todschlesinger @sbcglobal .net>
10/04/2011 11:06 AM

To Thomas Rosevear <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Re: Comment Card for Calera Parkway Project

Sorry, did not keep a copy. Here's my comments:

53.1 1) Biggest bottleneck is Vallemar. Close the Vallemar School and move it to Linda Mar School. Make the children walk to their nearest neighborhood school just as I did.

53.2 2) Fix the Manor Over Crossing by eliminating one of the pedestrian walk ways and adding a lane to make it 5 lanes, 2 in one direction in the a.m. and 3 in the other and vice versa in the p.m.
3) Build the Milagra on-ramp. Will take alot of the congestion off the Manor Crossing. Also, buidl on and off ramps at each of the existing Caltrans turnouts in Sharp Park and Eureka Sq. This will allow more traffic to have access to possible shopping in town and also cut down on traffic at peak times by allowing drivers to use side streets more readily.
4) Close the Fairway Crossing. DANGEROUS and unnecessary and will avoid any possible dealys in that area, too.

53.3 5) Install metering lights at the bottom of Crespi, Linda Mar and Fassler and the Sea Bowl sideroad to control traffic flow as necessary. Adjust the lights better to make the a.m. and p.m. commutes flow as well as possible.

53.4 6) Insist that the City install parking meters and/or charge for parking at the Linda Mar Parking lot. This will cull out the wannabees that are on our roads and do not contribute to our economy. There are also too many left turns into the lot that are dangerous and accidents waiting to happen.

Good luck!!!

--- On **Tue, 10/4/11, Thomas Rosevear** ***<thomas_rosevear@dot.ca.gov>*** wrote:

From: Thomas Rosevear <thomas_rosevear@dot.ca.gov>
Subject: Comment Card for Calera Parkway Project
To: todschlesinger@sbcglobal.net
Date: Tuesday, October 4, 2011, 9:58 AM

(See attached file: Document.pdf)
Dear Mr. Schlesinger:

The Department of Transportation received your comment card regarding the Calera Parkway Project in Pacifica. However, it arrived in a wrapper from the US Postal Service with a notification that it had been damaged during handling. I have scanned and attached what we have of your comment card. It appears that the left side was completely torn off. Do you have a copy of the complete comment card that you can submit back to me? I apologize

for the inconvenience.

Sincerely,

Thomas Rosevear
California Department of Transportation

E ROUTE 1/CALE'KA PARKWAY PROJECT

vailability of the Draft EIR/EA and Public Meeting & Notice of Availability of Project-Level Conformity

Thursday, September 22, 2011

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ld be received by 5:00 pm on October 7, 2011, and can be submitted via U.S mail,

nch Chief
ental Planning & Engineering
of Transportation District 4, Attn: Thomas Rosevear

00
dot.ca.gov

esinger **Email:** todschlesinger @sbcglobal.net

ctoria Wy., Pacifica, CA **Phone:** (650)355-5067

ay):

7) Close Vallemar School & open Linda Mar School + make students attend neighborhood schools + walk to school!!!

tended the Meeting on Thurs., 9/22/11 regarding this mat-
held at the Pacifica Comm. Ctr. and commented which said
nts should be on the record. To reiterate, the failure
the City of Pacifica(posterchild for mismanagment) as
Caltrans/Transit Authority over the past many, many
to deal with the much needed and often delayed improv-
s to Hgwy 1 is well known. I ran for City Council twice
one of the cornerstones of my campaign was Hgwy 1. To that
I will repaeat what needs to be done.

lose the Fairway Crossing IMMEDIATELY! It is dangerous and
necessary

install the Milagra on-ramp. This has been studied ad nau-
eum and will take much of the bottleneck off Manor Crossing.
move one of the pedestrian walkways on the Manor Crossing
widen it to 5 lanes, use cones to direct 2 lanes in the
. one-way and 3 lanes in the p.m. and vice versa.
all metering lites at bottom of Linda Mar Blvd., Crespi
Sea Bowl and Fassler to control the a.m. commute.
ALL the lites for better synchronicity.

on + off Ramp @ Fassler & Eureka Sq.
encourage traffic to get off + shop!!!

Samuel Casillas
<samuelcasillas @hotmail.com>
10/04/2011 11:47 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Public Comments for HWY 1 Widening/Calera Creek Project (roundabouts and wildlife bridge)

Dear Sirs,

54.1 As stated in Calera Creek HWY 1 widening project the purpose of the proposed project is to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along a congested segment of SR 1 within the city of Pacifica. I believe the roundabout option was not studied sufficiently and that a two lane roundabout at both the Fassler and Riena Del Mar intersections are the most viable, aesthetically pleasing and will have a positive impact on the economy of Pacifica.

54.2 I am disappointed that your report states that this option is less safe when multiple studies have shown that roundabouts are safer for traffic and pedestrians. An option for pedestrians would be to build either an under ground or over ground crossing which would still be safer that adding lanes where we would then have traffic racing through or main thoroughfare.

54.3 Our businesses will suffer because of a widening and the highway would actually appear more like a freeway which is the direction we should not go towards.

54.4 Roundabouts are also known to keep traffic flowing and there are multiple examples in many other countries where they are used and the results are no traffic congestion; how you all got to your conclusion of not alleviating the congestion is faulty at best; jsut adding more lanes with the signal lights still there do not solve the main issue and making it an open highway would be dangerous and kill business in Pacifica.

The roundabout option needs to be revisited with a better study of European examples where this works on major avenues not only keeping traffic flowing but also beautifying the area.

54.5 Additionally, there also needs be be consideration towards widening the highway north of Riena Del Mar in order to place a recreational and wildlife land bridge over the highway so that animals and hikers can safely get from Mori Point and Sweeney Ridge where a connection needs to be made. Wildlife is getting slaughtered due to Highway 1 and a wild life bridge would best address this issue.

Thank you,
Samuel Casillas

Catherine Barber
<Catherine.Barber@lsa-assoc.com>
10/04/2011 02:11 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Highway One Widening Project

Hi Mr. Rosevear-

55.1 I am writing to inquire about the DEIR for the Highway One/Calera Parkway Widening Project, Clearinghouse number 2010022042. I understand that the comment period was set to end this Friday, October 7, but that it may be extended to October 22. Can you please confirm?

Thank you,

Catherine A. Barber, Associate
LSA Associates, Inc.
395 Oyster Point Boulevard, Suite 307
South San Francisco, CA 94080-7051
P: PLEASE NOTE CONTACT NUMBER HAS CHANGED 650-238-0015
F: 650-238-0016
Catherine.Barber@lsa-assoc.com

Graham Brew
<gecbrew@yahoo.com>
10/06/2011 11:05 AM

Please respond to
Graham Brew
<gecbrew@yahoo.com>

To "thomas_rosevear@dot.ca.gov"
<thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Public Comment on Highway 1 Widening EIR / Pacifica

Dear Mr. Rosevear,

56.1 As a resident of Pacifica I would a kindly ask that you strongly consider alternatives before proceeding with the massive Highway 1 widening plan proposed for Pacifica.

No doubt improvements can be made to the traffic situation, and I would warmly welcome that. But proposals to perhaps DOUBLE the current width of the carriageway are grossly inappropriate for the location.

56.2 The current Highway through the Vallemar and Rockaway Beach areas is bordered by open land / green space. Which is very appropriate for the coastside setting which is trying hard to attract more visitors and tourists.

56.3 You are proposing replacing these green shoulders with massive sound / retaining walls. Which, as well as obscuring view-sheds for thousands of residents and visitors, will no doubt be magnets for trash, graffiti and other visual blight. I cannot even imagine the enormous negative impact in terms of visual blight that you are proposing. I cannot imagine it because CalTrans seems determined not to provide any artists renditions of the proposed plans. Note that in a previous comment period I asked for such renditions – as did other observers. Unsurprisingly it looks like we were all ignored.

56.4 The scale of the proposed "solution" is utterly disproportional to the scale of the problem. I would welcome any improvements. But I urge you to consider alternatives (rotaries, underpass at Vallemar, much longer turn lanes, wider shoulders alone for emergency use, contra-flow systems etc. etc.) before bulldozing away and paving many more precious acres of open land in a misguided attempt to save a few minutes driving time.

Yours,
Graham Brew

julio pineda
<triplethreatdoc @att.net>
10/05/2011 09:16 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Proposed Widening Of Highway 1 In Pacifica, CA

57.1

In my opinion, all the recent proposals for widening Hwy 1 through Pacifica are flawed and will not solve the current traffic problems nor prevent future exacerbation of such problems after the Devils Slide Tunnel is complete. I am against all current widening proposals and I urge you not allow such undertakings.

Janice Stoehr
<j.stoehr@att.net>
10/05/2011 09:33 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Proposed Widening Of Highway 1 In Pacifica, CA

58.1 I oppose the widening of Highway 1. In my opinion sitting in traffic 5 to 10 minutes during rush hour doesn't justify the cost of the project nor the potential environmental impact.

Bethe Battalio
<bobbssurf@sbcglobal.net>
10/05/2011 11:38 PM

To <thomas_rosevear@dot.ca.gov>,
<elarsen@bayareanewsgroup.com>
cc
bcc
Subject Comments on Porposed Widening of Highway One

Please accept and consider my letter, attached and copied below.

Thank you,
Bob Battalio
877 Reina Del Mar
PAcifica CA 94044
650-738-0935
bobbssurf@sbcglobal.ent

//////////////////////////

B A T T A L I O
8 7 7 R e i n a D e l M a r . P a c i f i c a . C a l i f o r n i a . 9 4 0 4 4 . U S A
6 5 0 . 7 3 8 . 0 9 3 5
bobbssurf@sbcglobal.net

October 5, 2011

Yolanda Rivas, Branch Chief,
Division of Environmental Planning and Engineering,
California Dept. of Transportation, District 4,
Attn: Thomas Rosevear, 111 Grand Ave., Oakland, CA 94623
thomas_rosevear@dot.ca.gov

Pacifica Tribune, Letters to the Editor
59 Bill Drake Way (P.O. Box 1189)
Pacifica, CA 94044
elarsen@bayareanewsgroup.com

Subject: My Opinion on Highway One Widening

Dear CALTRANS, Editor of Pacifica Tribune, and Whom it May Concern:

59.1

I oppose the Highway One Widening Project.

The widening project has the following problems:

59.1 cont.

1. It further separates the neighborhoods from the coast;

59.2

2. It favors through traffic over local traffic;

59.3

3. It degrades the environment by paving a larger area, and expands a barrier to animal migration;

59.4

4. It adversely affects commercial and private property;

59.5

5. it reduces the safety of those trying to cross the highway, including in particular children commuting to and from school on Samtrans busses (it is pretty scary crossing the road already, especially for parents);

59.6

6. Any increase in traffic flow rate is likely to be lost due to increased vehicle trips that respond to expanded capacity;

59.7

7. The analysis did not consider combining alternatives to develop a project with lessor adverse effects (eg. grade separation plus frontage road on west side of Highway one); and,

59.8

8. The analysis and findings are questionable (e.g. school bus service was rejected because it would not significantly improve morning rush hour traffic and "the project will not create new substantial barriers to wildlife…").

59.9

I want to thank Mr. Ken Shiokari of Rockaway who provided an alternative in his letter to the editor published October 5. I agree that we should consider separating through and local traffic. There are several options, including a new road constructed by extending Reina Del Mar through the quarry property to Rockaway and connecting with Dondee Way (near the Lighthouse Hotel): This road would also facilitate limited commercial development. There are also opportunities for grade separations that would facilitate access under or over the roadway by people and animals, and enhancement of Calera Creek. Note that there is already fill for an overpass at Reina Del Mar (from an old I-380 project), and it would be relatively easy to cover the road through the Vallemar cut, and reconnect Mori Ridge.

59.10

I want to thank Stevan Phillips of Linda Mar for his letter, also published on October 5. I agree that the school traffic is a major contributor to congestion during morning rush hour and a school bus system and other operational changes could alleviate traffic without road widening.

59.11

The proposed project is an old-school, single objective, low budget degradation of our community. While it may be in the interests for others to zip by, I would like to see a more balanced plan that considers the rest of us. I feel that I and others have raised valid concerns that I expect our elected representatives and City staff to represent us in discussions with Caltrans. Please, expect and demand more for our community. To CALTRANS: Do a better job.

Sincerely,
/Signed /
Bob Battalio.

My Opinon Highway One Widening .doc

BATTALIO
877Reina Del Mar.Pacifica.California.94044.USA
650.738.0935
bobbssurf@sbcglobal.net

October 5, 2011

Yolanda Rivas, Branch Chief,
Division of Environmental Planning and Engineering,
California Dept. of Transportation, District 4,
Attn: Thomas Rosevear, 111 Grand Ave., Oakland, CA 94623
thomas_rosevear@dot.ca.gov

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The widening project has the following problems:
1. It further separates the neighborhoods from the coast;
2. It favors through traffic over local traffic;
3. It degrades the environment by paving a larger area, and expands a barrier to animal migration;
4. It adversely affects commercial and private property;
5. it reduces the safety of those trying to cross the highway, including in particular children commuting to and from school on Samtrans busses (it is pretty scary crossing the road already, especially for parents);
6. Any increase in traffic flow rate is likely to be lost due to increased vehicle trips that respond to expanded capacity;
7. The analysis did not consider combining alternatives to develop a project with lessor adverse effects (eg. grade separation plus frontage road on west side of Highway one); and,
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Sincerely,
/Signed /
Bob Battalio.

STATE ROUTE 1/CALERA PARKWAY PROJECT

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Thursday, September 22, 2011

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Division of Environmental Planning & Engineering
California Department of Transportation District 4, Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Christian Ryslin **Email:** _____

Address: 265 Piedmont Ave. Pacifica, CA 94044 **Phone:** _____

Affiliation (if any): _____

COMMENTS:

60.1

Myself & my family are "totally" against this highway 1 project. We live in the Vallemar District, off of Reina del Mar. We can deal with the occasional traffic problems on highway 1 & Reina del Mar. The disruption, noise, greater traffic, pollution will impact us negatively. Please don't build this 6 lane highway & make things worse for us who live here.

CHC

61.1 I am faxing to voice a protest against the widening of Hwy. 1 in Pacifica. The traffic will only bottleneck when it goes back to 2 ıes each way. Changing the timing of the lights and moving Vallemar School to another empty school site is a better alternative.

61.2 rdly any kids go there from Vallemar. Then the school district can sell the Vallemar site for much needed influx of cash and relieve a of traffic congestion. Also, change Terra NovaHigh School hours to at least ½ hr. later because a lot of cars going up Fassler are ;h school students driving to school and running the red light by at least 4-6 cars every light change.. Most of our traffic problems

61.3 ne from beyond Pacifica as evidenced by the small amount of traffic when Devils Slide is closed. Maybe you should consider tting metering lights for south traffic going north before they get to the slide area from Half Moon Bay coast cities. Make work ›jects should be put to better use and find a better way to use taxpayers money and put CITIZENS to work.

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Ida Stuart
555 Crespi
Pacifica

"fingerpuppetsrock @gmail.com"
<fingerpuppetsrock @gmail.com>
09/21/2011 08:54 PM

To <thomas_rosevear@dot.ca.gov>
cc Michael Varney <mvarney@gene.com>, Jim Vreeland <jimmvreeland@sbcglobal.net>, Lauri Vreeland <laurivreeland@comcast.net>, mary keitelman
bcc
Subject State Route 1/Calera Parkway Widening Project

Dear Yolanda Rivas, Branch Chief, and Caltrans:

62.1

I moved to Pacifica because Pacificans care about land, and they fight to stop people from building wantonly. They fought the 380 freeway. What a blight that would have been. It is clear a majority of this town does not want this Calera Parkway Widening project, yet Caltrans persists in tormenting this city. Other solutions have been offered: timed lights, a varying of the school hours, but Caltrans demands that construction must happen because that is what keeps Caltrans employees employed.

Build somewhere else. We all moved here because this is the one place where people fight for land like it's their children. You have met a formidable foe if you continue.

Sincerely,

Jennifer Ball
1575 Grand Ave.
Pacifica, CA 94044
650-255-4337

9/21/2011

Dear Yolanda Rivas, Branch Chief, and Caltrans:

I moved to Pacifica because Pacificans care about land, and they fight to stop people from building wantonly. They fought the 380 freeway. What a blight that would have been. It is clear a majority of this town does not want this Calera Parkway Widening project, yet Caltrans persists in tormenting this city. Other solutions have been offered: timed lights, a varying of the school hours, but Caltrans demands that construction must happen because that is what keeps Caltrans employees employed.

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Sincerely,

Jennifer Ball
1575 Grand Ave.
Pacifica, CA 94044
650-255-4337

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Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4, Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Michael Haas **Email:** /

Address: 10 Sequoia Way Pacifica **Phone:** 415-554-5845

Affiliation (if any):

COMMENTS:

63.1

I believe that the widening of Hwy 1 is imperative to ease traffic congestion. With the tunnel opening soon, more traffic will be added to already impossible stretch.

Thank you!

Data Man
<dataman99@hotmail.com>
10/06/2011 01:59 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Pacifica Hwy 1 project

Yolanda Rivas,

64.1

I think the draft environmental report for this project greatly underestimates the negative consequences that will be imposed on Pacifica and its residents, is unlikely to achieve it's stated goals, and it's short distance makes absolutely no sense unless viewed as Step #1 of a 6 lane freeway to Pedro Point . As outlined, the project's massive scale will have a huge impact on the coastal communities quality of life for all time and will do nothing more than move the backup a few hundred yards down the road and spur ever more development and more demands for the freeway to be extended south. This is a watershed moment for Pacifica. The easy going pace of life in Pacifica is what makes it such an attractive place to live and raise a family. The substantial destruction of our environment outlined in this plan, will make Pacifica just another place people are rushing through to get somewhere else. Do we really want to be Daly City ? It is widely recognized by urban planners that freeway widening projects just spur more development. Look to LA for how that doesn't work. The cost and impact of this project is hugely out of scale for the negligible benefit, a benefit it is unlikely to achieve. It will not end the backups on Hwy. 1, it will just move them further down the road by a few hundred yards. This project needs to be stopped and re-examined.

Thank you for your time,
Dennis Norwood
Sharp Park

Michael Anda
<michaelaanda @yahoo.com>
10/05/2011 08:19 PM

Please respond to
Michael Anda
<michaelaanda@yahoo.com>

To "thomas_rosevear@dot.ca.gov"
<thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Highway 1 Extension

A concerned resident of Pacifica

65A.1

I'm concerned about the delay in getting the traffic problem fixed in Pacifica.I live in the southern part of Pacifica back of the valley,In the mornings leaving for work, most of my delays are at the Rockaway & Vallemar lights, You have to wait for quite awhile and slowly move forward,slowly move forward and wait. The traffic just gets bunch up there.At times on my way home from work it's a hit and miss if the traffic is backed up. I think if we have an emergency,this could be a traffic nightmare. I think that the time is now,or a few years ago. I've read the DEIR and, to my satisfaction, it looks like every concern has been addressed, everything from the protection of endangered species to the benefits of reducing greenhouse gases from traffic. Please go forward with this project. My preference is to have the design with the landscaped median.

Thank You for reading my concerns
Michael Anda
1227 Redwood Way
Pacifica,CA. 94044
Phone 650-359-6263

Mike Anda
<mike.anda@gmail.com>
10/05/2011 09:20 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Hwy 1 Comment Period Extension

Mr. Rosevear,

65B.1

I wish to express my strong support for the widening of highway 1. I'm 1 of the thousands of commuters that sit in traffic during my daily drive to work, and in my opinion this is long overdue. I don't know why the minority keeps getting their way in delaying this project, but at the same time I understand the concept of sympathizing with all stakeholders. However, I don't believe any of these stakeholders are in the commute that I am in on a daily basis.

Progress has been stopped long enough and we now possess the technology to limit the environmental impact. These are the facts and if more qualitative research were done to survey the daily commuters affected by the shortcomings of highway 1, you would understand this project has the majority support by those affected.

The opposition from my understanding isn't even local and argues environmental points for a living. Of course they're going to be the loudest at these meetings. Moreover, this extension is merely a ploy to delay perpetually. The working men and women that commute in this fixable situation are busy raising their families and don't have the time to show up to these meetings. However, if called upon, I would be happy to stand before the panel and speak.

V/r,

ENS Mike Anda, MBA
650-359-6263

Bruce Kearns
<brucekearns51@gmail.com
>

10/05/2011 08:15 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Widening Highway 1 in Pacifica

66.1 I strongly urge Cal Trans NOT to undertake this ill conceived project. Not only will this further damage the business and tourism potential to the City but unless the entirety of Highway 1 not opened to 6 lanes to the tunnel, the actual improvements will be minimal. And thus a huge waste of money. More emphasis should be put on leaving the 4 lanes and improving light sync'ing

66.2 during commute times and lengthening the existing turn lanes.

Bruce Kearns

1165 Banyan Way
Pacifica, CA 94044

Spencer Rice
<grncrst2@sonic.net>
10/05/2011 06:20 PM

To <thomas_rosevear@dot.ca.gov>
cc <grncrst2@sonic.net>
bcc
Subject Highway 1 widening plans - Pacifica

Attention – Yolando Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Dept. of Transportation, District 4

Re: Objection to Highway 1 widening plans

My family and I have resided in Vallemar since 1971 and we object to the current plan of widening of the highway which is:

To widen highway 1 between Reina del mar and Rockaway. And that the narrow median option widens from 4 lanes to 6 lanes for 13 miles and would ***narrow to two lanes at Reina del mar*** ." This is absurd.

67.1

On the East side of Highway 1 Vallemar has over 500 homes with one street Reina del Mar – only one way out to Highway 1. Additionally there is Vallemar Elementary school, the Telephone company, the Dept of Public Works yard's vehicles and the Pacifica Police Department **emergency vehicles**, as well as Tom's Body Shop tow and storage with all of these businesses traffic pouring onto Reina Del Mar – it already is an unbearable problem getting out of Vallemar onto Highway 1. I can't imagine the freeway narrowing at Vallemar. What a debacle that will be.

On the West side of Highway 1 is the Sewer Plant with numerous vehicles egressing on to Highway 1, their only access to Highway 1. In addition there is parking for hikers with a small park access which would create a **dangerous problem both for traffic and pedistrians.**

When I leave for work in the morning; I live in the front of the valley of Vallemar on Reichling, across from Vallemar school. It takes me 15 – 20 minutes to get from my street to the Highway 1. In the morning traffic is backed up to Linda Mar going Northbound from cars coming from south of Devils Slide Moss Beach to Half Moon Bay. In 2012 when the tunnel opens up traffic is going to double.

The widening of at least 4 lanes should extend to Manor or at least to the Golf course area of Eureka.

67.2

I am the former President of Vallemar Home Owners Association, a San Mateo County resident and voter, employed full time and a tax payer in Pacifica since 1971. I support improvements and growth, but not this project as it is now proposed.

Spencer Rice
326 Reichling Avenue
Pacifica, CA 94044

650-534-5937
916-307-7566 Cell

Email: grncrst2@sonic.net

Jasee Grubb
<jaseeg@comcast.net>
10/05/2011 05:19 PM

To "thomas_rosevear@dot.ca.gov"
<thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Highway 1 widening

Dear Mr. Rosevear,

68.1 Has this been done before with success? Widening the highway from 4 to 6 lanes for less than a half mile sounds like it is going to create more of a
68.2 problem. What is going to happen to the existing businesses?
My vote is no.
68.3 I don't understand why caltrans thinks this is going to help our city. It sounds like a waste of money to me.

Thanks for the chance to tell you my opinion.

Jasee Grubb
Resident on Reina Del Mar

Sent from my iPhone

Jody Webster
<jody@holmanphotography .c
om>
10/05/2011 02:48 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject NO widening!

69.1

This bottle-neck plan has not worked elsewhere and will not work here. A big, NO on widening Highway 1!!!!

Juliann Eskite
<juliann@junosgarden.com>
10/05/2011 02:10 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Highway 1 Widening - Pacifica, CA

Mr. Rosevear:

Please forward my letter to Yoland Rivas, as comment on the Highway 1 widening project in Pacifica, CA.

Thank you so much!

Juliann Eskite

hwy_letter.pdf

October 4, 2011

Yoland Rivas
Div. of Environment Planning/Engineering
California Department of Transportation, District 4

Dear Ms. Rivas:

70.1

I am writing to voice my concern about the proposed Highway 1 widening project in Pacifica, CA. I am a resident of the Vallemar neighborhood and my house is located about 100 yards from the highway and the proposed construction.

I am opposed to the widening project of Highway 1, as I feel that it will not fix the traffic problem. I believe the cause of the traffic problem is the school lottery system and the transport of kids in and out of the Valley for school and daycare. Since the current system does not take into consideration "neighborhood" children, parents must drive their kids all over Pacifica to school, adding to the regular AM traffic on the highway.

I have lived in this neighborhood for 20 years. When I moved to the Vallemar, the schools were not on a lottery system and kids in the neighborhood walked to school. The traffic got noticeably worse when the school policy changed. Many kids in our neighborhood have to go to other schools, contributing to the traffic in and out of the Valley in the AM. I can sit on my street and see (75 - 100) cars enter the valley every morning to simply drop off kids. While there is traffic at other times of the day as well, there is no time as bad as the morning. The cars use Fassler to get from the back of the valley, enter Highway 1 at that point and exit at Reina Del Mar.

The widening project seems like an expensive solution to a problem that could be dealt with simply by adjusting the time of the schools in the north end of Pacifica. If they started a little earlier or later, it would make a big difference.

70.2

I am also very concerned about the noise and disruption this construction will cause. I have already lived through the construction of a sewer plant and a police station, both on the Reina Del Mar intersection with the highway. These projects went on forever and were very disruptive.

70.3

Lastly, I don't understand how widening the highway for a small section and then funneling it back into two lanes is going to solve the traffic problem. It seems you are just pushing the problem down the road.

Please consider the appeals of a resident and a homeowner who feels this construction will ruin the peace of our lovely Valley even more than the brief period of AM traffic does now.

Best wishes

Juliann Eskite
443 Reina Del Mar
Pacifica, CA 94044

October 4, 2011

Yoland Rivas
Div. of Environment Planning/Engineering
California Department of Transportation, District 4

Dear Ms. Rivas:

I am writing to voice my concern about the proposed Highway 1 widening project in Pacifica, CA. I am a resident of the Vallemar neighborhood and my house is located about 100 yards from the highway and the proposed construction.

I am opposed to the widening project of Highway 1, as I feel that it will not fix the traffic problem. I believe the cause of the traffic problem is the school lottery system and the transport of kids in and out of the Valley for school and daycare. Since the current system does not take into consideration "neighborhood" children, parents must drive their kids all over Pacifica to school, adding to the regular AM traffic on the highway.

I have lived in this neighborhood for 20 years. When I moved to the Vallemar, the schools were not on a lottery system and kids in the neighborhood walked to school. The traffic got noticeably worse when the school policy changed. Many kids in our neighborhood have to go to other schools, contributing to the traffic in and out of the Valley in the AM. I can sit on my street and see (75 - 100) cars enter the valley every morning to simply drop off kids. While there is traffic at other times of the day as well, there is no time as bad as the morning. The cars use Fassler to get from the back of the valley, enter Highway 1 at that point and exit at Reina Del Mar.

The widening project seems like an expensive solution to a problem that could be dealt with simply by adjusting the time of the schools in the north end of Pacifica. If they started a little earlier or later, it would make a big difference.

I am also very concerned about the noise and disruption this construction will cause. I have already lived through the construction of a sewer plant and a police station, both on the Reina Del Mar intersection with the highway. These projects went on forever and were very disruptive.

Lastly, I don't understand how widening the highway for a small section and then funneling it back into two lanes is going to solve the traffic problem. It seems you are just pushing the problem down the road.

Please consider the appeals of a resident and a homeowner who feels this construction will ruin the peace of our lovely Valley even more than the brief period of AM traffic does now.

Best wishes Juliann Eskite

Juliann Eskite
443 Reina Del Mar
Pacifica, CA 94044

marilyn foster
<marilyn.bwell@gmail.com>
10/05/2011 11:05 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject pacifica - Highway 1 widening project

71.1 Attention: Thomas Rosevear. I have been a Pacifica resident my whole life. My family moved to the coast in the 1920's - this area has a special place in my heart and I cannot imaging calling anywhere else home. I am vehemently opposed to the widening of Highway 1 from Rockaway to Vallemar. There are options, less costly and less dramatic, that should be looked at before beginning such a massive construction project. Most of those in favor of the widening say it is needed to alleviate traffic and to provide better access for emergency vehicles. Come on now...traffic...a half-hour of backup in the morning when school is in session. Most drivers in heavy and congested traffic commutes would be happy to trade with Pacifica's traffic 'problem.' If safety is an issue, widen the shoulders of the road to provide easy access for emergency vehicles. Other options include retiming lights, providing more public transportation, etc. Some believe the opening of the Devil's Slide tunnel will heavily impact Pacifica's traffic problem. The new tunnels are only one traffic lane and bike lane in either direction. That shouldn't make for more traffic, just a safer ride over the slide. I hope the Pacifica Highway 1 issue is not a high priority for CalTrans at this point in time. It seems to me, there are many other places where money would be better spent. Thank you for your consideration. Marilyn Balkwell - Pacifica CA

71.2

71.3

Susan Mc Carthy
<susanm@borel.com>
10/05/2011 09:23 AM

To "thomas_rosevear@dot.ca.gov"
<thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Hwy 1 widening in Pacifica

Mr. Rosevear,
72.1 The current highway 1 widening plans are expensive and disruptive, and far more than what is needed to fix the problem. Pacifica is always trying to encourage tourism, and paving the beachfront with roadways
72.2 will work counter to that goal. When school is out, there is rarely a traffic backup. If the City of Pacifica were to have neighborhood schools instead of "magnet" schools outside of the immediate neighborhood,
72.3 a majority of the traffic could be avoided without lifting a shovel. Additionally, synchronizing the traffic lights would also vastly improve the traffic flow.
Thank you for your consideration,
Regards,
Susan McCarthy
27 year Pacifica resident.

Susan McCarthy
Senior Vice President / Commercial Loan Officer

Borel Private Bank & Trust Company
A Division of Boston Private Bank & Trust Company
433 California Street | San Francisco, CA 94104
t (415) 402-5913 f (415) 402-5919 e susanm@borel.com

Scanned by **MailMarshal** - Processed

Amy Sullivan
<artbxamy@gmail.com>
10/05/2011 07:56 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Hwy 1 widening

To whom it may concern:
I do not like the plan to widen Hwy 1 between Rockaway and Vallemar.
I know there is traffic for a short periods each weekday morning and evening, but after that there is very little traffic.
73.1 Also the traffic is in one direction - north in the morning and south in the evening.
That would suggest the obvious solution is to have a reversible lane like there is on the Golden Gate Bridge that
can be moved to accommodate the traffic patterns.
Rockaway is supposedly our redevelopment area and widening Hwy 1 there will only encourage people to speed that much faster through
our beautiful town to get somewhere else.
Much of the increased flow of traffic is due to Half Moon Bay (and other southern towns) commuters. I would hate to spoil
our small town feel just to accommodate other people wanting to get
73.2 through our town quickly
I am against a plan to widen Hwy 1 to 6 lanes for many reasons, but mainly I think we are fooling ourselves if we think that an aneurism at that section is going to make traffic flow. It seems obvious that it will simple bottleneck somewhere else.
In sum, I think this plan will invite many unforeseen long term consequences that
we will later regret.
Yours,
Amy Sullivan

--
Amy Sullivan, MFT
Pacifica, CA 94044
650-355-1133
info@amysullivanmft.com

klokkevold
<klokkevold@me.com>
10/04/2011 06:33 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Oppose State Route 1/Calera Parkway Widening Project

74.1 I am writing as a Pacifica resident to register strong opposition to the proposed State Route 1/Calera Parkway Widening Project.

74.2 I am troubled that the proposed plan does not include reference to alternative modes of transportation, I am concerned that sound walls may be required which will cause great (and detrimental) change to the overall landscape (not to mention the noise itself), and I have seen alternative proposed plans that could be completed without changing or threatening our community and environment.

74.3 Lastly, I am unconvinced that this widening would have the proposed effect given numerous research studies that have shown that more roads means more cars and thus more traffic not less.

My contact info is below.

regards,

Leif Klokkevold
857 Vista Montara Cir
Pacifica, CA 94044
650-898-8116

David Dozier
<dmdozier@yahoo.com>
10/04/2011 04:36 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Calera Creek Widening of Highway 1 in Pacifica

To: Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4
Attn: Thomas Rosevear
111 Grand Ave., Oakland, CA 94623

75.1

As a Pacifica resident affected by the horrible commute-time traffic situation at the intersection of my street (Fassler Ave) and Highway 1, I am writing to implore you to move forward with either expansion option. I also ask that you ignore the small but extremely vocal minority of residents who attempt to obstruct any development in this town.

Thank you and best regards,
David Dozier
955 Fassler Ave.
Pacifica, CA 94044
650-557-0132

Margaret Brett -Kearns
<margaret_brett-kearns@gsp
sf.com>
10/06/2011 03:32 PM

To "thomas_rosevear@dot.ca.gov"
<thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Highway One

Dear Mr. Rosevear,

76.1

I find it incomprehensible that CalTrans would not first consider trying a simple solution to traffic management through Pacifica -- **synchronizing the lights between Fassler and Reina del Mar**. There is nothing to lose and $50MM and a lot of construction headaches to save, if you try the light synchronization first. Only if that effort fails should other solutions be considered.

Sincerely,

Margaret Brett-Kearns
1165 Banyan Way
Pacifica, CA 94044

Susan Herring
<susang7@earthlink.net>
10/06/2011 06:12 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Object to Hwy 1 widening in Pacifica

To Caltrans, Thomas & Yolanda,

77.1 Please put it on record that I object to the widening of Highway 1 in Pacifica as it currently stands. I attended the latest meeting, but did not at that time speak or let my opinion known.

Thank you for your further consideration of the project.

Sincerely,
Susan Herring
1404 Perez Dr.
Pacifica, CA 94044

Karen Rosenstein
<karen@pacificaquarry .org>
10/06/2011 07:15 PM

To <thomas_rosevear@dot.ca.gov>
cc Karen Rosenstein <karen@pacificaquarry.org>
bcc
Subject Questions for the Calera Creek Pkwy. Draft EIR

October 6, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4
Attn: Thomas Rosevear
111 Grand Ave., Oakland, CA 94623
Fax: 510-286-5600
Email: thomas_rosevear@dot.ca.gov

78.1

I am resending my email of July 19, 2010. It's too bad, that Caltrans didn't take the time to look through my questions and those of others before presenting at your latest meeting in Pacifica. As many speakers pointed out, there are many problems with your proposals. It is too bad that you didn't use this past year to revamp your plans to present something that might have been feasible.

I do hope that you will actually answer my questions in detail.

Sincerely,

Karen Rosenstein
200 Troglia Terrace
Pacifica, CA 94044

Begin forwarded message:

From: Karen Rosenstein <karen@pacificaquarry.org>
Date: July 21, 2010 12:22:43 PM PDT
To: smcta_feedback@smcta.com, barietta@hotmail.com, hurleyj@samtrans.com, jimvreeland <jimvreeland08@comcast.net>
Cc: Karen Rosenstein <karen@pacificaquarry.org>
Subject: Questions for the Calera Creek Pkwy. Draft EIR

July 19, 2010

Mr. Joseph M. Hurley
Director Transportation Authority Program

San Mateo County Transportation Authority
P.O. Box 3006
San Carlos, CA 94070-1306

RE: The Proposed Hwy. One Expansion in Pacifica aka Calera Creek Parkway

Dear Joe,

78.1 cont.

After attending the meetings in March and June of this year, I still believe Caltrans has not designed a project that improves safe pedestrian and bicycle access across and along side Hwy. One in the proposed project area. Nor am I convinced this proposed project will help our current level of traffic congestion at these intersections. I personally believe the best way to relieve congestion such as we have along this part of Hwy. One, would be better done by a combination of providing school buses, improving transit, pedestrian and bicycling access, and dedicated bus lanes. It would definitely be cheaper and less messy!

78.2

Below are a list of questions that I would like to see included in the Draft EIR for the project mentioned above. While I appreciate the two meetings that were held earlier this year in March and June, I believe there are still many questions that need to be asked and answered.

I would appreciate acknowledgement that my email has been received and will be included in the Draft EIR. Thanks!

Thank you for your consideration in this matter.

Sincerely,

Karen Rosenstein
200 Troglia Terrace
Pacifica, CA 94044

650/738-9715 (h)

cc: Joe Hurley, Barbara Arietta and Jim Vreeland

My Questions:

78.2 cont.

1 On the SMCTA website, this project is defined as being between Fassler and Reina Del Mar. Doesn't the proposed project actually goes beyond those two intersections, yes??

78.3

2 On what information is Caltrans basing its assumption that Pacifica has a traffic problem at the Vallemar intersection?

3 On what information is Caltrans basing its assumption that Pacifica has a traffic problem at the Rockaway Beach Avenue/Fassler intersection?

78.4

4 I f there is a traffic or congestion problem at these two intersections, then why isn't Caltrans proposing to install freeway lanes and interchanges?

78.5 5 Why is the proposed project considered to not be a freeway?

78.6 6 Why are keeping the two signals if they are causing the alleged traffic congestion?

78.7 7 Considering this project is located in Pacifica, and considering the history between Pacificans and Caltrans, why didn't Caltrans conduct a series of workshops and/or meetings with Pacificans to find out whether this proposed project is even necessary?

78.8 8 Does the Rockaway Business community support this proposed project?

78.9 9 At the June 21, 2010 meeting, it was stated that this proposed project would make Pacifica businesses more accessible to "Over the Hill" traffic. Please show your statistics that support this premise.

78.10 10 How much time will be saved for someone driving from north of Vallemar to Linda Mar during EVENING RUSH Hour time?

78.11 11 Where are you proposing to place the Northbound and Southbound transit stops at the Reina Del Mar intersection?
12 Where are you proposing to place the Northbound and Southbound transit stops at the RBA/Fassler Ave. intersection?
13 What is the minimum required waiting space needed for EACH of the transit stops at these two intersections?

78.12 14 Please specifically list the ways this proposed project will IMPROVE pedestrian safety at the Reina Del Mar intersection?
15 Please specifically list the ways this proposed project will IMPROVE pedestrian safety at the RBA/Fassler Ave. intersection?

16 What is the proposed length of time allocated to the PEDESTRIAN crossing Hwy. One at RBA/Fassler Ave. intersection in the traffic cycle?
17 What is the proposed length of time allocated to the PEDESTRIAN crossing Hwy. One at Reina Del Mar intersection in the traffic cycle?

78.13 18 How much of a traffic improvement would occur if the School bus option AND the improved Samtrans bus option were combined?

78.14 19 How will this proposed project improve emergency access after project completion? Will traffic be routed onto the other side if one side is blocked?

78.15 20 Does this proposed project meet the provisions of the California Coastal Act in improving pedestrian access ACROSS and ALONG Hwy. One?

78.16 21 The proposed project is located at the very edge of Federally protected wetlands. How will Caltrans prevent traffic debris aka litter from landing in these wetlands?
22 How often will Caltrans maintenance crews be cleaning out the wetlands of traffic-originating debris if this proposed project is built?
23 How often will Caltrans maintenance crews be cleaning the EAST side of Hwy. One of traffic-originating debris if this proposed project is built?

78.17 24 Will the proposed EASTside walkway/sidewalk be wide enough to have bike lanes in BOTH directions on it?

78.1 25 How exactly will Caltrans protect the westside wetlands during construction from construction workers, equipment, tools and dust?

78.19 26 Will the proposed new road be designed to install a signal at a future date to

facilitate traffic in and out of the Quarry between the two intersections?

78.20 27 What hours will this construction take place in?

78.21 28 Is this proposed project building a roadway that could be easily converted to a freeway in the future?

78.22 29 Why should Pacificans and other Coastsiders believe you when you tell us that this expressway is the best way to deal with our alleged traffic congestion problems? Why shouldn't we believe this isn't an end run attempt to build the freeway lanes that has been previously proposed?

78.23 30 Urban Planning Experts say that the building more traffic lanes just brings more vehicular traffic which in turn leads to more vehicular congestion. Why aren't you planning a project that looks more like a Complete Streets street which are designed to move cars, buses, bicycles and pedestrians?

78.24 31 Various predictions for sea level rise abound. While this particular section is unlikely to be immediately impacted by sea level rise, the next remaining southern section of Hwy. One in Pacifica from Crespi to going up towards Devil's Slide is likely to be impacted. Why is Caltrans designing a project that potentially will need realignment in the next 50 years?

78.25 32 How easy would it be to convert this proposed project's roadway to a light rail system?

78.26 33 From a maintenance and congestion point of view, respectively, what is the estimated lifespan of this proposed project?

78.27 34 Why is Caltrans proceeding with this project despite growing opposition from those who would be using this project?

78.2 35 What projects are not being completed because of allocating these funds to this proposed project?

78.29 36 Why can't this project include dedicated bus lanes instead of an additional traffic lane that ultimately ends up being full of cars?

78.30 37 Please explain how Caltrans can be the certifying agency on a Draft EIR for a project that it is responsible for? How can your agency be objective???

78.31 38 Where is CA Hwy. One (and not sharing roadway with 101 or other roads) any wider than a four lane divided expressway? What is the current population nearby for this area? What zoning is governing the adjacent land to those roads?

78.32 39 The presentations at the 2010 meetings focused on Northbound traffic. How exactly will this project improve SOUTHBOUND traffic issues during the morning reverse commute? And in the evening rush hour?

78.33 40 Where will equipment be stored during non-construction hours if this proposed project is built?

78.34 41 How is Caltrans planning to build a new section of roadway without impacting rush hour traffic flow in both directions?

78.35 42 How is Caltrans proposing to move traffic faster onto Hwy. One from RBA/Fassler Ave.? What are the times for the various segments of this traffic cycle?

78.36 And #43...

78.36 cont.

I also have concerns that the emphasis on this project is the Reina Del Mar intersection. While that is an important intersection, I am more concerned about the proposed changes to the Rockaway Beach Ave./Fassler/Hwy. One intersection. This intersection has:

an active business section and Coastal access on the west side
would provide ingress/egress to the Quarry area if and when it is ever built up
a residential community on the east side
provides an alternative transportation corridor for the Park Pacifica area
and has many undeveloped lots with the potential to add many more pedestrians, bicyclists, walkers and vehicles,

ALL of this comes through the Rockaway Beach Ave./Fassler/Hwy. One intersection and yet it doesn't seem to be much attention in the proposed plans. Why is Caltrans ignoring all of these factors and focusing on Reina Del Mar? Why isn't Caltrans focusing on making the Rockaway Beach Ave./Fassler/Hwy One intersection be safer for all users? Isn't the number of vehicles in and out of Rockaway Beach Ave./Fassler Ave. intersection MORE than Reina Del Mar? What are those numbers respectively?

Thank you!

Pete Shoemaker
<bentshoe@igc.org>
10/06/2011 08:54 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Pacifica highway widening DEIR, re: Yolanda Rivas

Ms. Rivas,

79.1 I'm writing to comment on the DEIR for the proposed highway widening of Highway 1 through Pacifica. I am objecting to the process that has only one agency, CalTrans, having complete authority to assess all options, write this document, and certify this document. It is a blatantly unbalanced process that is guaranteed to result in the type of huge, high-environmental-impact, expensive project that is what CalTrans always proposes, and always says is the only viable option. The history of the proposed highway 380 extension and the Devil's Slide bypass are classic examples. Had CalTrans had its way in these Pacifica would be far worse off and not as beautiful a place, and the pattern continues.

79.2

79.3 I am also objecting to the traffic study upon which the document is based that essentially ignored what everyone who lives here knows is the prime cause: Vallemar School. I also object to the suppression of another study done at CalTrans' request concerning the Oddstead project which had a much better level of service.

Pete Shoemaker
351 Keith Ave.
Pacifica

Elaine McKeen
<emckeen@sbcglobal.net>
10/06/2011 09:45 PM
Please respond to
Elaine McKeen
<emckeen@sbcglobal.net>

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject State Route 1/Calera Parkway Project

October 6, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4 Attention: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623

I object to the plans for the Calera Parkway Widening Project and think it requires additional study until the following concerns are addressed:

80.1 1. The true solution to the congestion on this 1.3 miles of roadway is to eliminate the traffic signals. Widening this section of road to six lanes, plus shoulders for emergency vehicles, may be the least expensive patch, but it is NOT a solution. Pouring millions of dollars into a project that does not solve the current problem is a very expensive boondoggle.

80.2 2. It is also a waste that the current plan has a design life of only 20-30 years, and is based on analysis that is out-of-date. In the time it takes for a child to grow (while been driven to every childhood activity of pre-school through high school), the road will be insufficient and need more money poured into it. Realistically, such an improvement project would not be in line again for funding, or for the approval of the Transit Authority or State. We should therefore acknowledge that the proposed widening project is already obsolete and would not be improved upon later, when necessary. The Calera Parkway that is finally constructed must solve the problems that the coastside community is concerned about.

80.3 3. You should have grave concern for the pedestrians and bike riders that will need to walk across the widened road, precisely at the commute times when traffic is heaviest. Surely the traffic signals will need to be extended to allow additional time for pedestrian crossings, from curb to curb, before cars can exit Vallemar and highway travelers continue on their way. These calculations must be added to the models for anticipated delays on Highway 1 and clarified on the Final EIR.

80.4 4. This project only focuses on the flow of traffic on the State Highway, and to some extent the back-up on Fassler, during commute hours. It does not address the back-ups that occur on Reina del Mar in the morning when Vallemar School begins, and it completely ignores the mid-afternoon back-up at the end of the school day. At those times, local residents on Lauren, Hillside and Reichling have long waits to turn onto Reina del Mar, parents cannot exit the school parking lots and customers cannot leave the gas station or commercial areas. There are also long back-ups for Vallemar drivers

80.4 cont

heading south in the evening when the traffic signals favor southbound commuters. Since Reina del Mar is a city street it may not receive the attention of the Draft EIR, but it should be addressed in the Final EIR.

80.5

5. The current designs for the Calera Parkway do not allow sufficient space for street traffic to merge onto or off of the highway. If there were longer, clearly marked northbound "exit-only" lanes at the turns onto Fassler and Reina del Mar, and longer northbound merging lanes back onto the highway, some of the traffic backed-up in Vallemar would be relieved.

80.6

6. The Draft EIR made no mention of the impact that transporting students to Terra Nova High School has on traffic. This is another effect that school schedules have on the highway, which the community as a whole needs to discuss.

80.7

7. The community has urgent concerns about passage for emergency vehicles, but a six-lane road widening is not the most cost-effective solution. For less property and cost, an emergency-access/frontage road should be evaluated.

80.8

8. The neighborhood needs to know how the widening of the road will affect the intersection at Fairway Park. The convergence of northbound lanes will create an even more significant danger for that crossing. The Draft EIR makes no mention of the possibility of closing it, but a final plan should address the possibility.

80.9

9. Improvements to public transportation need further creative study. Developing "jitney" or shuttle services that run in short intervals between "transit centers" during the heaviest commute hours would supplement bus service without the high cost of full-size busses. There is no mention by the Transit Authority of high school students' dependence on SamTrans busses, who pack them mornings and afternoons. Free student passes would certainly encourage ridership. Increased scheduling and more reasonable "zone fares" would also increase intra-city bus usage.

80.10

10. Outstanding Caltrans projects within the boundaries of Pacifica have not received attention. There is not a process for dialogue about these projects. As examples: What happened to the landscaping of the center median just north of Sharp Park Boulevard? Will there ever be on and off ramps to relieve the congestion at Manor Drive? Wasn't there going to be underground utilities along this corridor?

80.11

11. If the traffic signals on Calera Parkway will not be eliminated, technologies could be developed that sense traffic speeds or stoppages, and combine with updated speed signage to inform drivers of the need to slow down to avoid stopping. A relatively simple but effective example are the lights on Skyline Boulevard/Highway 35 that inform drivers that the signal is about to change. Up-to-the moment signs that match the timing of signals during critical traffic times could be developed to train drivers to adjust their speed long before they reach an intersection. Partnering with the developers of such technologies would have local and global benefits.

80.12

Negative impacts often have a greater effect in changing behavior than providing temporary rewards. Drivers may learn to use public transport, carpool, or change their schedules if their commute becomes eight minutes longer.

80.13

Design a road with four lanes, no signals and a focused solution for emergency vehicles. Continue to accumulate funding until a true solution can be found. Do the job right!

I look forward to your response to my concerns and to the suggestions of other citizens.

Sincerely,

Elaine McKeen
293 Hillside Drive
Pacifica, CA 94044
650 738 1143
emckeen@sbcglobal.net

Michael Varney
<dingos8baby@comcast.net>

10/06/2011 10:22 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Proposed State Route 1/Calera Parkway Project

Greetings Yolanda Rivas, my name is Dr Michael Varney and I am the Senior Vice President of Research at Genentech. I am a Pacifica resident and I would like to provide my perspective on the proposed state route 1/Calera Parkway project.

I drive this piece of road every day of my life, and as a result, I am very familiar with the traffic flow issues through this section of route 1. I had my first introduction to the objectionable manner in which CalTrans deals with the local residents last Spring when the project was first introduced to the city of Pacifica. The project was essentially shown as a "done deal" from a design perspective and the meeting was no more than a procedural exercise to check some box on a form so that CalTrans could proceed. No where in this meeting was there a description of what alternative solutions were considered, why these alternatives were rejected in favor of the plan proposed and, most importantly, no where was there an opportunity for the city of Pacifica or its residents to participate in the design or evaluation process.

81.1

The residents of Pacifica are essentially being treated as nonexistent nonparticipants. How can this be? This is our city. This is where we live. We are the experts on this piece of road and on the impact that any changes to the road would have on our way of life. How can CalTrans think they can treat us this way? We are the exact people you should be engaging with. We should be total and complete partners in the design and evaluation process. We should contribute to and understand why alternative solutions would or would not work. Put simply, and in the most human way possible, we are entitled to be a part of the process from the beginning.

Treating the residents of Pacifica in the way you have to date will only build resentment and bad will. Wouldn't you rather have us pushing in the same direction as you and your staff instead of having us force our way into the process because we were treated with no consideration or respect. I do not believe that you fully comprehend the momentum that is building within this town to get your staff to engage in a real meaningful dialog with Pacifica and its residents. I would ask in the most respectful way possible that you and your staff sit down with the city and its residents and build a partnership to address the traffic problem. We deserve this and in the end the solution will be the right one for Pacifica instead of the one currently on the table.

Sincerely,

Michael Varney

Genentech
A Member of the Roche Group

October 6, 2011

Greetings Yolanda Rivas,

Re: Proposed State Route 1/Calera Parkway Project – page 1

My name is Dr Michael Varney and I am a Senior Vice President in Research at Genentech. I am a Pacifica resident and I would like to provide my perspective on the proposed state route 1/Calera Parkway project.

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81.1 cont.

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Sincerely,

Dr. Michael Varney
Senior Vice President
Genentech

<mkevin@coastside.net>
10/06/2011 11:53 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Comments on State Rt 1/Calera Parkway/Hwy 1 Widening Project Draft EIR/EA

Mr. Rosevear:

See below for my comments on the State Rt 1/Calera Parkway/Hwy 1 Widening Project Draft EIR/EA. I strongly encourage you to shelve this project.

Regards,
Kevin McGee
Pacifica resident

General Observations Regarding Traffic Congestion During Morning & Evening Commutes

I have been commuting from southern Pacifica (Linda Mar & Hwy 1) to points north (e.g., San Francisco, San Bruno) for over 11 years. I have breezed through town without delays and have been stuck in traffic moving at 5MPH over the hill between Crespi Drive and Fassler Drive and beyond up to the Sharp Park exit. I have also encountered southbound rush hour delays.

82.1

For me, the delays I occasionally encounter if I leave after 8am and before 9am are a minor annoyance, as are those I might encounter on the way home. Whenever I encounter the worst delays I remind myself to leave earlier or later to avoid them in the future. It's not rocket science. While I realize that some people need to be at work or drop their children off at a specific time they are foolish to be on the road every day at the same time as everyone else.

There are no traffic issues during the morning or evening rush hours when:
--Devil's Slide is closed to traffic. This indicates that traffic from the coast south of Pacifica (commuters or people bring their children to school in Pacifica) make up a significant portion of our traffic. Not much we can do about this and we can expect more traffic (at least at first) when the tunnel finally opens. The keys here are to continue to protect agricultural land uses and discourage overdevelopment on the coastside between Pacifica and Half Moon Bay.
--Schools are out of session. All those parents with one child in the car are not on the road clogging up HWy 1, Crespi, Fassler, Vallemar, etc. on their trips to and from school.

Response to the Stated Purposes of the Project

82.2

Decreasing Traffic Congestion
--Not worth the cost of the project given the small time spans of congestion i.e. based on my 11 years of commuting experience the worst only really occurs from 8-9am and from 4:45-5:45pm. There are few, if any, traffic issues during other times of day and even on weekends with the exception of large coastside events like the HMB Pumpkin Festival, etc.

82.2 cont.

Improving Peak-Period Travel Times
--Saving a few minutes twice a day is not worth:

82.3

----the huge cost of this project.

82.4

----the impact on the natural environment.

82.5

----the loss of residential and commercial property along Harvey Way and State Rt 1.

No Build Alternatives to Reconsider

82.6

--Adjusting traffic lights to favor northbound through traffic in the morning and southbound through traffic in the evening. The signal timing option detailed in the report was given a cursory treatment which implies it was reviewed and dismissed quickly without much analysis.

82.7

--Increasing use of school buses and public transportation to reduce rush hour impact of parents driving children to and from school. A friend on mine's child just started riding the bus with his friend which resulted in an immediate impact: two less cars on the road in the morning. This option was also dismissed without much apparent consideration or analysis as evidenced in the following excerpt where "likely" replaces detailed analysis and any quantification of the cost. ["Increased service would likely, provide only a marginal improvement, and would likely be very expensive to operate. Finally, it is, important to note that school-related traffic congestion primarily affects the AM peak commute, period."] I believe that the AM peak commute is the one people living in Pacifica and commuting north would most like to see addressed--I don't mind the brief delays in the evening but delays in the morning create a lot of stress.

The UPS Store®
446 Old County Rd, Ste 100
Pacifica, CA 94044
650-738-0192 fax

FAX

To: Yolanda Rivas Branch Chief / Division of Environmental Planning + Engineering

From: Rudolf + Joan Gerusa

Company: California Department of Transportation District 4 Att: Thomas Rosvear

Phone number: (650) 359-4052

Fax number: (510) 286-5600

Fax number: —

Date: Oct. 7, 2011

Total pages: 2

The UPS Store

STATE ROUTE 1/CALERA PARKWAY PROJECT

Notice of Availability of the Draft EIR/EA and Public Meeting & Notice of Availability of Project-Level Conformity

Thursday, September 22, 2011

PUBLIC COMMENT CARD

The California Department of Transportation (Caltrans), as owner and operator of State Route 1 and Lead Agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) has completed a draft Environmental Impact Report/ Environmental Assessment (DEIR/EA) for the above referenced project, which is sponsored by the San Mateo County Transportation Authority (SMCTA) and the City of Pacifica.

Comments should be received by 5:00 pm on October 7, 2011, and can be submitted via U.S mail, fax, or e-mail to:
Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4, Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Rudolf + Joan Geruso **Email:**

Address: 1040 Fassler Ave, Pacifica, CA **Phone:** (650) 359-4052

Affiliation (if any):

COMMENTS: Several Suggestions:

83.1 (1) Make a freeway using the existing land on the West side of Highway 1. Right of Way & Environmental studies were done long ago for a 350 connection thus the tall embankments at Reina Del Mar Ave. still exist.

83.2 (2) Make an underpass, or overpass at Reina Del Mar Ave. in Vallemar just like the one in Pacific Manor.

83.3 * (3) Better yet, change the school time for the Vallemar School to 9:00 A.M. after the morning commute. Have you folks spoken to the School District?

83.4 * (4) No plants or garden areas along anything you decide because that is more water and man hours to maintain. Maintenance would interfer with commute traffic!! The planted areas along some of Highway 1 is a mess at the present. The ocean view is free and requires no maintenance.

Very Truly yours, Rudolf Geruso + Joan L. Geruso

Alice
<saw216@hotmail.com>
10/07/2011 04:58 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Hwy 1 widening Pacifica

Dear Caltrans:

84.1 Caltrans should not proceed with its current Hwy 1 project. It is a colossal waste dollars, and permanently damaging to the environment and at least temporarily to the businesses in Rockaway, and will do almost nothing to relieve congestion on that section of Hwy 1 because it does not fix the fundamental problem, which is NOT the width of the highway but the existence of TRAFFIC LIGHTS at Reina del Mar and Fassler. This is proven by the fact that traffic flows just fine north of Reina del Mar, where there are no lights, even though the road is only 4 lanes. If Caltrans is going to spend millions of dollars, and cause that much disruption, it should at least fix the problem, which would be to grade the intersection at Reina del Mar, at least, if not also Fassler and get rid of the lights there. Some cheaper and better solutions to the current congestion are better light synchronization, a school bus, and/or a different policy in Pacifica schools. Currently, there is a lottery system rather than a neighborhood schools policy, which forces many parents to have to drive their kids to schools far from where they live, getting in the way of commuters. I know this, as I was forced to drive my child to school one year along Hwy 1 when our neighborhood school was closed for renovation.

84.2

84.3

84.4 Forget a median, it will only cause more environmental damage, and for safety reasons, you will need a center barrier.

Alice Whealey
216 Stanley Ave.
Pacifica

Laurie Frater
<laurie.frater@sbcglobal.net>

10/07/2011 05:06 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Calera Creek Widening Project

Dear Mr. Rosevear,

85.1

I enclose my comments on the Calera Creek widening project DEIR. I was going to fax them to you, but suspect that you'd prefer to have them in electronic format.

My full contact details are on the attached Word document, should you have any questions or have any other reason to contact me.

Thank you.
Laurie Frater.

Calera Creek DEIR comment.doc

251 Berendos Avenue
Pacifica, CA 94044

October 6th, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation, District 4
111 Grand Ave., Oakland, CA 94623

Att'n: Thomas Rosevear - by email to thomas_rosevear@dot.ca.gov

Dear Ms. Rivas:

85.1 cont.

I am writing in support of the Calera Creek Highway widening proposal in Pacifica – which is not to say that my support is unequivocal! I have two main concerns, each of which is outlined below.

85.2

My first concern is that the proposed project merely mitigates - rather than solves - the traffic problem on this stretch of highway. I and others have offered a variety of alternative solutions in which the common thread is complete elimination of the traffic lights. For so long as the traffic lights at Reina Del Mar (particularly) and at Fassler Avenue remain in place, the traffic problems will remain to some degree. If the currently proposed solution is built, then in 20 or 30 years (and possibly less), we will likely face the same issues again - and if the decision is made then, to separate the local traffic from the through traffic and to eliminate the traffic lights for the through traffic, then the work that would have to be undertaken to accomplish that would probably utilize very little of the work that is proposed now. (It is not as though the current proposal represents a "Phase I" of a longer-term solution.) I fully understand that tunnels for the through traffic (such as the one at Manor in northern Pacifica) would make the project many times more expensive than is currently proposed, but I believe that such a solution will eventually become necessary, and therefore argue that we should bite the short-term cost bullet, and actually solve the traffic problem by building it now. This would not just be cheaper in the long run, but would provide many more years of relief to those who must suffer the daily traffic nightmare on this stretch of road!

85.3

My second concern relates to pedestrian crossings as they are represented in the current proposals. I believe that the issue of the impact of pedestrians on the traffic flow (or mitigation of that impact) has not been sufficiently addressed. I live in Vallemar. When I make a left turn from Reina Del Mar onto southbound Highway 1, there is usually at least one person at one or the other side of Highway 1, waiting for the pedestrian signal to cross. When they do cross, all traffic is at a complete halt (other than for a very occasional vehicle making a right-turn-on-red out of the quarry). This takes up to 60 seconds, by which time pedestrians have usually long disappeared from view and nothing

85.3 cont.

has moved. This happens throughout the day, but is generally more pronounced during peak traffic periods, compounding the problem.
Worse still, at times when students are being dropped off or picked up from Vallemar school, it has become usual for some vehicles (coming from the north on Highway 1 and intending to access Reina Del Mar) to bypass the long line waiting to turn left into Vallemar (possibly taking two or more cycles to get there?), to make the right turn into the quarry instead, as the first step towards making the straight shot across Hwy1 onto Reina Del Mar. The problem is that there is normally only a 15-20 second green light from there, so I have been told that some, after making the turn into the quarry, have a passenger run and press the pedestrian request button, then get back into the car that has by now completed a U-turn, ready to make the crossing into Vallemar. With maybe only a 15-20 second green light for vehicles alone, but up to 60 seconds if the pedestrian light has been triggered, this allows many more vehicles to make that crossing than would otherwise be the case. In the meantime, all other traffic remains at a complete stop.
Genuine pedestrian crossings are necessary and desirable, but their impact on traffic – essentially stopping it for up to 60 seconds every few minutes - can be eliminated here.
At one of the meetings, I suggested to an engineer (?) that elevated pedestrian crosswalks (as they exist elsewhere over Hwy 1 in Pacifica) be included to replace the surface crossings shown in the proposal. His response was that it would not only increase the cost of the project, but that pedestrians would probably try to cross the road there anyway - which would be dangerous. My reaction to that was that extended barriers – sufficient to dissuade children, pets and scofflaws from getting onto the highway - could easily be erected to make the elevated crosswalk the easier as well as the safer option.
Although the Hwy1 intersection with Fassler/Rockaway suffers the same problem to a lesser extent – inasmuch as it does not seem suffer the issue of fake pedestrians - it does have frequent pedestrian crossings, similarly causing most – if not all - traffic to come to a complete halt until their passage is complete.
I am convinced that, dollar-for-dollar, removing pedestrians from the equation will have more of a positive impact on the flow (or lack thereof) of traffic than the proposed larger project of which it would be part. In fact, even if the "no action" option is chosen, then an alternate (and comparatively low-cost) project for just the overhead pedestrian crosswalks would represent very good value for money.
Accordingly, I urge you, in the strongest possible terms: If the decision to include tunnels for the through traffic is not adopted, that you consider amending the existing proposal(s) by replacing the surface crosswalks with elevated versions.

Sincerely,

Laurie W. Frater.
(650) 359-7180
Laurie.Frater@SBCglobal.net

Jerry Barrish
<barrish@sbcglobal.net>
10/07/2011 05:07 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Highway 1 Widening Project

Dear Thomas Rosevear

86.1 For over 30 years, I have been driving to San Francisco from LInda Mar Blvd, most of the time, after 9 am. It takes me 17 minutes from door to door. I do not see how widening the highway between Fassler & Reina del Mar will shorten my commute by more than 1-2 minutes. My driving experience of 45 years tells me that when you go from two to three lanes and back to two lanes, the only thing that will happen is to move the bottleneck north, and will not have much impact on commute time. Even with the most difficult commutes, saving 10 minutes at the cost of $45 to $52 million, is a pretty steep price tag.

86.2

Jerry Barrish
315 Shoreside Dr
Pacifica CA 94044
(650) 359 3471

<tobiaslarso@gmail.com>
10/12/2011 03:09 AM

To "thomas_rosevear@dot.ca.gov" <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Highway 1 widening

87.1

My biggest concern about the widening is the impact to the Reina Del Mar/Highway 1 intersection. With a large community and a school consideration must be made to ease both right and left turn traffic from Reina Del Mar onto Highway 1. It currently takes up to 15 minutes to make the left turn during the heavy school traffic hour.

Thank You,

Tobias Larson
156 Juanita Ave
Pacifica Ca

matt fuentes
<blacktopkustoms@yahoo.com>

10/12/2011 09:08 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject widening hwy 1

88.1

Please do not widen the highway, there are alternatives to be sought out, the traffic delay is not a big deal, do not deface the coast highway with cement barriers and of all things sound walls? come on, do not widen the highway. Thanks Matt Fuentes Pacifica resident.

STATE ROUTE 1/CALERA PARKWAY PROJECT

Notice of Availability of the Draft EIR/EA and Public Meeting & Notice of Availability of Project-Level Conformity

Thursday, September 22, 2011

PUBLIC COMMENT CARD

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Comments should be received by 5:00 pm on October 7, 2011, and can be submitted via U.S mail, fax, or e-mail to:
Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4, Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Ron Maykel **Email:** Themaykelfamily@SBCGlobal.net

Address: 896 Rockaway Beach Ave **Phone:** 650-355-1134

Affiliation (if any): None

COMMENTS:

89.1 I do not believe widening Hiway #1 thru Pacifica is necessary/needed.

Thanks

PETER LOEB

411 Maitland Road, Pacifica, CA 94044 • 650/355-3523 • peterloeb1@gmail.com

October 3, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4
Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623

Re: Comments on the Calera Parkway DEIR

90.1 The Calera Parkway draft EIR is inadequate in several respects. There are impacts that are not adequately discussed or mitigated, and impacts that are not even mentioned. Some impacts are discussed but the DEIR does not state the significance of the impacts. Some mitigations are stated but the mitigation is not related to the significance of the impact. There are factually incorrect or plainly untrue statements and assumptions and conclusions stated with no supporting data or documentation.

90.2 **Impacts on West Rockaway Beach.** Both of the proposed project build alternatives will have obvious significant impacts on the character of the Rockaway Beach mixed use neighborhood. In addition to eliminating two businesses and a residence, both projects incorporate retaining walls and possibly sound walls. The entrance to the small coastal neighborhood will be dramatically changed and the remaining businesses may be negatively impacted by these changes. A coastal access point will be eliminated at San Marlo Way. None of these impacts are discussed, let alone mitigated. The DEIR has a photosimulation of the approach to the Rockaway turnoff but no photosimulation of what the entrance to the neighborhood will look like. There should also be a

90.3 photosimulation of the views of the retaining walls and sound walls from the point of view of the businesses and residences on Old County Road. These will be potentially significant visual impacts, but they are not discussed at all. How long and how tall will the retaining walls be? How long and how tall will the sound walls be? What will the entrance to the West Rockaway neighborhood look like from the highway? What will the highway look like from the point of view of the businesses and residences in the West Rockaway neighborhood?

90.4 **Impacts on the east side of the highway.** Similarly, there will be visual and other impacts on the businesses and residences on the east side of the highway. In talking to residents and businesses there, they believe that all the widening construction will happen on the west side of the highway and they will not have any impacts at all. There is a photosimulation in the DIER of the approach into the widened highway going north from the Fassler intersection, but the photosimulation only depicts the view from the Lutheran church northward. It does not depict what the highway will look like for the Shell Station, Pacifica Tire & Service, and the other businesses and residences along the short frontage road leading up to the Lutheran church. How much closer to these businesses and residences will the widened highway encroach? What will access to and from these businesses and residences look like? What will the highway look like from the point of view of the businesses and residences on the east side of the highway?

90.5 **Sound walls.** There are sound walls potentially on both the west side and east side of the highway. How close will these sound walls be to existing businesses and residences? Again, the visual impacts are not even mentioned, let alone discussed. There should be photosimulations showing what the sound walls will look like, both from the point of view of highway travelers but also from the point of view of the businesses and residences that will be on the other side of the sound walls.

90.6 **Pedestrian crossing at intersections**. The new intersections at Fassler/Rockaway and Reina Del Mar will be much wider than they currently are. The DEIR acknowledges that,

> "Because the intersections at both Fassler Avenue/Rockaway Beach Avenue and Reina Del Mar Avenue would be widened, a pedestrian would require extra time to cross the street, which the traffic analysis assumes would be a minimum increase of eight seconds at each intersection."

There are no cross-sectional views showing the full width of the highway at the Fassler/Rockaway and Reina Del Mar intersections. We have no idea what the project will look like for pedestrians. What will the width of the highway be at the two intersections? What is the current width? How far exactly will pedestrians have to go to cross at each intersection for each alternative? How long will it take to cross at these intersections? What impact will pedestrian crossings of the much wider intersections have on traffic signal timing and on congestion?

90.7 **Alternatives.** There are alternatives mentioned in the DEIR that could lessen the commute congestion and would cost far less than highway widening. Some of the alternatives are dismissed with fairly brief discussions and with no data to support the conclusions. The relevant data need to be presented in the DEIR. Some alternatives, such as changing the timing cycle of 90.8 the traffic signals, could be implemented right away at low cost and minimal impact. Other 90.9 alternatives, such as the effect of changing school hours for Vallemar and Terra Nova schools, are not even identified, let alone discussed. And there are no detailed cost-benefit analyses of any of the alternatives. Indeed, some alternatives are rejected even though they would either have 90.10 greater effectiveness than the proposed project but would cost more (grade separation) or would have lesser effectiveness but would cost less than 1% of the projected cost of the widening alternatives (signal interconnect & signal timing improvements).

90.11 **Grade separation at Reina Del Mar.** Caltrans engineers have acknowledged that if the traffic light at Reina Del Mar intersection could be eliminated, there would be no congestion. Given that, the impacts, costs and benefits of the widening solution should be compared to the impacts, costs and benefits of other solutions that will eliminate the traffic light, such as by a grade separation solution. The DEIR dismisses grade separation as too expensive but no detailed cost-benefit analysis is presented. Even if it is much more expensive, it might have far less visual, environmental, and coastal access impacts while having far greater benefits in terms of eliminating the congestion that occurs because of the traffic light at the intersection. This solution would also prevent the creation of a bottleneck due to widening the highway before the light, then having to narrow it again after the light.

90.12 **No computer modeling data.** No data from computer modeling is presented to show how the widened highway will work to reduce congestion. If there is such data, it should be reported in the EIR. If no computer modeling has been done to show how the widened highway would work, that should be done. And the results of any modeling should be compared to other modifications

90.13 to the Reina Del Mar intersection to determine if even a more costly solution that eliminates the traffic light is much more effective in eliminating congestion.

90.14 **Improved public and HOV transit.** The entire discussion of increased transit service as an alternative is 4 paragraphs, less than a page. Pacifica has always had very poor bus service, and it has gotten worse in recent years. Very few people use buses because there are very few buses. If you miss a bus, you have to wait an hour for the next one. If there were frequent buses at peak commuter hours, the buses might very well be highly used. If there was regular and frequent bus service to BART, this could become an attractive alternative to driving single occupancy vehicles to the BART stations and parking. The DEIR does not discuss the impacts of improved bus service except to maintain that improved bus service would not enhance ridership. But no data or documentation is given to support this conclusion. More frequent and dependable schedules would obviously increase ridership, thereby reducing the number of cars on the highway. The DEIR states that better bus service would be too costly, yet the cost is not specified and it is not compared with the cost of the widening project in a cost-benefit analysis. The DEIR also does not discuss alternatives such as HOV shuttles to BART, encouraging use of vanpooling, or other commuter transit alternatives.

90.15 **School hours.** Virtually all of the commuters who experience the congestion in the morning say that there is no congestion when school is not in session, yet the DEIR has no discussion of the impact of the school traffic on the congestion problem. Part of the traffic is going to and from Vallemar school, but some of the traffic is due to Terra Nova High School, which sends traffic down Fassler Avenue and directly into the Fassler/Rockaway intersection on SR1. This is where the backup starts. To deny that this combined school traffic is a significant factor in the morning commute congestion is to deny the commuter's experience of reality. The DEIR should analyze this traffic flow in more detail using accurate and recent data.

90.17 **Traffic studies.** The traffic study for the Oddstad Assisted Living Center done in May of 2011 is at odds (pardon the phrase) with the traffic studies cited in the DEIR which were done a few years prior. The Oddstad traffic study, among other things, shows that when the school traffic is not a factor, the LOS at the relevant intersections is greatly improved. New traffic studies need to be done to reflect current conditions, both when schools are in session and when they are not, in order to evaluate the impact of this variable on traffic flow.

90.18 **Species.** The DEIR states, "California red-legged frogs are not known in Calera Creek east of SR1." This is not true. Documentation of RLF in Calera Creek east of SR1 exists.

90.19 **GGNRA mitigation bank.** The DEIR states "The GGNRA staff has approved this mitigation proposal in concept." This is not true. The GGNRA has no institutional record of such an approval.

Sincerely,

Peter Loeb

Peter Loeb

Thomas Rosevear/D04/Caltrans/CAGov
10/12/2011 11:41 AM

To Mariam Poya/D04/Caltrans/CAGov@DOT
cc
bcc
Subject Fw: Hwy 1/Calera Creek widening project in Pacifica

Here's a new comment emailed to me. I will just forward them to you as they come. Thanks!!

----- Forwarded by Thomas Rosevear/D04/Caltrans/CAGov on 10/12/2011 11:40 AM -----

Janet Moughler
<jgmough@att.net>
10/12/2011 10:46 AM

To <thomas_rosevear@dot.ca.gov>
cc
Subject Hwy 1/Calera Creek widening project in Pacifica

Mr. Rosevear,

91.1 I would like to throw my 2 cents in about this project. I have lived in Vallemar for 32 years, and while traffic can be slow on Hwy 1, most of us have known this and accept it as part of living in such an amazing place. As I drive along the highway between Rockaway Beach and Vallemar, I think of how lovely it is and how anyone from somewhere else must view it as rather bucolic. I hate to imagine it with sound barriers, and feel for the folks whose homes and businesses will be affected. While it would be nice for traffic to move more freely, I don't think the widening project is the answer, for several reasons. Among them, the signals...they could be coordinated better, and Opticom could be of great value for emergency vehicles. I have also noticed that the

91.2 signals on Linda Mar Blvd. by the shopping center cause traffic to back up into the left turn lane, which causes backups all the way up the southbound lanes. And does anyone

91.3 really believe that three lanes merging back to two in a short distance isn't going to just move the bottleneck? Another reason for so many delays is the traffic resulting from Vallemar school. Having a magnet school on a street with only one way in and out is insane! I live on the street that intersects with the school, and some days it takes me

91.4 20 minutes to just go 3 blocks to get out of Vallemar. I have also witnessed school-bound cars turn into the quarry parking lot, turn around, then have a child jump out and press the pedestrian "walk" button, which gives them a green light. Think this might be causing problems??? It would seem that financing for school buses would be cheaper than 50 mil for questionable "improvements".

91.5 The quarry is home to numerous wildlife species, and I am concerned for how this will affect them. I'm also concerned about how it will affect those of us who live right here. In the past, the highway project in the Vallemar cut, sewage treatment plant, police

91.7 station and Vallemar school remodel have created a pattern of noise and the back up beepers on trucks and construction equipment that have made sleeping nearly impossible, and the air becomes foul with fumes and dust. If those who are pushing for this "solution" think traffic is bad now, I can only imagine how it will be during

91.7 cont.

construction.

Thank you for allowing me to vent....I'm sure you've had more than your share of comments to review, and I'll pretend that you aren't rolling your eyes and thinking, "another NIMBY".

Sincerely,
Jan Moughler
343 Reichling Ave.
Pacifica, CA, 94044

Thomas Rosevear/D04/Caltrans/CAGov

10/12/2011 11:46 AM

To Mariam Poya/D04/Caltrans/CAGov@DOT

cc

bcc

Subject Fw: Highway 1 widening

Another one...

----- Forwarded by Thomas Rosevear/D04/Caltrans/CAGov on 10/12/2011 11:46 AM -----

"Lintner, Jeff" <jeff.lintner@sfgov.org>

10/12/2011 11:44 AM

To "thomas_rosevear@dot.ca.gov" <thomas_rosevear@dot.ca.gov>

cc

Subject Highway 1 widening

Mr. Rosevear,

92.1

I'm a Pacifica resident who supports Caltrans completing the Highway 1 widening project ASAP. This issue has been looked at and argued about for decades. Enough is enough. I hope Caltrans does not let a few individuals, who do not represent the majority of Pacifica, hamper moving forward with what everyone recognizes is a problem looking for a solution. Caltrans is the expert in transportation, not the current complainants.

Jeff L.

Thomas Rosevear/D04/Caltrans/CAGov
10/12/2011 02:13 PM

To Mariam Poya/D04/Caltrans/CAGov@DOT
cc
bcc
Subject Fw: Pacifica Hwy 1

----- Forwarded by Thomas Rosevear/D04/Caltrans/CAGov on 10/12/2011 02:12 PM -----

<grizdean@comcast.net>
10/12/2011 02:11 PM

To <thomas_rosevear@dot.ca.gov>
cc
Subject Pacifica Hwy 1

93.1

Please widen our highway as planned. It must be fixed. I remember when the right lane got closed because of a washout during a heavy rain in the 1990's. It happened near the veterinary office by the lumber company. This was during the morning commute. Traffic was backed up almost to the Half Moon Bay Airport and on all streets in Pacifica leading to the Hwy. Linda Mar Blvd was backed up almost to Oddstad Blvd.

That showed what would happen if one lane was closed. It was a disaster. What would happen if there were some sort of emergency situation? All of us would be stuck in Pacifica!

Please do your best to ignore all the same people who are always against anything that might improve this city!

Thank you,

Rosalyn Dean
1284 Park Pacifica Ave
Pacifica, CA 94004
650-355-5377

Thomas Rosevear/D04/Caltrans/CAGov

10/13/2011 08:47 AM

To Mariam Poya/D04/Caltrans/CAGov@DOT

cc

bcc

Subject Fw: I support widening of Highway 1

----- Forwarded by Thomas Rosevear/D04/Caltrans/CAGov on 10/13/2011 08:47 AM -----

Lori Herold <racewalker@hotmail.com>

10/12/2011 04:52 PM

To <thomas_rosevear@dot.ca.gov>

cc

Subject I support widening of Highway 1

Hello,
I'm just emailing to let you know as a Pacifica resident, I support the widening of Highway 1.

94.1

I don't know if the proposed plan is the most perfect or not, but something needs to be done. Traffic continues to increase over the years, and I do think it will only get worse when the tunnel opens. I'd love to be able to save the earth and every creature in it, but we can't stop "progress". All we can do is deal with it the the best we can. I think the widening of Highway 1 is more helpful than harmful.

Yesterday morning, it took 20 minutes to get thru it. This morning I was grateful it only 12 minutes. I wish 12 or 20 minutes wasn't a big deal to me day after day, but as a working parent those minutes are precious and add up day after day.

I know you hear from the opponents. I just wanted you to hear from the supporters too! Thank you for trying to help us.

Thank you,
Laura Herold
1511 Rosita Road
Pacifica, CA 94044

Thomas Rosevear/D04/Caltrans/CAGov

10/13/2011 08:48 AM

To Mariam Poya/D04/Caltrans/CAGov@DOT

cc

bcc

Subject Fw: Highway 1 Widening

----- Forwarded by Thomas Rosevear/D04/Caltrans/CAGov on 10/13/2011 08:47 AM -----

glen berwick <gberwick@yahoo.com>

10/12/2011 05:19 PM

Please respond to glen berwick <gberwick@yahoo.com>

To "thomas_rosevear@dot.ca.gov" <thomas_rosevear@dot.ca.gov>

cc

Subject Highway 1 Widening

95.1

I have lived in Pacifica for over 30 years and spent many of them commuting down Fassler, north on Hwy 1, turning off at the Sharp Park Road exit. I agree that there is quite a bit of traffic on that route during the commute hours, but I never thought it took THAT long to drive the distance being considered for widening. If something must be done, why not do something far less drastic that widening the entire roadway between Fassler and Reina del Mar. I would hate to see the displacement of businesses and private residences this proposed widening project would create. I feel that a less invasive solution is best.

Sincerely,

Nathalie Berwick

Thomas Rosevear/D04/Caltrans/CAGov

10/13/2011 08:48 AM

To Mariam Poya/D04/Caltrans/CAGov@DOT

cc

bcc

Subject Fw: Widening of highway 1 in Pacifica

----- Forwarded by Thomas Rosevear/D04/Caltrans/CAGov on 10/13/2011 08:48 AM -----

Ken Pearson <kengpearson@hotmail.com>

10/12/2011 10:23 PM

To <thomas_rosevear@dot.ca.gov>

cc

Subject Widening of highway 1 in Pacifica

96.1

To spend money widening the highway is a waste of tax dollars in such economic times. The money could be used for a better issue. It only takes 10 minutes in the morning .between Fassler and Rainer Del Mar. Really! It is only a half mile. Don't waste your time or the tax payers dollars

Thomas Rosevear/D04/Caltrans/CAGov

10/13/2011 08:48 AM

To Mariam Poya/D04/Caltrans/CAGov@DOT

cc

bcc

Subject Fw: Highway 1 in Pacifica

----- Forwarded by Thomas Rosevear/D04/Caltrans/CAGov on 10/13/2011 08:48 AM -----

David Douglass <davidoug@sbcglobal.net>

10/13/2011 12:05 AM

To <thomas_rosevear@dot.ca.gov>

cc

Subject Highway 1 in Pacifica

97.1

I feel very strongly that something has to be done about the Highway 1 between Rockaway and Valleymar. Not only is there a big traffic backup every day but it is the only road between Rockaway Beach and Valleymar. If anything closed part of the highway ther would be no alternate route for emergency vehicles to travel north. Please do something. Thank you David Douglass

Leslie Davidson
<leslie@davidsondirect.net>
10/13/2011 03:02 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Widening Highway 1 in Pacifica

Mr. Rosevear,

98.1 I'm writing in response to the proposed widening of Highway 1 in Pacifica. I think this is a very bad idea and I'm against this project. It will tear up the road for years, causing delays and costing untold millions and it won't solve the problems we have today. It might cut a few minutes off the commute time but when the road narrows back down again, the bottleneck will end up just being a little further down the road. 98.2

98.3 I would rather see the money spent on other projects in Pacifica---better public transportation, for example, and an education program to get people out of their cars.

Thank you for your consideration.

Leslie Davidson
1302 Rosita Road
Pacifica, CA 94044

dcrimmen
<dave@davecrimmen.com>
10/13/2011 09:32 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Widening of Hwy 1 in Pacifica, CA

History: This message has been forwarded.

To All members of the Pacifica City Council & appropriate Caltrains personnel:

After reviewing what is on your web site I would have to say that I am not for the widening of Hwy 1 at this time. These actions open the door for further development of lands that should remain natural.

I am not opposed to growth in our community but as a child growing up in Broadmoor Village/Daly City, I remember protests of widening roads and Bart on the East side of the peninsula. The common fear was that the peninsula would start looking like the East bay where one couldn't tell where Oakland stopped and Berkeley started. It was feared everything would get paved over, like the east bay.

99.1

Since those fears were expressed in the late 1950's and early 1960's corporate America has, eventually, gotten it's way and now one can't tell where Millbrae stops and Burlingame starts. Are we to do that with the west side of the peninsula too, all in the name of growth?

Folks move to the coastal towns to get away from such an existence yet Half Moon Bay certainly has had its share of concrete and asphalt "Implants" in the last few years. This growth has exacerbated the Hwy 1 issue I can't argue with that, but are we to pay the price by matching "Implants"? It's a proven fact that widening roads only create more traffic. It's a band aid not a solution.

Has anyone visited the towns of Tracy, Lathrop or Stockton lately? Interstate 580 has six lanes going in both directions (12 total) and is bumper to bumper on any given day AND at any given time including weekends. The farm land that use to be on the east side of Altamont pass is now paved over as well. Should caltrains put in 12 lanes in each direction to alleviate THAT problem? When does it stop?

I have been a client of Pacifica Pet hospital for years and this action threatens their very existence. I'm certain that the Shell Station, Sea Bowl, the new Surf restaurant and other businesses would be adversely affected as well.

99.2

I'm certain that everyone on the council is doing the best that they can addressing all issues to do with the city. I'm a homeowner and actively exercise my right to vote and I want to take this moment to thank all who took the time to read this.

Kind Regards

Dave Crimmen

william m.
<wmclarty@hotmail.com>
10/13/2011 10:03 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject re: Highway 1/Calera Parkway Widening project

History: This message has been forwarded.

Dear Mr. Rosevear,

100.1

Weighing the good points vs the bad points is so crucial when making huge decision such as the widening project.
I cannot beleive any long term good will come of this proposed project. PLEASE do NOT widen Highway 1 at Calera
Creek. It will be a long term bad idea.
Thank you and sincerely,
William McLarty
Pacifica, CA.

Ken Miles
<kenmilesaqa@earthlink.net>
10/13/2011 01:11 PM
Please respond to
Ken Miles
<kenmilesaqa@earthlink.net>

To <thomas_rosevear@dot.ca.gov>
cc <o'connellk@ci.pacifica.ca.us>,
<rhodess@ci.pacifica.ca.us>
bcc
Subject Proposed Highway One "Improvements" in Pacifica

Dear Thomas Rosevear of Caltrans / DOT,

101.1 I believe the proposed highway improvements will have a negative impact on existing businesses along Highway 1, between and including the Rockaway and Vallemar neighborhoods I believe the project will be costly to everyone in terms of taxation during this awful Recession, and the proposed improvements will have little or no positive impact for the local morning commute traffic. It is also highly likely that the Highway 1 "improvements" will have negative impacts on our restaurants, hotels, and businesses adjacent to Highway 1 and inside Rockaway and Vallemar neighborhoods.

101.2 Vallemar Elementary Scholl is the major root cause for the morning commute traffic delays along Highway 1. It is quite obvious that there are hardy any commute tie-ups and delays during the summer and holidays when the elementary schools, including Vallemar School, are not in session. As a long term resident of Vallemar (36 years) I know, and many other residents in Pacifica as well know, that the 350 + cars driven by parents dropping their kids off at Vallemar Elementary School during commute hours (8:00 to 8:45 AM), some making illegal U-turns at the Highway I – Reina Del Mar entry to the sewer plant, and pedestrians walking across the intersection there, triggering the red light to stop the commute flow north and south, not only contribute to the number of cars on Highway 1 but is the major factor in delaying the automobile commuters traveling north during the morning commute. I have not seen or heard anything about the Pacifica Police citing school bound drivers for making illegal U-turns as the practice still continues. The School Board, in fact, encourages a sizable number of parents from outside Pacifica (Daly City, SSF, San Bruno and elsewhere) to use our school system instead of their own schools (to augment the state's school funds for Pacifica's schools) further adding to the local commute problem.

101.3 A secondary traffic tie up occurs within Vallemar along Reina Del Mar during school days between 8:00 and 8:45 AM, making egress for local traffic to take up to 20 minutes to pass by the school and continue on. I am highly concerned about inhibiting the ingress of emergency vehicles if a fire or accident were to occur inside Vallemar while Reina Del Mar Ave is tied up with school traffic.

101.4 I attended several Pacifica School Board meetings within the past 2 years and asked the Board to resolve the parent school commuting problems and cited that issues I that I have addressed here. I offered suggestions including the use of school buses to pick up and drop off kids at the Vallemar School and staggering the school's start times (I understand Ingrid B. Lacy school has staggered start times) to relieve some of the highway congestion problems and tie-ups in

Vallemar. My suggestions were to no prevail. The Pacifica School Board and School Administration continues to do nothing to control the parents driving habits or to help the community of Vallemar and the rest of Pacifica.

101.4 cont.

I believe the City Council of Pacifica, Caltrans, Pacifica Police Chief, Pacifica School Board, the local business community and public should work together and take the time to resolve the problems associated with the Highway 1 commute traffic and Vallemar School parent driving issues before tearing up the highway and pouring millions of dollars down the drain.

101.5

Another factor is that the land where part of Highway 1 will be disturbed (the land that the sewer plant is located to and including the Vallemar School grounds, is an archeological site registered with the State of California / Sonoma State College. It was an Ohlone Indian settlement for thousands of years until its people were destroyed 150 years ago. The City of Pacifica had to address the archeological matters before digging in the area to build their sewer plant. I strongly suggest looking into this matter before further planning is done disturb and further destroy this important archeological site.

Best regards,

Ken Miles
111 Nataqua Ave.
Pacifica CA 94044

John T. Callan
Post Office Box 764
Kentfield, California 94914
Tel.: (415) 847 - 6282

October 15, 2011

FACSIMILE COVER SHEET

TO:	Ms. Yolanda Rivas, Branch Chief
COMPANY:	CALIFORNIA DEPT. OF TRANSPORTATION DISTRICT 4
FROM:	John T. Callan
PAGES:	3 (including this Cover Sheet)
SUBJECT:	**Draft EIR for State Route 1 / Calera Parkway Widening Project**
MESSAGE:	Accompanying this cover sheet are my comments to the Draft EIR for State Route 1 / Calera Parkway Widening Project in Pacifica Please, feel free to call me if you should have any questions/comments.
FILE:	Rockaway Beach
FAX NO:	(510) 286 - 5600

IF ALL PAGES ARE NOT RECEIVED, PLEASE CALL (415) 482 - 8800

This FAX is intended only for its addressee and may contain information that is privileged, confidential and exempt from disclosure. The distribution and copying of this FAX except by the addressee is prohibited. If you receive this FAX in error, please telephone us immediately and return it to us by mail.

JTC:jj
TCF/Rockaway Beach/let/CALTRANS.01.fax

John T. Callan
Post Office Box 764
Kentfield, California 94914
Tel: (415) 482 - 8800

October 15, 2011

VIA FACSIMILE & U.S. MAIL

Ms. Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
CALIFORNIA DEPARTMENT OF TRANSPORTATION DISTRICT 4
Attn: Thomas Rosevear
111 Grand Avenue
Oakland, California 94623

Re: **Draft Environmental Impact Report/Environmental Assessment for State Route 1 / Calera Parkway Widening Project in Pacifica**

Dear Ms. Rivas:

My sister and I own vacant property along State Route 1 in Rockaway Beach. We pray that the State Route 1 / Calera Parkway Widening Project proceeds, since: (1) our property [along with others on State Route 1] has been undevelopable and unmarketable for more than thirty (30) years, due to the continuing threat of condemnation by Caltrans; and (2) the lack of proper access to Rockaway Beach Avenue has created a hazardous condition, since frustrated southbound motorists sporadically drive across the vacant lands located between County Road and State Route 1 in order to get into Rockaway Beach, instead of waiting for their turn at the bottleneck intersection of Rockaway Beach Avenue and Cabrillo Highway.

102.1

1. **The Widening Project should proceed, since property owners along State Route 1 have been unable to develop or market their properties for thirty (30) years.**

My Grandpa died thirty-two years ago. Among Grandpa's things was a letter from his attorney, which indicated that his vacant lots on State Route 1 in Rockaway Beach were subject to an eminent domain proceeding. My Dad passed away six years ago. My sister and I are now fifty-five years old, and wonder aloud whether our property along Highway 1 will ever be marketable in our lifetimes.

So long as the cloud of eminent domain hangs over our vacant parcel, the property is unmarketable and unavailable for development.

In fact, all of the development of the real property along State Route 1 in that area has been "frozen" for decades, due to Caltrans' contemplated condemnation. Consequently, the majority of properties along that stretch of Highway One are in poor repair and in need of renovation and/or restoration. Simply put, they are rotting along the roadside pending a final decision by Caltrans.

It is wrong for the property owners to be unable to make use of their property for thirty (30) years pending a final decision by Caltrans to widen State Route 1. It is time for Caltrans to widen State Route 1 and otherwise complete the decades-old condemnation proceedings.

102.1 cont.

Moreover, Caltrans' delay in widening State Route 1 has created a potentially dangerous condition, since frustrated motorists are now driving across the vacant lands that separate County Road from Cabrillo Highway, rather than waiting for their turn at the bottleneck intersection of Rockaway Beach Avenue, as described below.

2. **The Widening Project should proceed, since frustrated and impatient motorists are now sometimes driving across the vacant lands separating County Road from Cabrillo Highway to get into Rockaway Beach, rather than waiting for their turn at the bottleneck intersection.**

In addition, some impatient southbound motorists are not waiting to make a right hand turn onto Rockaway Beach Avenue from State Route 1. Instead, they are sporadically driving across the vacant undeveloped lands located along the western side of the Highway, to get into Rockaway Beach. This is creating a dangerous condition, since the vacant lots are not developed, are not well lit, and bicyclists and pedestrians do not expect cars traveling across the vacant lots. We do not know how to prevent this, because we fear that erecting a barrier will also be a hazard, particularly at night.

The actions of these impatient drivers is a reflection of their growing frustration with the increasing traffic. As the traffic becomes more congested, we anticipate the situation becoming worse.

We pray that the widening project proceeds, for these reasons. Please feel free to contact me if you should have any questions and/or comments.

Very truly yours,

John T. Callan

John T. Callan

JTC:jj
TCF/letters/CALTRANS.01

Jeneane Crawford
<jeneane.crawford@gmail.com>
10/15/2011 04:14 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Please do not widen Highway 1 in Pacifica

Yolanda Rivas
California Dept. of Transportation
thomas_rosevear@dot.ca.gov

Dear Ms Rivas,

103.1 I am a resident of Pacifica and am one of the commuters who wait in the traffic mess on Fassler Ave. every morning while waiting to turn right onto Highway 1. I am sympathetic to the arguments of the highway widening proponents, as I, too, would love to be free of that bottleneck every morning.

However, I believe that the proposed cure is going to prove worse than the disease, for three reasons:

First, widening or no widening, there are still traffic lights, and the lights are the cause of the back-up. The minute you get past Reina del Mar, the traffic flows freely.

103.2 Second, the proposed widening would end just north of Reina del Mar. Wherever you have a situation where three lanes merge into two, there is always a maddening back-up. (See Highway 101 in Novato. It's a nightmare.)

103.3 Third, this is a problem that exists between 7:45 am and 8:30 am. Spending millions to solve a problem that could be alleviated by school buses or other means is like killing an ant with a sledge hammer.

103.4 The argument that Pacifica needs a more reliable connection between the south and north parts of the city is a valid one. It is scary that we
only have one way to get from Manor/Sharp Park/Vallemar to Linda Mar, especially for parents who have children in school at one end of Pacifica while they live at the other. But if Highway 1 is shut down, it won't matter if there are two lanes or three. We simply need an alternative route. Please do not widen Highway 1 in Pacifica.

Sincerely,
Jeneane Crawford
1160 Manzanita Dr.
Pacifica, CA 94044

Jack Hug
<jphlaw0738@comcast.net>
10/15/2011 05:10 PM
Please respond to
<jphlaw0738@comcast.net>

To <Thomas_Rosevear@dot.ca.gov>
cc
bcc
Subject Pacifica Highway 1 Widening

104.1

Dear Mr. Rosevear: I am a property owner in Pacifica since 1980, and a full-time resident of Pacifica since 1990. I wish to advise you that I strongly support the widening of Highway 1 in Pacifica, which is currently under consideration. This action is needed now, to support growing traffic and use of the highway. With the opening of the Devil's Slide tunnel, traffic will increase. The current situation poses a fire and safety hazard during the morning and evening commute hours, and places a significant burden of time lost on those who must be stuck in traffic on Highway 1 once or twice every weekday.

Thank you for your consideration of this message. I appreciate all that you and CalTrans are doing for Pacifica and for our State, in a time of limited resources. I look forward to completion of the widening project in a reasonable time frame.

Sincerely, Jack P. Hug, 706 Canyon Drive, Pacifica, CA 94044

Les Deman
<les.deman@coastside.net>
10/16/2011 02:16 PM

To <Thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Highway 1 Widening in Pacifica

Mr. Thomas Rosevar

105.1

As a resident of half Moon Bay that uses highway 1 in Pacifica often, I urge you to proceed with the widening project. Relieving congestion during normal rush hour conditions and during emergencies is vital for both economic and environmental reasons. Reducing the time spent idling or in slow traffic reduces consumer costs for fuel and increases productivity. Similarly, pollution is increased during congested traffic periods because vehicles spend more time with their engines running.

The widening of the segment from the Vallemar/Reina Del Mar traffic signal light south to the Rockaway/Fassler Avenue traffic signal will benefit Pacifica residents and all commuters that use this route.

Les Deman
les.deman@coastside.net
650/490-0340

Ann Edminster
<ann@annedminster .com>
10/18/2011 01:23 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject DEIR - Highway 1 / Calera Parkway

History: This message has been replied to.

Please see the attached letter regarding the DEIR for Highway 1 / Calera Parkway.

Also please confirm receipt of this letter, as comments are due by October 22.

Thank you.

***

Ann V. Edminster, M.Arch.
LEED AP+Homes, LEED for Homes Green Rater
author of *Energy Free: Homes for a Small Planet*
AnnEdminster.com
115 Angelita Avenue • Pacifica, CA 94044
v 650-355-9150 • f 650-359-4257
ann@annedminster.com

Hw1trafficltr final.pdf

ANN V EDMINSTER
HOMES FOR A SMALL PLANET

Sent by email to thomas_rosevear@dot.ca.gov
October 18, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4
Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623

Re: Draft Environmental Impact Report / Environmental Assessment for
State Route 1 / Calera Parkway / Highway 1 Widening Project
San Mateo County, California
04-SM-1 / PM 41.7/43.0 / EA 04-254600

Dear Ms. Rivas:

I am writing regarding the Draft Environmental Impact Report / Environmental Assessment for the proposed widening of Highway 1 in Pacifica, referred to as the Calera Parkway. I strongly oppose the widening on grounds that there are much more cost-effective and sustainable solutions to such traffic congestion as now exists in this section of roadway.

106.1 I have been a Pacifica resident for the 43 of my 55 years, and have had ample opportunity over the years to observe traffic patterns and changes in traffic over time, and also to discuss traffic with other Pacificans. Everyone with whom I have spoken about this issue concurs: **there is no traffic problem when schools are not in session – i.e., summer vacations, winter breaks, etc.** Hence the solutions to the traffic problem should focus on addressing the community's needs for improved transportation options for school-bound families during the morning commute, which is much more problematic than the evening commute. During the evening commute, the backup is much milder, resulting in only a few minutes' delay except in rare instances such as when an accident has occurred.

In order to provide more concrete evidence of this phenomenon, two other Pacificans and I monitored traffic backups southward from the Highway 1 / Fassler Avenue traffic light during the

106.1 cont.

AM commute peak in 2010 before school started in the fall (on August 24 and 27) and then again after school started (on September 22 and 24) The results are shown in the graph on the following page; I am also including a figure showing the locations of power poles, which are numbered to correspond to the numbers on the vertical axis in the graph.

The graph clearly shows that the backups were significantly greater after school had started, and in fact were virtually nonexistent before school had started. As I mentioned above, this empirical observation has been borne out by countless other community members with whom I have spoken about this over the years.

I therefore urge you to do a much more thorough investigation of means of alleviating school-related traffic congestion than has yet been done and include the results in a revised DEIR.

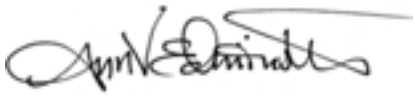
106.2

A school bussing program, whether administered by the Pacifica School District or operated by SamTrans, would be immensely less expensive and disruptive to the community than any of the proposed widening options. Given the State of California's overriding interest in reducing carbon emissions, a failure to investigate this alternative, which would have the added benefit of reducing VMT by a substantial amount, would be scandalously negligent.

106.3

I also encourage you to look much more creatively at ways of improving safety in the section of Highway 1 between Rockaway Beach and Vallemar. The options studied should include traffic calming strategies and the use of a slightly elevated paved median such as the one on Bridgeway Street in the southern section of downtown Sausalito. As shown in the photo on page 5 of this document, that median (indicated with yellow arrow) provides safe separation between northbound and southbound traffic as well as a route for emergency vehicles to pass between the northbound and southbound lanes when necessary. Such a median could be provided while adding minimal width to the roadway, thus minimizing excavation, cost, and visual blight to our coastal community.

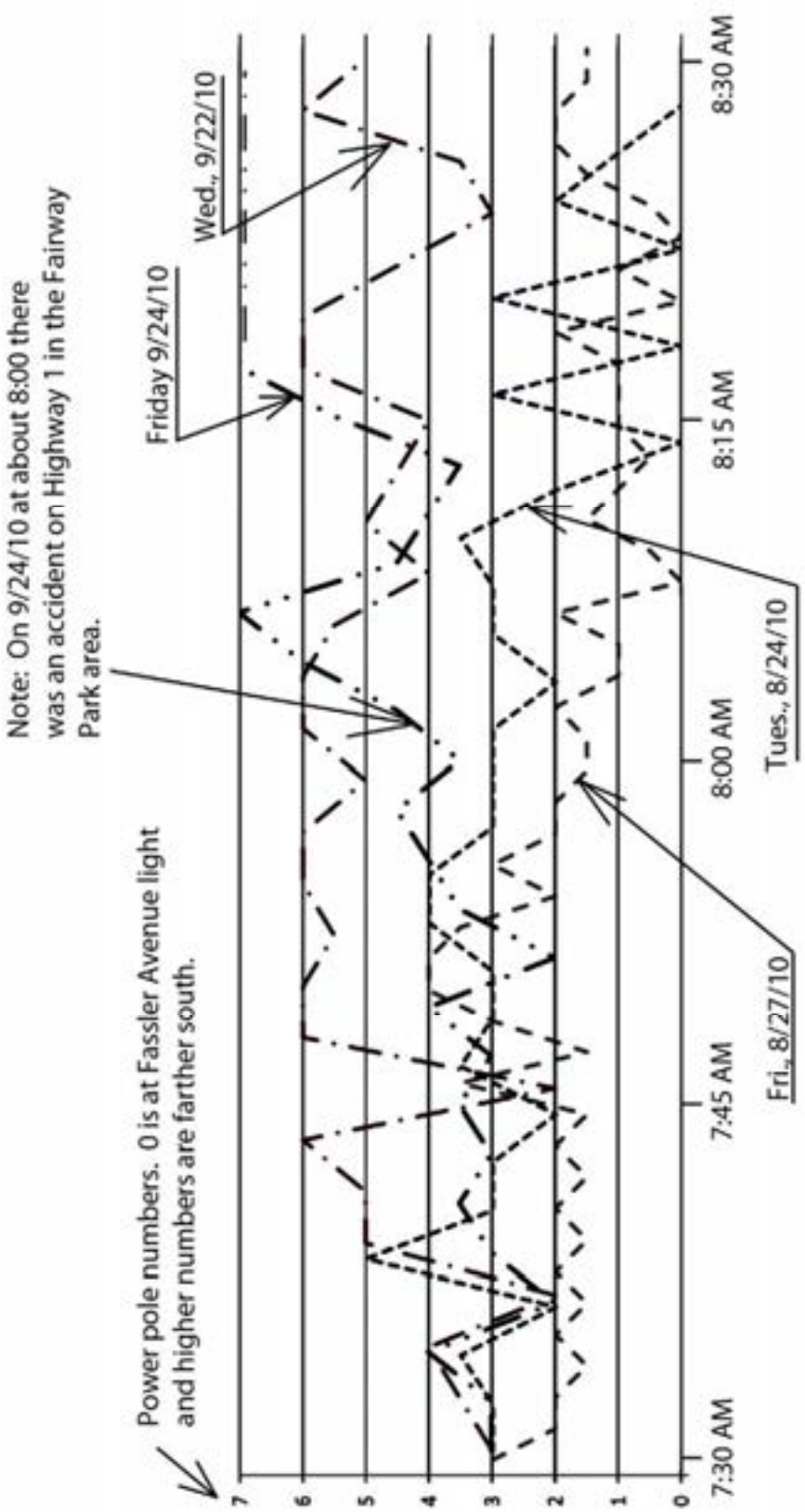
Cordially yours,



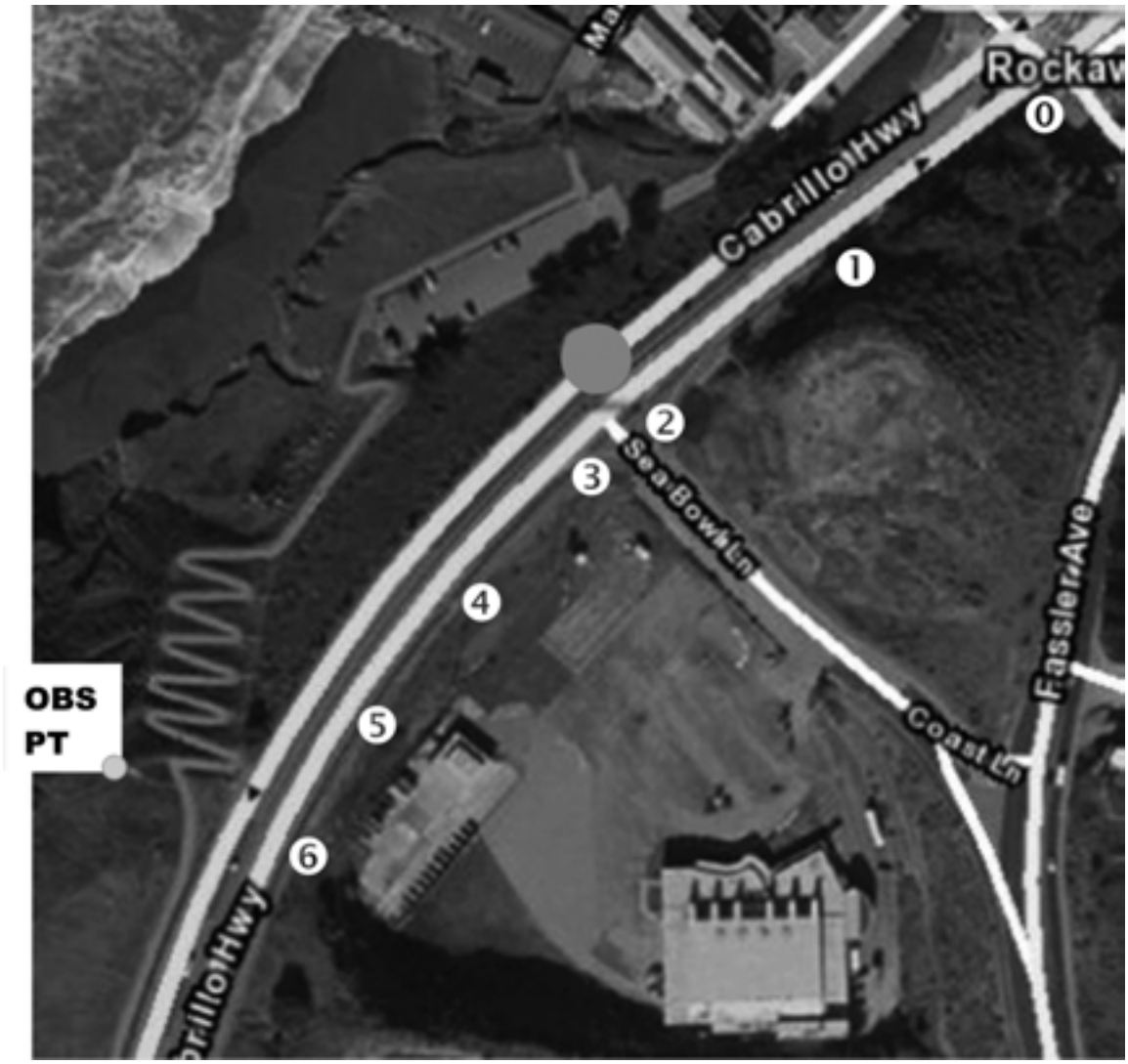
Ann Edminster
115 Angelita Avenue, Pacifica
650-355-9150, ann@annedminster.com

Highway One Traffic Graph, Fall 2010

Power pole number 7 indicates any backup distance beyond pole number 6.

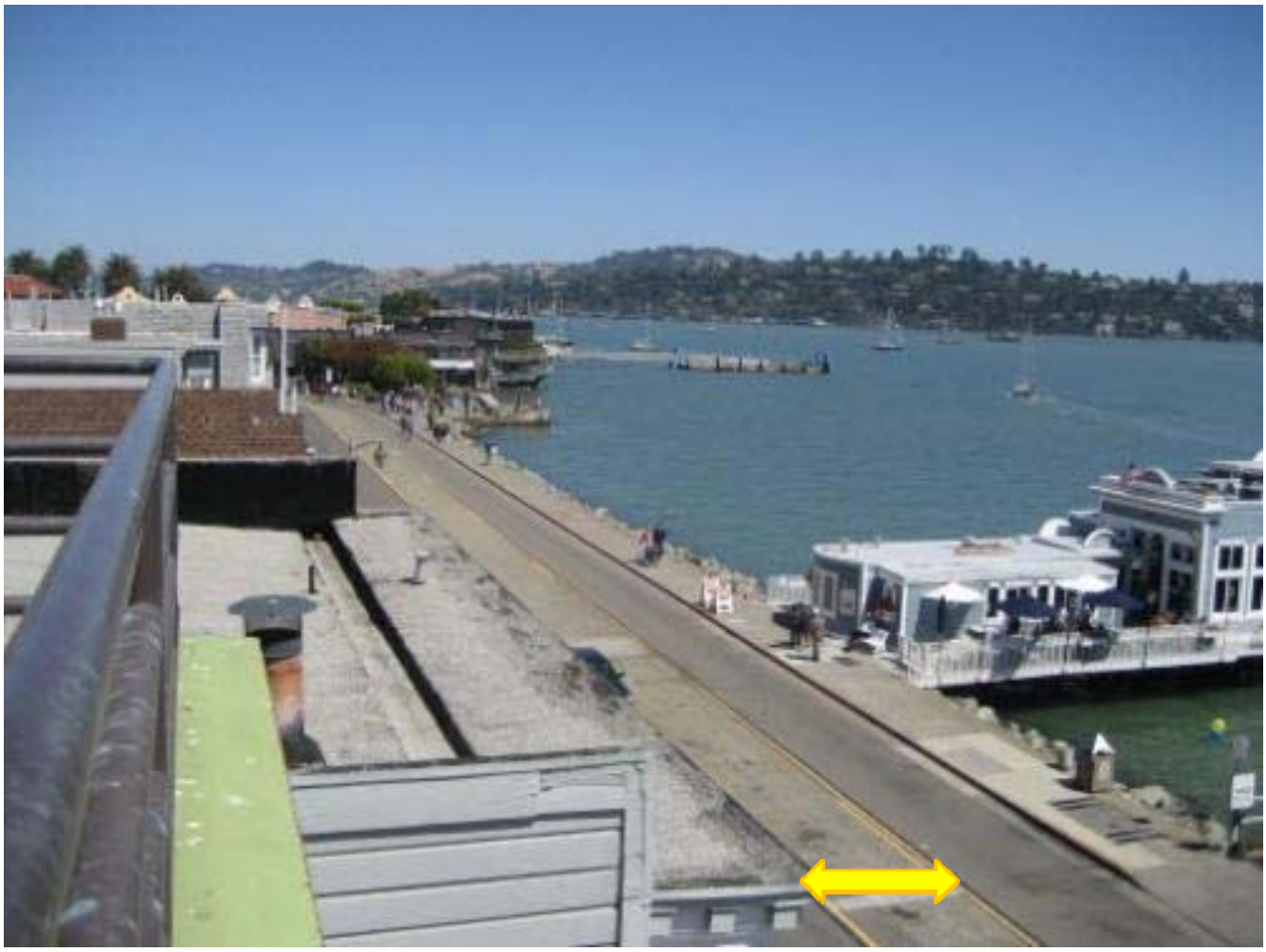


Highway One Aerial View, Numbered Power Poles



Bridgeway Street, Sausalito

(Yellow arrow represents slightly elevated safety median.)



Jeanette Hoffman
<jeanettehoff @yahoo.com>
10/18/2011 11:36 AM

To <thomas_rosevear@dot.ca.gov>
cc <loring@pacificapet.com>
bcc
Subject Hyw 1 widening Project's effect on Pacifica Pet Hospital

History: This message has been forwarded.

Dear Mr. Rosevear,

107.1

I am writing to support Pacifica Pet Hospital and their concern that Hyw 1. Thye are concerned that the widening project just north of Fassler Blvd. will reduce their parking and likely bring an end to their business. I am a customer with a great relationship with them and I hope you will consider widening the west side of the road even if that requires taking imminent domain on the empty field instead of impacting that specific business.

Pacifica has such a hard time keeping thriving businesses and I think each local closure is such a blow to the community.

Thank you for your consideration,

Jeanette Hoffman
503 Sycamore St.
Pacifica, CA 94044

<petersenconstr @aol.com>
10/18/2011 11:46 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Public comment for State Rte 1/Calera Parkway Project

History: This message has been forwarded.

108.1

Dear Mr. Rosevear;
My name is Nancy Petersen and I represent SND, LLC, a property owner on Highway 1. Our property will not be affected by the construction of the Calera Parkway Project negatively, but as citizens and long-time coastal residents, we would like to voice our disapproval of the project as it makes no sense, in a "green" community, to destroy the irreplaceable land that will be taken to build this Highway when the solution to the traffic problems lies with a lack of school buses for children and the unrealistic and illogical way the school places children in schools that are not in their neighborhoods. There is not a traffic problem, there is a school problem. To have to build a highway because the local school district has created a traffic and carbon monoxide nightmare is inconceivable to us. It seems that Caltrans should file a lawsuit against the school district to force them to place children in schools closest to their homes rather than destroy valuable land to create a highway that would not otherwise be needed. We are not in favor of this project and hope that the local school district would be held responsible for creating the traffic issues that face the local citizens of Pacifica.
Thank you for your time.

Regards,

Nancy Petersen
SND, LLC
209-969-9547

Linda Oppenlander
<lm.oppenlander@att.net>
10/19/2011 01:37 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject For Yolanda Rivas, Branch Chief, message regarding Pacifica Highway widening

Dear Ms. Rivas:

109.1 I am a Pacifica resident writing to express some thoughts on the planned widening of Highway 1 between Fassler Ave. and Reina del Mar. It seems that a 6-lane freeway will destroy or degrade the areas to the west and east of the freeway unnecessarily and change the relatively scenic, somewhat rural atmosphere of that area to an 'off the freeway' depersonalized and much less attractive place to live and frequent.

109.2 I commuted through that area for many years and just recently drove through it at 7:30 am with very little problem. If there is a backup it is generally only a few minutes delay. Synchronizing stoplights might reduce much of the waiting time.

109.3 It would seem advisable to construct a frontage road for emergency vehicles' use when necessary, but a huge freeway isn't needed. Please reconsider the environmental impact of this project.

Thanks for your attention.

Sincerely,

Linda Oppenlander
961 Fassler Ave.
Pacifica, CA 94044

kathy miller
<kathymiller11@sbcglobal.net>
10/18/2011 06:11 PM

To Thomas Rosevear <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Re: Highway Widening/Pacifica/CA

History: This message has been forwarded.

Sorry the attachment did not open. I've pasted my letter in the body of this e-mail.

Thank you for your attention,

Kathleen Miller Peix

Attn: Thomas Rosevear

Yolanda Rivas, Branch Chief

Division of Environmental Planning & Engineering

California Department of Transportation District 4

111 Grand Ave.

Oakland, CA 94623

110.1 I am writing to express my disagreement with the widening of Highway One in Pacifica. The widening will only pertain to a narrow corridor south of Vallemar. How anyone can think that widening a freeway, only to funnel that traffic into a smaller number of lanes, has never traveled on Highway 101 between Santa Rosa and San Francisco. Every time the wider highway funnels into fewer lanes there is a traffic problem. At best the traffic slows and at worst it stops.

110.2 Pacifica will have a section of Highway 1 with more lanes only to funnel into the older 2-lane highway North of Vallemar. That will not alleviate congestion but will aggravate it. There are several alternatives that have been proposed. Either raising the highway above Vallemar and/or tunneling Reina Del Mar under the highway is a permanent long term solution. That was the permanent fix for

110.2 cont.

congestion at the traffic lights on Highway 101 at Santa Barbara (a similar situation).

110.3

The real problem in Pacifica is the amount of driving back and forth across town that many parents to do to drop children at one school or another. I have done that for many years and know it well. Every day (twice a day) I would be on the road for about an hour droppin one child at one end of Pacifica and the other child at the other end of Pacifica. The buses are not a viable alternative because they are overcrowded during the peak hours. Too many children are crammed into a couple of buses creating an unsafe environment.

110.4

Furthermore, businesses on that corridor of the highway would be negatively affected by widening Highway 1. Pacifica Pet Hospital is an integral business in Pacifica. I have tried other vets in Pacifica but in my opinion Pacifica Pet Hospital is the best. They are very caring, highly knowledgeable and do their best to help pets and their families. Even though parking is difficult, I still remain loyal to them. However, if they loose parking due to a widening of the highway it will severely impact their ability to serve their clients. There is no alternative parking on side streets or other areas. In this economy relocating is not always feasible. I do not want to see Pacifica lose one of the best veterinary hospitals in the area.

Sincerely,

Kathleen Miller Peix

From: Thomas Rosevear <thomas_rosevear@dot.ca.gov>
To: kathy miller <kathymiller11@sbcglobal.net>
Sent: Tue, October 18, 2011 12:40:17 PM
Subject: Re: Highway Widening/Pacifica/CA

Dear Ms. Miller:

My computer doesn't recognize the program of your attachment. Can you please simply attach the contents of the attachment to your email?

Thank you,

Tom Rosevear
California Department of Transportation

kathy miller
<kathymiller11@sbcglobal.net>
10/18/2011 11:28 AM

To
Thomas Rosevear
<thomas_rosevear@dot.ca.gov>
cc

Subject
Highway Widening/Pacifica/CA

Hello Mr. Rosevear,

I am a long time Pacifica resident and I am opposed to the widening of Highway One for several reasons. I have attached a letter stating my position. I am in favor of some kind of overpass or underpass to alleviate congestion at the Reina Del Mar intersection.

Please consider the long term solution rather than taking away land from businesses along the highway.

Thank you,
Kathleen Miller Peix
705 Canyon Drive
Pacifica, CA 94044(See attached file: Highway Widening)

The Pilgrims
408 Donaldson Ave.
Pacifica Ca 94044

October 4, 2011

Yolanda Rivas
Caltrans District 4
111 Grand Ave
Oakland CA. 94623

Dear Ms. Rivas:

111.1 Recently Caltrans, acting as a CEQA lead agency, held a public meeting in Pacifica. The meeting was calendared to demonstrate that Caltrans had completed the CEQA required DEIR for the Calera Parkway Project. As the meeting proceeded representatives of Caltrans made several remarks that were objectively false, misleading, and obvious misinterpretations of several studies, containing masses of data, and the environmental process as a whole. This response (below) omits any reference to the community meeting cited above. However, the references/citations below overlap with some remarks and viewpoints expressed at the meeting by representatives of Caltrans. In essence, the focus of my narrative is on the Calera Parkway Draft Environmental Report (DEIR), and on the Calera Parkway Project (CPP).

PURPOSE AND NEED FOR THE PROJECT

At S.2 this writer notes:

"The purpose of the proposed project is to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along a congested segment of SR 1 within the city of Pacifica."

The stated reason for the Calera Parkway Project (stated above) is, in itself, misleading. The fact is that CEQA Guidelines require any lead agency that proposes any project that has the potential to degrade the quality of the existing environment, or wildlife ecology, to prepare and circulate an environmental impact report.

111.2 The explicitness of the assertion above conceals and misleads the reader in that the primary reason for the Calera Parkway Project is to connect the tunnels at Devil's Slide with Interstate 280. This outcome will/would provide

111.2 cont.

additional infrastructure circulation carrying capacity thus enabling the urbanizing of the San Mateo mid-coast as expressed in the language of the San Mateo County LCP of November 9, 2005. The Calera Parkway Project is merely one of the piecemeal entities now evolving that supposedly serves to relieve what is described as "congestion" in the Fassler-SR1 circulation corridor.

111.3

Rather than relieve "congestion" the proposed project triggers CEQA significant adverse impacts to the Pacifica environment and wildlife habitat that are unwanted, unnecessary, and potentially harmful as will be discussed below.

There are the two permitted projects/developments inside the Fassler-SR1 corridor with certified FEIRs: they are **"Harmony @ 1"**, and **"Prospects"** (attached). Both the projects have been "permitted" by the City of Pacifica, and have certified EIRs. In order to develop these projects the developers merely have to request the needed permits. Once permitted the projects, individually & collectively will contribute to the existing congestion at its focal point: at the intersection of the Fassler Ave-SR1 circulation corridor.

111.4

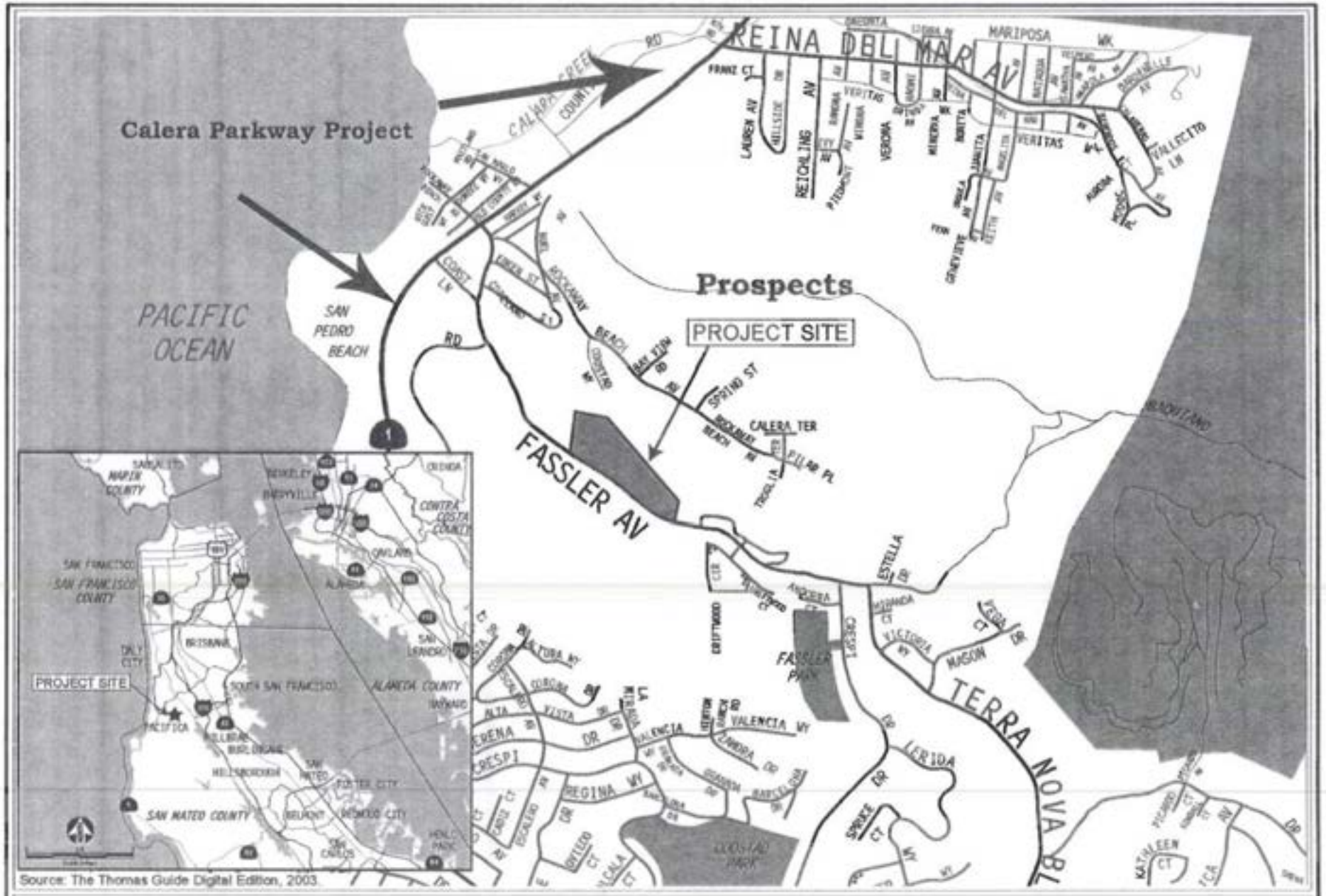
The Calera Parkway Project will induce ground breaking/building/development at these two sites. The ground breaking/building/development at these two sites will add additional vehicle trips daily (VTD) to the somewhat congested Fassler Ave.-SR1 intersection, and Fassler Ave.-SR1 circulation corridor in general.

Additionally, the two projects VTD and physical location/position both on, and adjacent to, the Fassler-SR1 circulation corridor, will require a controlled intersection on Fassler Ave at or near Robert's Road, or on Fassler Ave at the ingress-egress site of the Prospects project site. Any controlled intersection (traffic light) that impedes or interferes with the existing LOS will doubtless prove to have a deleterious effect on the existing LOS and can be defined as having a CEQA significant adverse, avoidable, and unacceptable impact on circulation in the area described above.

That the two developments combined contribution (VTD) to the existing level of service (LOS=F) at the intersection of Fassler Ave.-SR1 isn't acknowledged is an *omission*. This omission results in a CEQA significant adverse, avoidable, irreversible and unacceptable growth inducing environmental impact that is the outcome of the proposed Calera Parkway Project.

The language of the DEIR does not contain any mention of mitigation measures that can be implemented to avoid the cited impacts. Please discuss, describe, and explain the mitigation measures that are offered by Caltrans/Samtrans to reduce the cited impacts to the environment as required by CEQA.

Figure 3. Surrounding Land Uses



CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

NORTH

0 600 1200 1800 2400
Scale (Feet)

Figure III-1
Regional and Vicinity Maps

This ariel perspective of SR-1 and Fassler Ave provides the reader with the perspective of the Thalanneni "Rock" in its location on the corner of Fassler Ave and SR-1.

"Thalapaneni Rock." As the Calera Parkway Project induces the development of the "Rock" that's currently landlocked and contiguous with the corner of Fassler Ave and SR1 it precipitates a *latent* CEQA significant adverse, avoidable, irreversible and unacceptable growth inducing environmental impact.

111.5 The most recent project proposal advanced for the land form referred to as the "Thalapaneni Rock" included sixty-eight condos that would be sited over mixed use development. This project was withdrawn as there was no ingress-egress (circulation) possible. The Calera Parkway Project provides new available ingress-egress (access) thus inducing what is now latent development that could not become manifest without the additional infrastructure carrying capacity provided by the Calera Parkway Project. The observer notes that the Thalapaneni Rock property will no longer be landlocked, but will have direct access to a widened and realigned SR1 made available by the Calera Parkway Project. The "Project" precipitates a CEQA significant adverse, avoidable, irreversible and unacceptable growth inducing environmental impact.

The language of the DEIR does not contain any mention of mitigation measures that can be implemented to avoid the cited impacts. Please discuss, describe, and explain the mitigation measures that are offered by the sponsoring agencies to minimize the impacts to the Thalapanei site.

"Zeebros"- The "Zeebros" site is an 64+ acre site that is now landlocked. With the proposed widening of SR1, as described in the Calera Parkway DEIR, the observer notes that the Zeebros property will no longer be landlocked, but will have direct access to a widened & realigned SR1. The probability is high that direct access to and from SR1 will require a controlled intersection. The

111.6 controlled intersection will most likely be opposite the south entrance to the Pacific quarry thus requiring a "T" intersection that facilitates turning on SR1 into both the quarry and into the Zeebros' site. Any controlled intersection (traffic light) that impedes or interferes with the existing LOS will doubtless prove to have a deleterious effect on the existing LOS, and can be described/defined as having a CEQA significant adverse impact on circulation in the area described above.

111.7 In this outcome/scenario the Calera Parkway Project will, once again trigger CEQA significant adverse, cumulative, growth inducing, irreversible, avoidable, and unacceptable impacts.

111.8 The language of the DEIR does not contain any mention of mitigation measures that can be implemented to avoid the cited impacts. Please discuss, describe,

This ariel perspective of SR-1 and Fassler Ave provides the reader with the perspective of the Thalapaneni "Rock" in its location on the corner of Fassler Ave and SR-1.

The Zeebros property (above) is a 64+ acre landform that is adjacent to SR-1. The site is landlocked as of this writing. The widening of SR-1 will provide access to circulation that's now unavailable in the present SR-1 alignment seen above. If implemented the Calera Parkway Project will have a CEQA significant adverse, avoidable, and unacceptable growth inducing impact on the adjacent neighborhoods and existing infrastructure.

111.8 cont.

and explain the mitigation measures that are offered by the sponsoring agencies to minimize the impacts to the Zeebros site.

Quarry

There is one *latent*, unpermitted project/development that lies on the west side of SR1 and within the Fassler-SR1 corridor. It is the abandoned 117 acre quarry site that fronts on SR1 and San Marlo Way in Rockaway Beach and Reina Del Mar in Vallemar. The quarry is included in the West Rockaway Beach Redevelopment Plan and has a certified EIR. The abandoned Pacifica quarry has been designated as an environmentally sensitive habitat area (ESHA) by the California Coastal Commission It contains the habitat of an endangered and a threatened species as stipulated by the California Coastal Commission:

"The Commission considers Calera Creek and the upland areas within 300 feet, including the settlement ponds, to be environmentally sensitive habitat area (ESHA, see Exhibit D) per the definition found under Coastal Act Section 30107.5 due to the presence of a federally threatened species, the California red-legged frog (CRLF)...."

111.9

"The San Francisco garter snake (SFGS), a state and federally endangered species, was historically present in the grassy area and wetlands surrounding the CCWRP and the nearby Pacifica quarry but has not been observed during recent biological surveys around Calera Creek (Swaim report, 2007); however, the snake is present in increasing numbers within the Golden Gate National Recreation Area at nearby Mori Point (GGNRA, 2008). The California Department of Fish and Game (DFG) and the U.S. Fish and Wildlife Service (FWS) generally assume SFGS to be present at least periodically where CRLF is observed since the frog is prime prey for the garter snake. Therefore, due to the presence of CRLF and suitable habitat conditions in the Calera Creek area, the Commission considers the wetlands and settlement ponds potential habitat for SFGS. Special Condition 11 requires Whole Energy to employ a Commission staff-approved biologist to observe for the presence of sensitive species in the project site during construction and relocate any animals that enter the project site to adjacent suitable habitat. The biologist(s) is also authorized to halt construction when project activities could result in direct harm to sensitive species and/or habitat." (c.f. CCC F5a-6/11/08)

The text of the Calera Parkway Project DEIR contains no mention of the redevelopment overlay that covers the zoning of the quarry. Additionally the DEIR does not address development, or impacted potential development, or habitat inside the quarry. The absence of any reference to the Calera Parkway Project as it is related to, or impacts, the quarry and its environmentally sensitive habitat area (ESHA) is an omission that defeats the intent of the

SR 1
Pacifica Quarry -ESHA

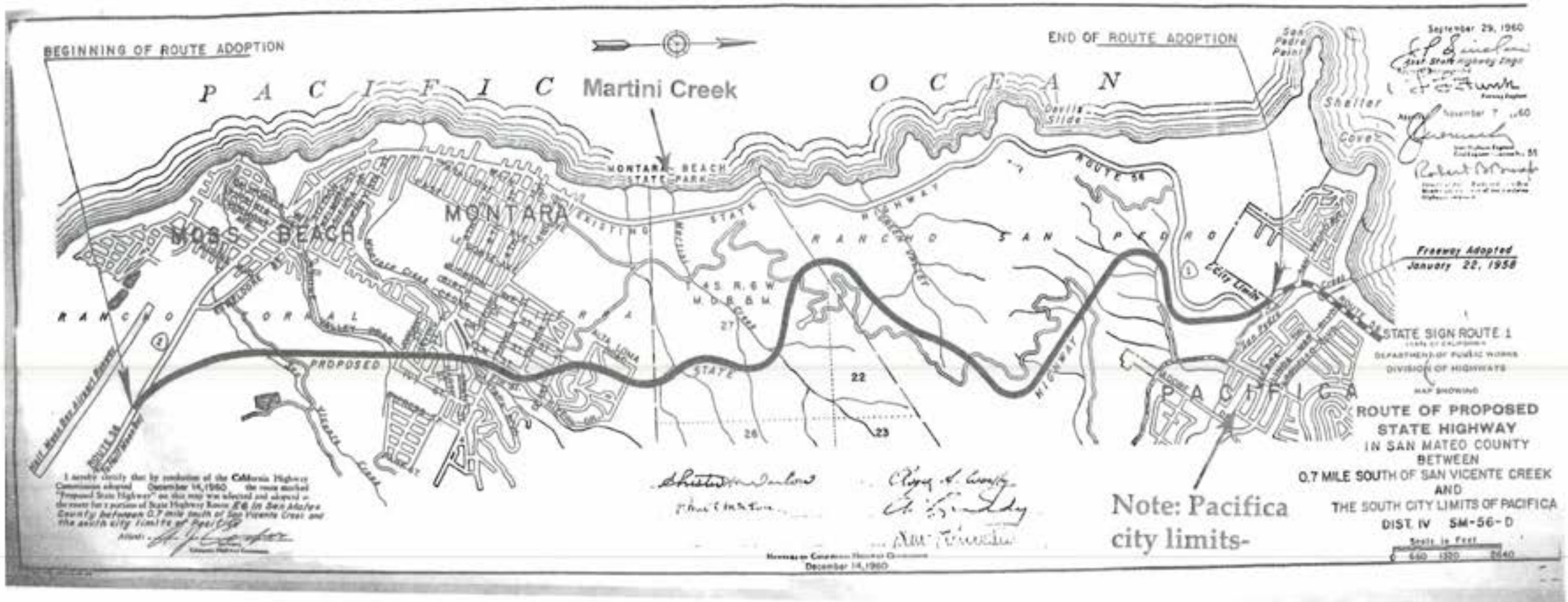
language that describes one of the reasons for the existence of the California Environmental Quality Act:

"...CEQA requires the preparation of an EIR whenever a project will have a significant effect on the environment. *(Public Resources Code Section 21002.1 and 21151).*"

111.10

The Calera Parkway Project when built will create CEQA significant adverse, cumulative, growth inducing, irreversible, avoidable, and unacceptable impacts on the Pacifica quarry. Specifically, what mitigation measures/plans does the lead agency propose to prevent/mitigate any significant adverse, irreversible impacts inside the landform identified as the quarry?

The language of the DEIR does not contain any mention of mitigation measures that can be implemented to avoid the cited impacts. Again, please discuss, describe, and explain the mitigation measures that are offered by Caltrans/Samtrans to reduce the impacts to the environment and ecology of the quarry, and to the environmentally sensitive habitat that lies within the perimeter of the quarry.


BEGINNING OF ROUTE ADOPTION
END OF ROUTE ADOPTION
P A C I F I C
O C E A N
Martini Creek
MONTARA BEACH STATE PARK
MOSS BEACH
MONTARA
RANCHO SAN PEDRO
RANCHO CORRAL
PACIFICA
San Pedro Point
Shelter Cove
Devils Slide
ROUTE 56
EXISTING STATE HIGHWAY
PROPOSED STATE HIGHWAY
City Limits
Freeway Adopted January 22, 1958
STATE SIGN ROUTE 1
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
MAP SHOWING
ROUTE OF PROPOSED STATE HIGHWAY
IN SAN MATEO COUNTY
BETWEEN
0.7 MILE SOUTH OF SAN VICENTE CREEK
AND
THE SOUTH CITY LIMITS OF PACIFICA
DIST. IV SM-56-D
Scale in Feet
660 1320 2640
December 14, 1960
Note: Pacifica city limits-

On Precedents and Precursors:

A brief and superficial review of events leading to the existence of the tunnels at Devil's Slide and its conceptual next of kin, the Calera Parkway Project, in part reveals that the stimulus for these circulation entities find their origin in the land use policies generated by the San Mateo County Board Of Supervisors.

The initial effort to induce large/significant population growth on the San Mateo Coast found its locus in the rezoning of San Pedro Valley for mixed and residential uses after the end of World War Two. The Board didn't seem to take cognizance of the fact that it was taking the human agricultural (food) component for non agricultural uses.

After incorporation in 1957 the city of Pacifica was no longer a "rural" city. It assumed the political profile of an incorporated city and proceeded to generate a General Plan that contains/expresses the resident's wishes, vis a vis, desirable land uses.

111.11

The reality is that all land use policies in the unincorporated area of the San Mateo coast find their origins with the San Mateo County Board Of Supervisors. That the Calera Parkway Project exists as the result of San Mateo County land use policies is obvious given the Board's ongoing efforts to induce large scale population growth, vis a vis, urban sprawl at mid coast as expressed in the County LCP (c.f. attachments).

Norman Steinman discusses this outcome in ABAG-MTC study of circulation-transportation capacity and induced population growth (1975).

"These questions are, of course, applicable not only to the San Mateo Coast Corridor, but to other areas as well. The ***concept of induced growth*** (that segment of growth attributable to a specific set of actions) is one that seems to have been well understood by most developers, and some planners for a number of years. Surprisingly, this concept is one that only recently has been understood and accepted by the general public. This change in understanding has occurred as the public has become increasingly aware of the magnitude of "secondary" or induced effects which the provision of transportation and infrastructure services can have on an area's growth pattern. Unfortunately, however, technical analyses of these "growth-inducement" effects have been performed in only a limited number of cases, many of which have been done as part of Environmental Impact Reports for highways and transit improvements.

A discussion of these reports is included in Appendix 2."

The significance of the Steinman paper wasn't lost on the Board of Supervisors as they developed the San Mateo County Local Coastal Plan and its "offspring" the Adopted Alignment, the Martini Creek Alignment, the tunnels at Devil's Slide, and the Calera Parkway Project.

Of course, the document is forty-eight pages in length, and the investigator would do well to review the document in its entirety to gain a comprehensive understanding of the LCP. Yet, understanding the current LCP merely provides one with a partial explanation of the efforts put forth over the past forty years by the San Mateo County buildout engine to replace a rural agricultural coastal setting with an urban intense-incorporated uses; ***i.e. urban sprawl***. That this effort was and is antithetical to the intent of the language of the State Coastal Act is meaningless in this context.

111.11 cont.

Within the context of eliminating the rural and replacing it with the urban the Board of Supervisors worked for the implementation of the Caltran Adopted Alignment (1958). As the reader can plainly see the Adopted Alignment extended from the Pacifica city limits to what is now SR1 opposite the Half Moon Bay Airport. Ultimately, the Adopted Alignment was abandoned by the Board of Supervisors in favor of the Martini Creek Alignment (1986); it was the "preferred" alignment for the inland bypass of Devil's Slide. (c.f. attached map).

In the years long struggle to functionally nullify the State Coastal Act and buildout the San Mateo midcoast Caltran/Samtrans and the Board of Supervisors attempted to take McNee Ranch Park for roadway use in implementing the Martini Creek Alignment. The Sierra Club, The Committee For Green Foothills, and The Committee For The Committee for fhe Permanent Repair of Rt1 then asked the U.S. Ninth District Court to find that the taking of a state park for roadway uses violates Section 4f of the Department of Transportation Act of 1966; **(U.S. District Court (Oakland) civil docket for case #4:86-cv-03384-DLJ).**

Ninth District Court Chief Judge Robert F. Peckham subsequently enjoined Caltrans, et al, from constructing the Martini Creek Alignment, but the political wheels kept turning. The result was/is the four hundred million dollar tunnels/segment at Devil's Slide. They constitute the structural/political

flawed decision to decline to build the Marine Disposal Alternative (MDA). The Calera Parkway Project/segment is the political next of kin to the Devil's Slide tunnels/segment.

The chickens have come home to roost.

111.11 cont.

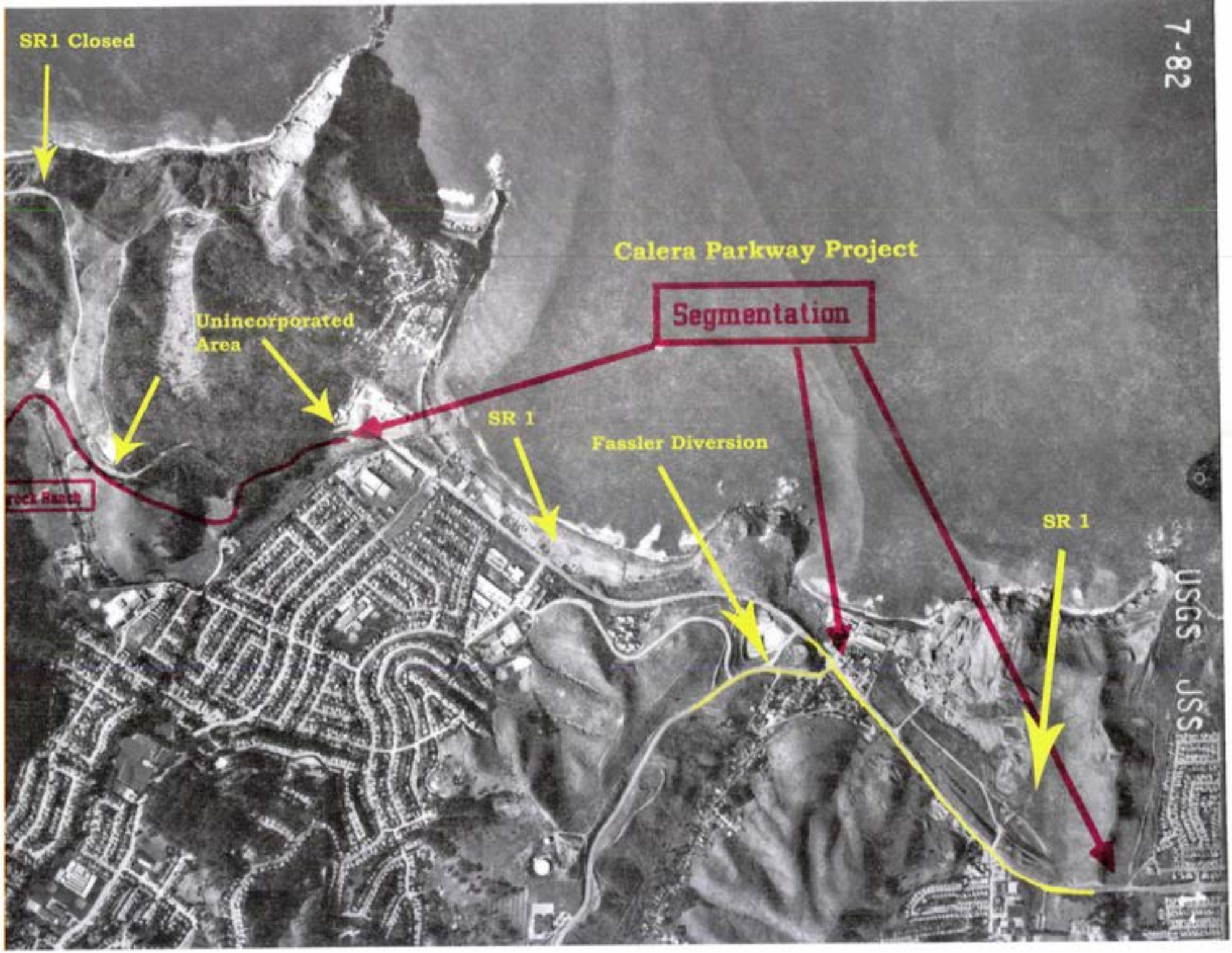
The functionaries of the buildout engine tell us that the Calera Parkway Project isn't part of a decades long and ongoing effort to connect a major transportation artery to the San Mateo midcoast in conformity with the widely known and understood public policy of the San Mateo County Board Of Supervisors.

"Project Segmentation" would occur if a project were defined such that the proposed improvements (and/or | benefits resulting from the proposed improvements) would be contingent upon the completion of additional project| NEPA and CEQA require agencies to analyze "the whole of the action" and do not allow a project to be broken into smaller segments unless it can be demonstrated that each of the segments has independent utility.

Given the San Mateo County LUP/LCP cited above the Caltrans segmentation disclaimer is false and misleading. In a time frame that spans decades the San Mateo County Board Of Supervisors has created a public record that clearly identifies their collective activity as is clearly expressed in their LCP: that the San Mateo midcoast is to become an urban area. This policy prevails in spite of the existent sensitive ecological topography that exists on the midcoast. In this sense the Board has adopted a land use agenda that advances the cause of urban sprawl, and the degraded living conditions associated with it. The urban sprawl outcome is antithetical to the intent and wording of the California State Coastal Act as cited and referenced above, below, and elsewhere.

111.12

In the end the Calera Parkway Project DEIR as it appears in the shadow of historical determinism, and the scientific determinist postulate, constitutes a manifest farcical, and worthless effort to nullify the intent and effect of the California State Coastal Act found in Section 30241(c) and Section 30250 (a).


SR1 Closed
Calera Parkway Project
Segmentation
Unincorporated Area
SR 1
Fassler Diversion
SR 1
USGS

111.12 The document is silent in reference to both the direct and indirect impacts on the San Mateo midcoast as if the midcoast is non-existent and not subject to both direct and indirect impacts associated/correlated with the Calera Parkway Project's contribution as it portends a dramatic increase in roadway infrastructure carrying capacity in its location/alignment with the existing SR1.

111.13 In view of the plethora of obvious flaws and inconsistencies, vis a vis, and the pathetic sophistry that is the Calera Parkway Project DEIR Caltrans is required by CEQA to correct revise/rewrite and re-circulate the DEIR to the concerned public.

Robert L. Pilgrim

Stella Marsella Pilgrim

November 9, 2005

Midcoast LCP Update Project Participants:

SUBJECT: Transmittal of Board of Supervisors Staff Report

The next Board of Supervisors meeting to consider the Midcoast LCP Update Project is tentatively scheduled for December 6, 2005, at a Coastside location. I am distributing the enclosed staff report early in order to promote informed public participation at the meeting. A notice indicating the time and location of the meeting will follow as a separate mailing.

Among the purposes of the project are to update LCP baseline data and land use policy to guide remaining Midcoast development. Since January 2005, the Board of Supervisors has held six meetings to consider the project.

In March, the Board began a Midcoast visioning process and appointed a subcommittee consisting of Supervisors Gordon and Hill to assist in this effort.

In June, the Board approved a set of principles which broadly state how the Midcoast will grow, how infrastructure relates to Midcoast growth, and how new development will be sited and designed.

Also in June, the Board requested that the Subcommittee review project alignment with the principles, and recommend LCP policy changes that best align. The Subcommittee met five times to fulfill these tasks.

To date, the Board has taken tentative action on some policy proposals, while deferring action on the others pending additional staff research.

For each project topic, the enclosed report provides: (1) background information, (2) staff responses to earlier Board requests for information, (3) assessment of alignment with the principles, and (4) the Subcommittee recommendation.

ENVIRONMENTAL SERVICES AGENCY

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BACKGROUND

The Board has held six meetings to consider the Midcoast LCP Update Project. The project is intended to (1) update LCP baseline data, (2) update the LCP land use policy to guide future Midcoast development, and (3) avert future development permit appeals. The Midcoast project area is shown as Attachment 1. To date, the Board has taken tentative action on some policy proposals and deferred action on the others pending additional staff research .

In March, 2005, the Board began a visioning process to provide a framework for future policy changes. Supervisors Gordon and Hill were selected to coordinate this process. In June, the Board approved a set of principles which broadly state how the Midcoast will grow, how infrastructure relates to Midcoast growth, and how new Midcoast development will be sited and designed (see Attachment 2). The Board also requested that (1) staff assess the proposed policy changes for alignment with the principles, and (2) the Subcommittee recommend the changes that best align with the principles.

The balance of this report overviews the status of each project topic, and includes staff responses to the Board's prior requests and the Subcommittee's recommendations.

KEY ISSUES

1. Residential Buildout Estimate

   There are 3,719 existing Midcoast residential units, and at buildout, there will be between 6,757 and 7,153 units. Thus, the Midcoast is approximately half built out.

   The Board tentatively accepted the updated data, and directed staff to develop a program to identify the number of un-permitted second units and to facilitate their legalization without punitive fines.

2. Number of Substandard Lots

   Between 1906 and 1910, most of the Midcoast was subdivided into residential tracts. The predominant lot size is 2,500 sq. ft. to 3,500 sq. ft., smaller than the County's lowest minimum parcel size requirement of 5,000 sq. ft.

   There are 4,899 substandard lots zoned residential in the project area; 3,294 lots are 1,604 developed parcels and 1,605 lots are 870 undeveloped parcels.

   The Board tentatively accepted the number of residential zoned substandard lots.

3. Infrastructure Demand at Buildout

   a. Background

      Midcoast infrastructure demand by utility at buildout is summarized below:

The Coastside County Water District response indicates that the agency believes that it will have sufficient water to satisfy Midcoast buildout demands. Montara Water and Sanitary District indicates that it is intent on providing water to all users in its area at buildout. Both agencies provided a list of existing and future projects that would contribute to meeting this need.

The Transportation Authority (TA) identified its future road projects, including shoulder widening on Highway 92 and curve corrections and improvements at the Highway 1 and 92 intersections, both of which may occur before the end of 2008. After 2008, the TA plans unspecified improvements on Highway 1 in Half Moon Bay and the Midcoast and safety and operation improvements on Highway 92, which should result in improved Levels of Service.

c. Subcommittee Recommendation

The Subcommittee recommends that the Board:

(1) Tentatively accept the updated infrastructure data.

(2) Complete the in-progress groundwater study to determine safe yield (final report is due in December, 2005), and evaluate the need for policy changes based on the report.

(3) Support CCWD and MSWD in: (a) continuing their efforts to secure water supply sources, and (b) applying for facility expansion to serve the Midcoast at buildout, i.e. Phase 2.

(4) Coordinate with the City of Half Moon Bay to assist the TA in specifying the post-2008 improvements on Highway 1 in Half Moon Bay and the Midcoast.

(5) Revise LCP Policy 2.50 to allow up to four lanes for Highway 1 within the urban Midcoast in order to achieve an acceptable Level of Service during commuter peak periods at buildout.

4. Residential Growth Rate Limit

a. Background

The LCP limits Midcoast residential growth to 125 units per year. This is a Midcoastwide limit, i.e. there are no sub-limits for each community. Affordable housing and second units are presently exempt from the annual limit. Limiting the growth rate allows new development to proceed in a gradual and paced manner that does not overburden infrastructure. Between 1981 and 2002, the number of new residential units averaged 52 units per year.

The Planning Commission recommends lowering the growth rate limit to 1% of

Elizabeth Monticue
<drakistino @sbcglobal .net>
10/19/2011 06:05 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Hwy 1 Road Widening in Pacifica

112.1 I believe that other options must be tried before the enormous project to widen Hwy 1 between Rockaway and Vallemar is begun. Possibilities:

- Reset the traffic lights
- 112.2 Consider building a center median/lane with movable barriers that can adjust for an additional lane north or southbound depending on time of day
- 112.3 Build wider shoulders for passage of emergency vehicles

112.4 I am sure there are other possible solutions to consider before spending millions of dollars and creating an even bigger traffic problem for months or years until this project can be completed.

Thank you.

Elizabeth Monticue
1235 Lerida Way
Pacifica, CA 94044

Judy Borland
<judy.borland@sbcglobal.net
>
10/19/2011 07:38 PM

To <thomas_rosevear@dot.ca.gov>
cc 'Judy Borland' <judy.borland@sbcglobal.net>
bcc
Subject OPPOSITION TO THE PROPOSED EXPANSION OF HIGHWAY 1 IN PACIFICA, CA

Yolanda Rivas, Branch Chief
Division of Environmental Planning and Engineering
California Dept. of Transportation, District 4
111 Grand Ave.
Oakland, CA 94623
FAX: 510-286-5600

Attn: Thomas Rosevear
thomas_rosevear@dot.ca.gov

RE: OPPOSITION TO THE PROPOSED EXPANSION OF HIGHWAY 1 IN PACIFICA, CA

Dear Mr. Rosevear,

I am and have been a resident of the city of Pacifica, CA for 36 years as of October 1, 2011. **I am opposed to the proposed widening of Highway 1 in Pacifica, CA.** My home is located on the ocean side of Fairway Park.

113.1 My children crossed Highway 1 at Reina del Mar when they attended Vallemar School. They were frightened to walk on the path from the ocean side of Fairway Park to Vallemar. They said that they felt that they could not get away from anyone attempting to cause them harm. It will be significantly more frightening for the children in this neighborhood to have to face crossing a wider highway? It is imperative that our children come first. Additionally, making the highway wider for such a short span will not help the flow of traffic. People would speed up to get ahead of the people in front of them only to cut off someone else in order to merge back into two lanes. I appreciate the trouble that the Vallemar residents experience with the light at Highway 1. The completion of the partly constructed overpass would solve that problem. Pacifica is a great place to live and each of us has our reasons for choosing this to be our home. Leaving home a bit earlier may significantly reduce the stress of those who live in the southern end of town.

113.2 I am sympathetic to the upsets expressed by residents in the southern end of our fair city. I commuted for more than 35 years from Linda Mar Blvd., in the southernmost part of Pacifica to the University of California on Parnassus Avenue in San Francisco. In order to make our commute easier, we departed from Linda Mar Blvd. no later than 7:05AM. I can count on one hand the number of times where we were delayed more than 10 to 15 minutes in traffic. The commuters' nightmare is of their own making and easily resolved.

113.2 cont.

Please do not widen Highway 1. Please consider our children and the preservation of the beauty of the city of Pacifica.

Thanks for your consideration!

Respectfully,

Judy Borland
284 Greenway Drive
Pacifica, CA 94044
Home Phone: 650-355-4478
Email: judy.borland@sbcglobal.net

Ellen Burgoyne
<ellenburgoyne @hotmail.com
>
10/20/2011 10:49 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Caltrans Highway 1 in Pacifica widening

114.1 I have lived in the back of the Valley Linda Mar for the last 29 years. I have been stuck in the traffic many of mornings to work or to my children's school. No I don't like it, but is it so bad that we need to spend millions of dollars on widening the freeway for an extra 8-10 minutes of traffic, no I don't think so. I think the widening would change the feel of the town, it just does not seem logical to put a three lane freeway through a small quaint town.

114.2 It would be nice if we could come up with a solution, like over passes, frontage road between Fassler and Reina Del Mar, school buses or even changing the time of school.

114.3 It has been talked about over the nation how High School Students should start school at a later time due to their sleep habits (staying up late, sleeping in), if Terra Nova High School started a 9 instead of 7:59 a lot of the parents dropping them off would not

114.4 have to go back into traffic.

I believe there are other options to consider, that would look and work better for the community.

Ellen B Pearson
1171 Manzanita Drive
Pacifica, CA 94044

Laurie Goldberg
<vallemar58@yahoo.com>
10/20/2011 11:00 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject NO ON WIDENING HIGHWAY 1

115.1

Attached is my letter to NO ON WIDENING HIGHWAY 1. This letter was just printed in our local Pacifica Paper and I'm also going to send it to the following agencies;

Pacifica City Council
California Coastal Commission
GGNRA
California Dept of Fish and Game
U.S. Fish and Wildlife
Army Corps of Engineers
U.S. Department of Transportation

Laurie Goldberg-Pacifica Resident

Editor.doc

Editor,

I as many other Pacifican's are strongly opposed to Caltrans plans to widen highway 1, listed below are my reasons against it

115.1 cont.

1. Why spend 50 million dollars to relieve traffic congestion that mainly occurs because of the schools. This backup occurs probably about a half an hour out of the day. I bet on Columbus Day when the schools here were not in session the commute time for people was cut in half. Why doesn't Caltrans factor this into their equation?

115.2

2. Why is Caltrans not trying to work on alternatives to this problem? Why not study a light rail system for Pacifica and outlying areas. See the Outdoor Magazine of this month about the 19 best cities to live in. (All the cities had done something to improve and save their environment with more bike trails, more open space, better public transit). An over crossing for Vallemar area, how about a place where kids are dropped off and a bus takes them to their school. How about the schools starting at 9:30.

115.3

3. I don't want to see sound walls and retaining walls on Highway 1, blocking out Rockaway and businesses on both sides of Highway 1. and I don't want to see businesses displaced, and/or disrupted.

115.4

4. What happens when we have a supposed wider freeway and more traffic, are we then going to need a 10 lane highway. Where does it end?

115.5

5. Why do people come to Pacifica? For the ocean, for the trails for the natural beauty, so why is CalTrans trying to ruin this?

115.7

6. If people think the traffic is bad for the half hour of the day, wait until there are work trucks coming and going. How do you think the traffic is going to be then? Think its bad now!! I remember recently when there was work being done on the bike trail on Highway1 and how the traffic backed up because of that!!! That was small scale compared to what we are in for. This the biggest project in Pacifica's short history. Why is not the city of Pacifica being worked with to look at less destructive ways to address a simple traffic problem!

7. The traffic is going to bottle neck up somewhere else. Making your commute just as bad if not worse.

115.8

I'm just wondering why Caltrans and the Chamber of Commerce here in Pacifica are trying to say that we need such a disastrous situation. All you gang of NO on widening of Highway let your voices and opinions resound to Caltrans and beyond. Let it be heard that we need better solutions than what is being proposed to
Us for our transportation needs now and in the future years to come.
Remember the lines from Joni Mitchell's song You don't know what you've got till it's gone; They paved Paradise to put up a parking lot!

By the way this letter is going to Caltrans and other places, so please gang of no get your letters in to Caltrans by 5p.m. October 22, 2011. I also want to let Caltrans know that I do not like the concrete safety barriers they put up on highway 1. I had no say in those and wish Pacifica as a community had a say in that.

Laurie Goldberg-Vallemar

[redacted], Thomas Roberts

I as many other Pacifican's are strongly opposed to Caltrans plans to widen highway 1, listed below are my reasons against it

1. Why spend 50 million dollars to relieve traffic congestion that mainly occurs because of the schools. This backup occurs probably about a half an hour out of the day. I bet on Columbus Day when the schools here were not in session the commute time for people was cut in half. Why doesn't Caltrans factor this into their equation?

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Laurie Goldberg

Laurie Goldberg-Vallemar

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Joni Goldberg

Laurie Goldberg-Vallemar

<ebhlaw@localnet.com>
10/20/2011 07:28 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject widening highway One (Pacifica)

Gentlemen:

We have owned our home in Vallemar since 1977, and have been commuters into San Francisco for employment, and to Linda mar for shopping. We have also used the bus service to connect to BART as well as to get into the city when we could conveniently get to our destinations in the city via bus and BART.

We are STRONGLY opposed to the proposed widening.

116.1 We are firmly committed to the proposition that there are more reasonable and effective solutions to the congestion between Fassler and Reina del Mar: an overpass/underpass across highway One at Reina del Mar (1) will minimize disruption to homes and businesses along Hwy One; (2) will limit destruction to some (though not all) of the businesses on the east side of Hwy One at the intersection; (3) thru eminent domain, get these businesses back into operation by relocating them on the level-ish open spaces in the immediate area; (4) it will eliminate the need for a traffic light and all the inherent back-up of through traffic that comes with "shared" vehicular and pedestrian traffic; (5) will give pedestrians a safe way to get from Vallemar to the Land Trust open space we Vallemartians so much enjoy without making it virtually impossible to get across without a car; (6) gives both local traffic and thru traffic reasonable "joint" use of the intersection; (7) won't pave so much more of our lands; (8) won't further create barriers to the natural migration of our local wildlife.

116.2 In southern California, experience has taught that widening roads reduces congestion for a very short period of time: expansion of capacity brings more traffic.

116.3 Let's also look into changing the "start" and "end" times for the school: get the kids and families in after 9 a.m., and run school till 4 or 5, as requirements may be. For working parents, before-school and after-school activities can sop up the changed hours till parents can pick up the kids.

Thank you for your consideration -- we appreciate being able to give voice to our concerns.

Peggy Lucas
<plucas135@gmail.com>
10/20/2011 05:27 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject I support Widening Highway 1 (through Pacifica, CA)

117.1

To Whom it may concern,
I live in the city of Pacifica and I'm concerned about the traffic problems that the city is facing regarding highway 1. I support the plan to widen highway 1 between the areas of Vallemar and Linda Mar. Please move forward to expand this portion of the highway in order to alleviate traffic congestion.

Thank you,
Peggy Lucas, a concerned citizen
135 Crestmoor Circle
Pacifica, CA

Denise Kendall
<denise.d.kendall@gmail.com>
10/20/2011 05:25 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject State 1 /Calera Parkway Project - Public Comment

Hello,

I am resident of Pacifica/Rockaway Beach who generally agrees with CT's proposals for State 1/Calera Parkway - ie expand vehicular roadway to lessen peak travel times and to assure the clearest, fastest emergency vehicle passage at all times. *Note* I see the proposal of pedestrian sidewalks and planting areas as a separate matter.

118.1 I disagree with applying a 35-year traffic study projection on a design for this relatively short distance of roadway in this small community at a time when regional infrastructure spending priorities might be elsewhere. I think a more incremental improvement of this segment of roadway would be sufficient for current goals and makes more sense overall. I do not think the opening of The Tunnel will by itself result in major traffic increases in Pacifica. Significant growth in HMB will only result from significant improvements to Hwy 92.

118.2 I also disagree with a widening solution for the northbound peak flow rate (morning to-work commuters plus local to-school traffic; with time deadlines) that is duplicated symmetrically for the southbound peak flow rate (evening from-work commuters; without time deadlines). There are comparatively different peak flow rates and circumstances; and I think an asymmetrical design for the two directions reflects reality. Consider the human heart which is asymmetrical and it does the job just fine!

118.3 The existing vehicular roadway, including medians, lanes and shoulders is a total width of 63 feet divided symmetrically (31.5 feet wide each direction). CALTRANS has proposed two schemes each with a vehicular roadway totalling a width of 112 feet - and also divided symmetrically (56 feet wide each direction). I strongly oppose constructing this much vehicular roadway. It's unnecessary and therefore too costly. I am asking CT to instead consider the following roadway width proposals:

118.4 Northbound Roadway: one 3' inner median, three 12' lanes, one 10' outer shoulder @ total 49 feet width
Southbound Roadway: one 3' inner median, two 12' lanes and one 10' outer shoulder @ total 37 feet width
Total Roadway Width: 86 feet (with a concrete barrier serving to divide the traffic directions)
This proposal would still allow three full lanes of traffic in the more impacted morning northbound direction and greater emergency vehicle passage than we currently have in both directions.

Thank you,
Denise Kendall
(I have submitted this proposal to the editor of the Pacifica Tribune)

<marie.martin@comcast.net>

10/21/2011 09:33 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Highway 1 widening in Pacifica, CA

October 21, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning and Engineering
California Dept. of Transportation, District 4
111 Grand Ave.
Oakland, CA 94623

Attn: Thomas Rosevear

Re: Oppositon to the Proposed Expansion of Highway 1 in Pacifica, CA

Dear Mr. Rosevear,

119.1 As a 22-year resident of Pacifica, CA, I have travelled Highway 1 nearly every day. My opposition relates to the fact that this project will still create bottlenecks - the bottlenecks will just be in different locations. In addition, there will be drivers who will increase their speed in order to get ahead of others, and when they cut in at the merge back to two lanes, accidents will occur. This will cause more delays than we currently have. Also, I have not seen a resolution to the dangers of crossing Highway 1 at Reina del Mar. Let's complete the partially constructed overpass.

119.3 If widening a highway could solve a congestion problem, it would have been done along Highway 1 in the Half Moon Bay/San Gregorio area long ago. If it's not being done there to alleviate congestion, we don't need it either.

Sincerely,

Marie Martin
8 Yellowstone Way
Pacifica, CA 94044

mark stechbart
<mstechbart@msn.com>
10/21/2011 09:42 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject rt 1 DEIR comments for Ms Rivas

Two letters to the editor for your evaluation: 10-11-2011 issue Pacifica Tribune

Highway widening

Editor:

The small, vocal group of people who oppose widening Highway 1 do not represent me nor do I think they represent the majority of people who live in Pacifica. I'm curious where these individuals reside. Maybe they're fortunate enough to live in an area of the city that's easy to reach when there's a medical emergency. Unfortunately, the residents who live in the back of Vallemar have one of the longest response times due to traffic on Highway 1. Is concern over the environment more important than someone's life? The day my husband died, it took the engine company 12 minutes to reach my house and this was not during the commute hour. The ambulance took 20 minutes. There is no question in my mind that something needs to be done so traffic flows and emergency vehicles can reach their destination without delay.

120.1

About three years ago, prior to school starting, the timing of the signal at Reina del Mar (crossing from east to west) changed, causing a backup in both directions whenever the button is pushed. Once a person reaches the other side of the street, traffic doesn't move in any direction for approximately 10 to 15 seconds. I brought this to the attention of the city manager and was told Caltrans fixed it. I never noticed a difference.
Having Opticom installed on all signals along Linda Mar Boulevard and Highway 1 would allow the emergency vehicles to control the signals rather than risk an accident by going through a red light. This could improve safety and response times for the engine company. The response time would only improve if traffic is flowing freely on Highway 1. It seems like whenever we have a chance to improve conditions in the city, there's always a vocal group that opposes it. If you can stall a project long enough, the money goes somewhere else -- probably to a city that has its act together. No chance of that happening in Pacifica. In the long run, it's the people who live here and operate businesses here who ultimately lose.

Marilyn Peters

Vallemar

Rt. 1 traffic mess

Editor:

If you want the 20 year old traffic jam between Rockaway and Vallemar fixed, you better pay attention and write one email--right now!

120.2

Caltrans needs your input on a widening solution that will smooth out the bottleneck. We all know the frustration at being caught at these two lights, in traffic stacking up along Fassler, on Rt. 1 down to Linda Mar beach and beyond.
Write a simple, brief letter to Caltrans at this address: thomas_rosevear@dot.ca.gov . The email doesn't have to be in great detail--just tell CalTrans to move the planning forward. Describe some of your delays, missed appointments and frustration.
Your email and opinion counts. About 25 people in town have claimed a) there's no traffic problem b) live with the delay c) make everyone take the bus d) car pool.
These widening opponents are perfectly happy to keep the traffic jam in place to force you to take a bus!
Without this traffic solution, backups will reach 3 miles in a couple of short years.
Make your support for a traffic solution known today by emailing
thomas_rosevear@dot.ca.gov
Without this widening, this bottleneck will NEVER go away.

Dave Ahlquist

Michael Northrop
<northrop@alumni.tufts.edu>
10/21/2011 12:16 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Please oppose widening of Rt. 1

Hello Mr. Rosevear,

I'd like to express my opposition to the widening of Highway 1 in Pacifica. I have read about the effects of highway widening projects and learned that they result in overall increases in global warming pollution.

These are the key findings in the report:

121.1

- Adding lanes to a highway **will increase total global warming emissions** over the long term -- even if it reduces congestion over the short term.
- Specifically -- we estimate that **each extra lane-mile** built will increase emissions of carbon-dioxide, the main greenhouse gas, **by more than 100,000 tons over 50 years.**
- Any short-term fuel savings from congestion relief are quickly overwhelmed by increased traffic volumes on the roadway.
- This estimate takes into account the potential for major increases in vehicle fuel efficiency over 50 years. **Even assuming major MPG improvements,** we still find that total road emissions rise when congested highways are widened.
- However, if our region adopts a **comprehensive, economy-wide cap on global warming emissions,**concerns about the global-warming impacts of highway widening would be reduced.

121.2

Reference:
http://www.sightline.org/research/energy/highway-widening/climate-analysis-gge-new-lanes-10-07

121.3

As a Pacifica resident, and member of the Pacifica Climate Action Plan Task Force, chartered by the city council, I want us to take action to reduce our greenhouse gas emissions, not increase them. I also believe that wider highways will affect the quality of life for us living in Vallemar, increase noise, and result in a bottleneck after the widened section, where it chokes back down to 2 lanes.

121.4

I would prefer to see us use the highway expansion funds to instead increase public transit availability amd affordability on Rt 1, which would both reduce traffic AND global warming.

Please feel free to call me with any questions.

Sincerely,
Mike Northrop
239 Bonita Ave
Pacifica, CA 94044
415-753-3395

Sarah Northrop
<sarahnorthrop @alumni.tufts.edu>
10/21/2011 12:42 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Fwd: Please oppose widening of Rt. 1

Hello Mr. Rosevear,

I would like to echo my husband's sentiments below as I am also opposed to Hwy 1 widening in Pacifica.

122.1 I would also like to add that widening the highway will infringe on the accessibility of several of the businesses along Rt. 1 which would severely limit their abilities to continue to operate. Their parking lots would turn into highway, and cars would be allowed to fly past those businesses even faster than they already do.

122.2 Furthermore, increasing the width and throughput of the highway will put every species near the area in imminent danger. Pedestrians would have to cross even more lanes of traffic to access open space, more distance to cross means more opportunity to have a collision. Also, pedestrians

122.3 would be even more limited in their abilities to access the open space as the fast-moving traffic would serve as an even greater barrier of noise, movement, and danger to getting to where they want to go. Coyotes, rabbits and other animals that live in the open space would be even more

122.4 cut off from accessing both sides of the highway if it were to be widened and throughput increased.

122.5 There is a school in very close proximity to the highway and I hate to think that kids walking to/from school will have to contend with even faster and more traffic as they walk and bike to/from school. The risk to kids is not worth the few minutes drivers would save if the highway were widened.

122.6 If commute times for drivers must be improved (as that is the goal of the proposed widening project, as I understand it), we must exercise all other options that do not infringe on public safety and the environment prior to taking this industrial modification approach. Let us not allow industrial progress and growth to eclipse the progress we have made in the forms of recreation, safety, beauty and patience in our peaceful town of Pacifica.

Thank you,
Sarah Northrop
239 Bonita Ave
Pacifica, CA 94044
415.699.6854

-------- Original Message --------
Subject: Please oppose widening of Rt. 1
Date: Fri, 21 Oct 2011 12:16:44 -0700

From: Michael Northrop <northrop@alumni.tufts.edu>
To: thomas_rosevear@dot.ca.gov

Hello Mr. Rosevear,

I'd like to express my opposition to the widening of Highway 1 in Pacifica. I have read about the effects of highway widening projects and learned that they result in overall increases in global warming pollution.

These are the key findings in the report:

- Adding lanes to a highway **will increase total global warming emissions** over the long term -- even if it reduces congestion over the short term.
- Specifically -- we estimate that **each extra lane-mile** built will increase emissions of carbon-dioxide, the main greenhouse gas, **by more than 100,000 tons over 50 years.**
- Any short-term fuel savings from congestion relief are quickly overwhelmed by increased traffic volumes on the roadway.
- This estimate takes into account the potential for major increases in vehicle fuel efficiency over 50 years. **Even assuming major MPG improvements,** we still find that total road emissions rise when congested highways are widened.
- However, if our region adopts a **comprehensive, economy-wide cap on global warming emissions,**concerns about the global-warming impacts of highway widening would be reduced.

Reference:
http://www.sightline.org/research/energy/highway-widening/climate-analysis-gge-new-lanes-10-07

As a Pacifica resident, and member of the Pacifica Climate Action Plan Task Force, chartered by the city council, I want us to take action to reduce our greenhouse gas emissions, not increase them. I also believe that wider highways will affect the quality of life for us living in Vallemar, increase noise, and result in a bottleneck after the widened section, where it chokes back down to 2 lanes.

I would prefer to see us use the highway expansion funds to instead increase public transit availability amd affordability on Rt 1, which would both reduce traffic AND global warming.

Please feel free to call me with any questions.

Sincerely,
Mike Northrop
239 Bonita Ave
Pacifica, CA 94044
415-753-3395

Kathy Meeh
<kathy@ecomfin.net>
10/21/2011 02:45 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Letter to Caltrans - Calera Creek Parkway Highway widening , Pacifica CA

Yolanda Rivas, Branch Chief, Division of Environmental Planning & Engineering,
California Department of Transportation, District 4, Attn: Thomas Rosevear,
111 Grand Ave., Oakland, CA 94623
fax 510-286-5600, email thomas_rosevear@dot.ca.gov

Re: Calera Creek Parkway highway 1 widening, Pacifica, CA

Dear Yolanda Rivas:

I fully support the Pacifica Calera Creek Parkway highway 1 widening as stated and considered in the 287 page DEIR/EA, (*most of which I have read*) . For the benefit of our coastal region, please move forward with this 1.3 mile highway 1 widening project. The plan proposed appears to fit well into the existing space, and has an efficient, smart traffic design. *The landscaped alternative might be prettier, safety and geographical considerations would be known to your Agency professionals.*

The highway 1 traffic congestion issue was identified 24 years ago: the result of feeder streets Fassler, Rockaway, Reina Del Mar, plus coastal traffic south of Pacifica. This "stuck in traffic" issue on a single 4-lane highway through Pacifica is not likely to improve with time.

123.1

On a personal level, I avoid driving during peak commuter hours, but occasionally get stuck driving then or in traffic congestion anyway. In Pacifica, common experiences have been: 1) north 5-10 minute back-up on Linda Mar Blvd reaching highway 1, then 15-25 minutes getting through the Fassler, Rockaway Reina Del Mar bottle-neck; 2) south 15-35 minute backup on Sharp Park Road prior to reaching highway 1, then 5-15 minutes getting through the highway 1 bottleneck. *Visibly, emergency vehicles would have problems getting through such traffic.*

The "nothing for Pacifica and the coast" vocal minority does the rest-of-us who also live here a big disservice, *while they wait for a future where alleged sea level rise engulfs the entire coastal region.* Meantime, they spin anti-highway widening reasons to delay the process, promote twisted testimony to the public, and complain about of not being heard. This is the same vocal contingent (1996, 2002) who complained that the 88 acre quarry off highway 1 could not be developed to improve our city economy because of highway 1 traffic, *go figure.*

Thank you for completing a comprehensive DEIR/EA highway widening research study. As you know, Pacifica city council voted in 1999 and 2003 to support similar highway 1 widening. And with the DEIR/EA study and project design, the current city council appears to support the same (4-1). I hope this time it will be our turn as a city, and regional coastal community, to benefit

123.1 cont.

from this long-awaited highway improvement in Pacifica.

Sincerely,

Kathleen S. Meeh
1276 Alicante Drive, Pacifica, CA 94044, phone (650) 359-9270, fax (650) 355-5225, email *kathy@acornfin.net* (10/21/2011)

<rikid67@comcast.net>
10/21/2011 09:41 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Comments on Pacifica widening project

Hello,

I understand that the comment period on the widening project for Highway 1 through Pacifica has been extended through Oct. 22, so I wanted to take the opportunity to submit my thoughts.

I am against the project unless the following concerns can be mitigated:
124.1 1) traffic congestion during the project construction. I recall during the last major project on this section of Highway 1 -- about 15 years ago -- when a divider was placed between the north and south bound lanes of the highway. The backups during the morning and afternoon commutes were horrendous and worse by far than anything we currently have to bear. To me, these are not worth the benefit of adding lanes. I would have to probably leave my house at 6:30 to 7 a.m. in order to get myself to work on time and my daughter to school on time (she currently attends school and I work in San Francisco). Currently we leave at 7:45 and can get to 25th & Valencia in less than 45 minutes.

124.2 2) The light timing at Reina Del Mar would need to be fixed. Once on passes Reina del Mar, there is no backup, so the problem really isn't with the volume, the problem is with the light (either its existence or timing). Perhaps, as another commenter wrote, just that intersection could be reworked so that traffic flowed better -- either with an overpass
124.3 and a merge lane like that on a freeway. The backups at Rockaway Beach only occur because of the backups at Reina del Mar. If that problem were fixed, the rest of the way would be fine.

124.4 Please reconsider your design to fix the bottleneck. If the inconvenience factor during construction is too high, it's just not worth doing.

Erika Dyquisto

Remi Tan
<remitan@sbcglobal.net>
10/22/2011 06:22 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Re: Public comment on the Draft EIR/EA for the State Route 1/Calera Parkway Widening Project in Pacifica

Thomas:

I had another public comment regarding the 2 preferred alternatives - **Caltrans needs to study very carefully about effect when 3 lanes merge into 2 lanes at NB SR1 north of Reina Del Mar and SB SR-1 south of Fassler. Typically when the lanes reduce a bottleneck is created as drivers tend to race each other to the merge point and not give way resulting in the cars having to suddenly slow down, creating the bottleneck. This is a common problem on all freeways and highways in this state. Unfortunate this is a driver bad habit issue that engineering cannot over come. I am not sure that any of the 6 lane alternatives will actually relieve the congestion due to the bottle-necking at the merge**

Thanks

Remi Tan, AIA, LEED AP BD+C

Architecture, Green/Sustainability Consulting, and Real Estate Investment

650-291-3097

From: Remi Tan <remitan@sbcglobal.net>
To: thomas_rosevear@dot.ca.gov
Sent: Sat, October 22, 2011 6:11:07 AM
Subject: Public comment on the Draft EIR/EA for the State Route 1/Calera Parkway Widening Project in Pacifica

Thomas:

Please include the following public comment on the Draft EIR/EA for the State Route 1/Calera Parkway Widening Project in Pacifica:

General comment - Cal trans need to consider <u>cumulative effects</u> of all alternative transportation and transit alternatives and signal timing and synchronization <u>together</u> before considering the widening project. If cumulative effects reduces LOS to acceptable levels projects may not be needed. In addition engineers specializing in alternative and transit use should be consulted to better understand the effects of these alternative, as Caltrans engineers are specialized usually in highway design and vehicle traffic.

Specific comments:

1.4.8.5 Grade Separation at Reina Del Mar Avenue

This alternative would shift the SR 1 alignment west on top of the existing embankments at Reina Del Mar Avenue creating a grade separated interchange to separate SR 1 from Reina Del Mar Avenue and would require the use of retaining walls to minimize impacts. Under this alternative, SR 1 would also be widened north and south of the intersection with Fassler Avenue/Rockaway Beach Avenue, to increase its capacity (see Figure 1.11). This design alternative also included creek crossing restoration. Several variations of this grade separation alternative were evaluated including:

- *A "compact-diamond" interchange with east side business driveways accessing SR 1 directly to/from the northbound highway on and off ramps;*
- *A compact-diamond interchange with a one-way frontage road on the east side of SR 1 extending north from the Harvey Way frontage road;*
- *A southbound compact-diamond interchange with northbound "hook" ramps and a two-way frontage road south of Reina Del Mar Avenue on the east side.*
- *A compact-diamond interchange with SR 1 remaining at grade and Reina Del Mar Avenue depressed below SR 1.*
- *Additional variations of grade separations were evaluated through the Value Analysis process.*

This design alternative would provide a vertical separation between SR 1 and Reina Del Mar Avenue. Direct conflict between SR 1 and Reina Del Mar Avenue would be eliminated and access would be provided by interchange on and off ramps, creating stop-sign controlled intersections on Reina Del Mar Avenue for traffic entering and exiting SR 1. Northbound and southbound through traffic on SR 1 would no longer have to pass through a signalized intersection at Reina Del Mar Avenue. This alternative would provide the most substantial travel time benefits for traffic on SR 1. Year 2035 AM peak hour travel times through the area would average three minutes and eighteen seconds, and PM peak hour travel times would average three minutes and 30 seconds. However, these travel times would only be marginally better than the Build Alternatives, and the construction cost would be substantially higher than the Build Alternatives.

Because this alternative would involve widening on both sides of SR 1, this alternative would result in impacts to sensitive species habitat (CRLF and SFGS) west of SR 1, as well as jurisdictional wetlands west and east of SR 1. This alternative could also affect sensitive cultural resource sites west of SR 1. This alternative design would result in aesthetics impacts, similar to the proposed Build Alternative, due to the removal of mature trees and screening vegetation along the east and west sides of SR 1, and would result in greater aesthetic impacts due to the construction of the elevated interchange. This alternative would result in similar hydrology and water quality impacts due to an increase in impervious areas. This alternative would also result in impacts from exposure of possibly contaminated soils during construction, temporary increases in noise levels along SR 1 from construction, and minor increases in noise levels along SR 1 due to moving traffic higher up in the air near adjacent receptors and increased travel speeds during the peak hours, similar to the proposed Build Alternatives.

This alternative would have right-of-way impacts because it would require acquisition of property/right-of-way from the Rockaway Beach Area, the Quarry property, and, depending on the variation, the Reina Del Mar Avenue area. The estimated construction cost for this alternative is approximately $50-$65 million.

A grade separation would provide the most substantial traffic operations benefit but would require on and off ramps with controlled access to the highway, which means residential and business driveways could not have access directly to and from the on- and off-ramps. The first variation of this alternative with a simple compact-diamond design would not be feasible because Caltrans policy would not allow private or business driveway access directly to/from the on and off ramps. A separate access to all private properties adjacent to the interchange area would have to be provided from Reina Del Mar Avenue via frontage roads or other means. The other alternative variations would have much higher cost due to additional frontage road requirements and would result in much greater environmental impacts to sensitive biological resources and cultural resources than the proposed Build Alternatives. The raised roadway would also create additional visual and noise impacts. The City of Pacifica was not supportive of additional northbound "out of direction" travel to access businesses on east side at Reina Del Mar Avenue with the northbound hook ramps variation.

The Reina Del Mar Avenue "underpass" alternative variation, where SR 1 would remain at grade and

Reina Del Mar Avenue would be depressed under the highway, was raised by the public during the scoping process as another grade separation alternative. This variation would not be feasible because the distance required to angle Reina Del Mar Avenue down under the highway would cut off access to adjacent properties and the on and off ramps connecting to SR 1 north would not be able to clear the Calera Creek crossing. This variation would also result in greater environmental impacts to sensitive biological and cultural resources west of SR 1.
The grade separation alternative was primarily rejected because of the substantial additional cost to make a workable interchange and because of the increased environmental and right-of-way impacts.

Comment: This alternative should be considered the main alternative since it provides best level of service. In addition the highway is not widened into the wetlands areas as much as the 6 lane widening alternatives. Since the road is not expanded there may be less traffic inducing growth. There is less retaining walls than the 6 lane alternatives so there is less visual impact. The berm is existing so there is minimal visual impact. If a two way frontage road needed for businesses south of Reina Del Mar is needed this would work if there is a do not enter sign posted at NB exit from hwy at Reina Del Mar. Art work and artistic lighting under the overpass can be considered to make that a more pedestrian friendly and safe environment. This grade separated alternative is worth extra cost as the intersection LOS is poor even with the 6 lane widening preferred alternatives.

1.4.8.8 Signal Interconnect & Signal Timing Improvements without Roadway Widening
This alternative would install signal interconnect cable between the Fassler Avenue/Rockaway Beach Avenue and the Reina Del Mar Avenue signals to coordinate timing of green phases. A variation of this alternative would also include widening to add a third lane in the northbound direction.
The environmental and property right-of-way impacts for this alternative would be minimal. The estimated construction cost for this alternative for signal interconnect only is approximately $0.3 million.14 Signal interconnect would not, however, provide an appreciable benefit due to the distance between the two signals. This alternative was primarily rejected because the traffic operation benefit would be considerably less than the proposed Build Alternatives.

Comment: This is a very inexpensive alternative and should be considered. If the issue is distance between the signals, additional signals could be added between Reina Del Mar and Fassler, similar to what San Francisco has done on the Great Highway. Also with the lower cost, signal timing and synchronization could and should be done for Linda Mar and Crespi signals too. The current Reina Del Mar light cycle is also too long during rush hour. 5 minute cycle should be reduced to 1-2 minutes or less. The current cycle results in congestion for traffic making left turn from SB 1 into EB Reina Del Mar towards the Vallemar School and backs up traffic from WB Reina Del Mar during school drop off times. There was 1 week at end of 2011 school year where traffic light was set to 1 minute timing and traffic moved smoothly in all directions.

1.4.8.9 Increased or Modified Transit Service
The ability to meet the purpose of the project by providing additional transit service and access through the site, including bus, light rail, and train access, (without any roadway widening) was also considered and evaluated. This alternative would consist of providing increased transit service to areas and points both north and south via additional bus routes, increased bus headways (more buses), additional park-n-ride lots, and additional feeder shuttles. The existing transit and bus service (Routes 14, 16, 100, 112, 294, CX and DX) through the area currently run well below capacity, with an average ridership of 50 percent of available capacity in the morning peak period and 40 percent in the evening peak period.Additional transit analysis was conducted which evaluated how much transit service would be
required to induce drivers to switch to transit such that the existing roadway could accommodate 100 percent of the forecasted demand through the project corridor. In order to accomplish this, an additional 88 buses per hour would be required in the AM peak hour and an additional 77 buses per hour would be required in the PM peak hour. These increases would be comparable to a completely

new transit system, not just minor service increases, and would require substantial new ongoing funding for operations and maintenance costs.
This alternative would likely have minimal environmental impacts, but could have some, scattered right-of-way impacts because it may require acquisition of property/right-of-way from the properties along SR 1 in order to provide bus and transit facilities along the highway. The addition of some type of rail transit line through the project would result in extensive right-of-way and environmental impacts.
Increasing bus routes or headway times by lesser amounts would provide only a nominal increase in ridership. Based on: 1) the existing land use and commute patterns through this area; 2) the locations of destination uses (residential and employment areas); 3) the low existing transit ridership through this corridor; and 4) the minimal amount of right-of-way available, it is unlikely that service updates in this area could achieve a similar level of congestion relief as the Build Alternatives, and these options were not considered feasible. This alternative was primarily rejected because of the high operating cost over time, the high initial cost for some transit options, and the minimal improvement in congestion relief.

Comment: The 88 buses per hours does not make sense. If Samtrans 118 Colma shuttle was increased to 5 minute headways during rush hour, parking fees at BART increased, and 118 service expanded to off peak and later in evening and weekends more people will be encouraged to use bus/BART rather than driving. Also timed connections to other local Pacifica buses lines will make this more convenient . Consult transit expert engineers to study this alternative further.

1.4.8.10 School Bus Service to Elementary School at Vallemar
This alternative would provide increased school bus service to the elementary school on Reina Del Mar Avenue. The anticipated traffic benefits for this alternative would primarily be in the AM peak hour. The existing bus service is well-used, but is not over capacity. Increased service would likely provide only a marginal improvement, and would likely be very expensive to operate. Finally, it is important to note that school-related traffic congestion primarily affects the AM peak commute period. The evening congestion in the area generally occurs well after school hours and would not benefit by this additional service. This alternative could provide a small benefit for a portion of the AM peak commute congestion (northbound) but not enough to significantly reduce backups through the corridor.
This alternative was primarily rejected because it would not provide considerable benefit for the AM or PM commute period (northbound or southbound).

Comment: The traffic conditions in the AM peak improve greatly when school is out. Some kind of school bus transportation plan will make great improvements to LOS between Linda Mar and Reina Del Mar. Buses are needed for not only Vallemar School but the entire K-8 and HS districts as both have open enrollment schools and many students are transported across Pacifica to schools. If the school bus service is too expensive to operate, consider working with SamTrans, school districts and PTO/PTA's to provide very discounted or free bus passes on SamTrans buses and work with SamTrans to increase service as needed to serve the students. Also bus service improvements or school buses will help PM peak as many of the students in have after-school activities or day care which let out during the PM peak times.

2.2.2 Environmental Consequences
The project is located within an urbanized area of the city of Pacifica and its construction would not open additional areas to development. The project is proposed to remove an existing bottleneck for traffic congestion and improve the level of service operation in the immediate project area. While the proposed widening and intersection improvements would improve traffic operations, the overall capacity of SR 1 would not substantially change because the SR 1 segments north and south of the project would remain unchanged. The project would not create any new connections to other roadways or areas, and the project would not open any new areas to development. Similarly, the overall capacity of Fassler Avenue/Rockaway Beach Avenue and Reina Del Mar Avenue will not

substantially change because the project would not add any new through lanes to those roadways. There are no pending or recently-approved projects whose construction is conditioned upon the implementation of the project. Given the project's location and physical constraints, as well as resource agency jurisdictions, the project would have little influence on future growth in the region. The project would not result in any direct growth-inducing impacts because no development is tied to the construction of the widening and intersection improvements. Indirect growth-inducing impacts would be minimal as the project does not include the construction of extended segments of new through lanes on the freeways or local streets.

3.2.1.2 Growth

While the proposed widening and intersection improvements will improve traffic operations, the overall capacity of SR 1 will not substantially change because the SR 1 segments north and south of the project will remain unchanged. Similarly, the overall capacity of Reina Del Mar Avenue and Fassler Avenue/Rockaway Beach Avenue will not substantially change because the project will not add any new through lanes to those roadways (refer to Section 2.2 Growth).

Comment: These conclusions on traffic growth mentioned in the DIER/EA does not make sense. Studies have shown that highway expansion projects do increase traffic growth. The increased traffic will lead to growth of greenhouse gases and eventually negate the improvements in the traffic service level in the Reina Del Mar and Fassler intersections. In addition since the roadway to the north and south of the project area are not increasing, the congestion in those areas will worsen over time. Tables 1.1 to 1.4 and Tables 2.4-2.7 all show traffic increase from 2015 to 2035 without project. As other studies have shown the new widening will increase convenience of using the road and therefor driving, so additional traffic increase due to this should be considered in those tables. Please see studies from Sightline Institute's Clark Williams-Derry "Increases in greenhouse gas emissions from highway widening projects", October 2007, www.sightline.org, and from Victoria Transport Policy Institute's Todd Litman "Generated Traffic and Induced Travel: Implications for Transport Planning", 19 August 2010, www.vtpi.org attached.

Thank you

Remi Tan, AIA, LEED AP BD+C

Architecture, Green/Sustainability Consulting, and Real Estate Investment

555 Farallon Ave

Pacifica, CA 94044

650-291-3097

Remi Tan
<remitan@sbcglobal.net>
10/22/2011 06:11 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Public comment on the Draft EIR/EA for the State Route 1/Calera Parkway Widening Project in Pacifica

Thomas:

Please include the following public comment on the Draft EIR/EA for the State Route 1/Calera Parkway Widening Project in Pacifica:

125.1

General comment - Cal trans need to consider cumulative effects of all alternative transportation and transit alternatives and signal timing and synchronization together before considering the widening project. If cumulative effects reduces LOS to acceptable levels projects may not be needed. In addition engineers specializing in alternative and transit use should be consulted to better understand the effects of these alternative, as Caltrans engineers are specialized usually in highway design and vehicle traffic.

Specific comments:

125.2

1.4.8.5 Grade Separation at Reina Del Mar Avenue
This alternative would shift the SR 1 alignment west on top of the existing embankments at Reina Del Mar Avenue creating a grade separated interchange to separate SR 1 from Reina Del Mar Avenue and would require the use of retaining walls to minimize impacts. Under this alternative, SR 1 would also be widened north and south of the intersection with Fassler Avenue/Rockaway Beach Avenue, to increase its capacity (see Figure 1.11). This design alternative also included creek crossing restoration. Several variations of this grade separation alternative were evaluated including:
· A "compact-diamond" interchange with east side business driveways accessing SR 1 directly to/from the northbound highway on and off ramps;
· A compact-diamond interchange with a one-way frontage road on the east side of SR 1 extending north from the Harvey Way frontage road;
· A southbound compact-diamond interchange with northbound "hook" ramps and a two-way frontage road south of Reina Del Mar Avenue on the east side.
· A compact-diamond interchange with SR 1 remaining at grade and Reina Del Mar Avenue depressed below SR 1.
· Additional variations of grade separations were evaluated through the Value Analysis process.
This design alternative would provide a vertical separation between SR 1 and Reina Del Mar Avenue. Direct conflict between SR 1 and Reina Del Mar Avenue would be eliminated and access would be provided by interchange on and off ramps, creating stop-sign controlled intersections on Reina Del Mar Avenue for traffic entering and exiting SR 1. Northbound and southbound through traffic on SR 1 would no longer have to pass through a signalized intersection at Reina Del Mar Avenue. This alternative would provide the most substantial travel time benefits for traffic on SR 1. Year 2035 AM peak hour travel times through the area would average three minutes and eighteen seconds, and PM peak hour travel times would average three minutes and 30 seconds. However, these travel times would only be marginally better than the Build Alternatives, and the construction cost would be substantially higher than the Build Alternatives.
Because this alternative would involve widening on both sides of SR 1, this alternative would result in impacts to sensitive species habitat (CRLF and SFGS) west of SR 1, as well as jurisdictional wetlands west and east of SR 1. This alternative could also affect sensitive cultural resource sites

west of SR 1. This alternative design would result in aesthetics impacts, similar to the proposed Build Alternative, due to the removal of mature trees and screening vegetation along the east and west sides of SR 1, and would result in greater aesthetic impacts due to the construction of the elevated interchange. This alternative would result in similar hydrology and water quality impacts due to an increase in impervious areas. This alternative would also result in impacts from exposure of possibly contaminated soils during construction, temporary increases in noise levels along SR 1 from construction, and minor increases in noise levels along SR 1 due to moving traffic higher up in the air near adjacent receptors and increased travel speeds during the peak hours, similar to the proposed Build Alternatives.

This alternative would have right-of-way impacts because it would require acquisition of property/right-of-way from the Rockaway Beach Area, the Quarry property, and, depending on the variation, the Reina Del Mar Avenue area. The estimated construction cost for this alternative is approximately $50-$65 million.

125.2 cont.

A grade separation would provide the most substantial traffic operations benefit but would require on and off ramps with controlled access to the highway, which means residential and business driveways could not have access directly to and from the on- and off-ramps. The first variation of this alternative with a simple compact-diamond design would not be feasible because Caltrans policy would not allow private or business driveway access directly to/from the on and off ramps. A separate access to all private properties adjacent to the interchange area would have to be provided from Reina Del Mar Avenue via frontage roads or other means. The other alternative variations would have much higher cost due to additional frontage road requirements and would result in much greater environmental impacts to sensitive biological resources and cultural resources than the proposed Build Alternatives. The raised roadway would also create additional visual and noise impacts. The City of Pacifica was not supportive of additional northbound "out of direction" travel to access businesses on east side at Reina Del Mar Avenue with the northbound hook ramps variation.

The Reina Del Mar Avenue "underpass" alternative variation, where SR 1 would remain at grade and Reina Del Mar Avenue would be depressed under the highway, was raised by the public during the scoping process as another grade separation alternative. This variation would not be feasible because the distance required to angle Reina Del Mar Avenue down under the highway would cut off access to adjacent properties and the on and off ramps connecting to SR 1 north would not be able to clear the Calera Creek crossing. This variation would also result in greater environmental impacts to sensitive biological and cultural resources west of SR 1.

The grade separation alternative was primarily rejected because of the substantial additional cost to make a workable interchange and because of the increased environmental and right-of-way impacts.

Comment: This alternative should be considered the main alternative since it provides best level of service. In addition the highway is not widened into the wetlands areas as much as the 6 lane widening alternatives. Since the road is not expanded there may be less traffic inducing growth. There is less retaining walls than the 6 lane alternatives so there is less visual impact. The berm is existing so there is minimal visual impact. If a two way frontage road needed for businesses south of Reina Del Mar is needed this would work if there is a do not enter sign posted at NB exit from hwy at Reina Del Mar. Art work and artistic lighting under the overpass can be considered to make that a more pedestrian friendly and safe environment. This grade separated alternative is worth extra cost as the intersection LOS is poor even with the 6 lane widening preferred alternatives.

125.3

1.4.8.8 Signal Interconnect & Signal Timing Improvements without Roadway Widening

This alternative would install signal interconnect cable between the Fassler Avenue/Rockaway Beach Avenue and the Reina Del Mar Avenue signals to coordinate timing of green phases. A variation of this alternative would also include widening to add a third lane in the northbound direction.

The environmental and property right-of-way impacts for this alternative would be minimal. The estimated construction cost for this alternative for signal interconnect only is approximately $0.3 million.14 Signal interconnect would not, however, provide an appreciable benefit due to the distance

between the two signals. This alternative was primarily rejected because the traffic operation benefit would be considerably less than the proposed Build Alternatives.

125.3 cont.

Comment: This is a very inexpensive alternative and should be considered. If the issue is distance between the signals, additional signals could be added between Reina Del Mar and Fassler, similar to what San Francisco has done on the Great Highway. Also with the lower cost, signal timing and synchronization could and should be done for Linda Mar and Crespi signals too. The current Reina Del Mar light cycle is also too long during rush hour. 5 minute cycle should be reduced to 1-2 minutes or less. The current cycle results in congestion for traffic making left turn from SB 1 into EB Reina Del Mar towards the Vallemar School and backs up traffic from WB Reina Del Mar during school drop off times. There was 1 week at end of 2011 school year where traffic light was set to 1 minute timing and traffic moved smoothly in all directions.

125.4

1.4.8.9 Increased or Modified Transit Service

The ability to meet the purpose of the project by providing additional transit service and access through the site, including bus, light rail, and train access, (without any roadway widening) was also considered and evaluated. This alternative would consist of providing increased transit service to areas and points both north and south via additional bus routes, increased bus headways (more buses), additional park-n-ride lots, and additional feeder shuttles. The existing transit and bus service (Routes 14, 16, 100, 112, 294, CX and DX) through the area currently run well below capacity, with an average ridership of 50 percent of available capacity in the morning peak period and 40 percent in the evening peak period.Additional transit analysis was conducted which evaluated how much transit service would be

required to induce drivers to switch to transit such that the existing roadway could accommodate 100 percent of the forecasted demand through the project corridor. In order to accomplish this, an additional 88 buses per hour would be required in the AM peak hour and an additional 77 buses per hour would be required in the PM peak hour. These increases would be comparable to a completely new transit system, not just minor service increases, and would require substantial new ongoing funding for operations and maintenance costs.

This alternative would likely have minimal environmental impacts, but could have some, scattered right-of-way impacts because it may require acquisition of property/right-of-way from the properties along SR 1 in order to provide bus and transit facilities along the highway. The addition of some type of rail transit line through the project would result in extensive right-of-way and environmental impacts.

Increasing bus routes or headway times by lesser amounts would provide only a nominal increase in ridership. Based on: 1) the existing land use and commute patterns through this area; 2) the locations of destination uses (residential and employment areas); 3) the low existing transit ridership through this corridor; and 4) the minimal amount of right-of-way available, it is unlikely that service updates in this area could achieve a similar level of congestion relief as the Build Alternatives, and these options were not considered feasible. This alternative was primarily rejected because of the high operating cost over time, the high initial cost for some transit options, and the minimal improvement in congestion relief.

Comment: The 88 buses per hours does not make sense. If Samtrans 118 Colma shuttle was increased to 5 minute headways during rush hour, parking fees at BART increased, and 118 service expanded to off peak and later in evening and weekends more people will be encouraged to use bus/BART rather than driving. Also timed connections to other local Pacifica buses lines will make this more convenient . Consult transit expert engineers to study this alternative further.

125.5

1.4.8.10 School Bus Service to Elementary School at Vallemar

This alternative would provide increased school bus service to the elementary school on Reina Del Mar Avenue. The anticipated traffic benefits for this alternative would primarily be in the AM peak hour. The existing bus service is well-used, but is not over capacity. Increased service would likely provide only a marginal improvement, and would likely be very expensive to operate. Finally, it is important to note that school-related traffic congestion primarily affects the AM peak commute

period. The evening congestion in the area generally occurs well after school hours and would not benefit by this additional service. This alternative could provide a small benefit for a portion of the AM peak commute congestion (northbound) but not enough to significantly reduce backups through the corridor.
This alternative was primarily rejected because it would not provide considerable benefit for the AM or PM commute period (northbound or southbound).

125.5 cont.

Comment: The traffic conditions in the AM peak improve greatly when school is out. Some kind of school bus transportation plan will make great improvements to LOS between Linda Mar and Reina Del Mar. Buses are needed for not only Vallemar School but the entire K-8 and HS districts as both have open enrollment schools and many students are transported across Pacifica to schools. If the school bus service is too expensive to operate, consider working with SamTrans, school districts and PTO/PTA's to provide very discounted or free bus passes on SamTrans buses and work with SamTrans to increase service as needed to serve the students. Also bus service improvements or school buses will help PM peak as many of the students in have after-school activities or day care which let out during the PM peak times.

2.2.2 Environmental Consequences
The project is located within an urbanized area of the city of Pacifica and its construction would not open additional areas to development. The project is proposed to remove an existing bottleneck for traffic congestion and improve the level of service operation in the immediate project area. While the proposed widening and intersection improvements would improve traffic operations, the overall capacity of SR 1 would not substantially change because the SR 1 segments north and south of the project would remain unchanged. The project would not create any new connections to other roadways or areas, and the project would not open any new areas to development. Similarly, the overall capacity of Fassler Avenue/Rockaway Beach Avenue and Reina Del Mar Avenue will not substantially change because the project would not add any new through lanes to those roadways.

125.6

There are no pending or recently-approved projects whose construction is conditioned upon the implementation of the project. Given the project's location and physical constraints, as well as resource agency jurisdictions, the project would have little influence on future growth in the region. The project would not result in any direct growth-inducing impacts because no development is tied to the construction of the widening and intersection improvements. Indirect growth-inducing impacts would be minimal as the project does not include the construction of extended segments of new through lanes on the freeways or local streets.
3.2.1.2 Growth
While the proposed widening and intersection improvements will improve traffic operations, the overall capacity of SR 1 will not substantially change because the SR 1 segments north and south of the project will remain unchanged. Similarly, the overall capacity of Reina Del Mar Avenue and Fassler Avenue/Rockaway Beach Avenue will not substantially change because the project will not add any new through lanes to those roadways (refer to Section 2.2 Growth).

Comment: These conclusions on traffic growth mentioned in the DIER/EA does not make sense. Studies have shown that highway expansion projects do increase traffic growth. The increased

125.7

traffic will lead to growth of greenhouse gases and eventually negate the improvements in the traffic service level in the Reina Del Mar and Fassler intersections. In addition since the roadway to the north and south of the project area are not increasing, the congestion in those areas will worsen over time. Tables 1.1 to 1.4 and Tables 2.4-2.7 all show traffic increase from 2015 to 2035 without project. As other studies have shown the new widening will increase convenience of

125.8

using the road and therefor driving, so additional traffic increase due to this should be considered in those tables. Please see studies from Sightline Institute's Clark Williams-Derry "Increases in greenhouse gas emissions from highway widening projects", October 2007, www.sightline.org, and from Victoria Transport Policy Institute's Todd Litman "Generated Traffic and Induced Travel: Implications for Transport Planning", 19 August 2010, www.vtpi.org attached.

Thank you

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CAP-Sightline Traffic Generation Study TransHwy1analysis-ghg+roads.pdf CAP-VTPI Traffic Generation Study gentraf.pdf

Sightline INSTITUTE

Sightline Research Backgrounder

Increases in greenhouse-gas emissions from highway-widening projects

October 2007
By Clark Williams-Derry, Research Director

SUMMARY

Road-building proponents often suggest that adding lanes to a highway will reduce greenhouse gas emissions. By easing congestion, they argue, new lanes will reduce the amount of fuel that vehicles waste in stop-and-go traffic, leading to lower releases of climate-warming gases from cars and trucks.

Over the short term—perhaps 5 to 10 years after new lanes are opened to traffic—this argument may hold some slim merit. But considering the increased emissions from highway construction and additional vehicle travel, adding one mile of new highway lane will increase CO_2 emissions by more than 100,000 tons over 50 years.

Carbon dioxide emissions from building one lane-mile of urban highway, over 50 years	
Construction, building materials, and maintenance	3,500 tons
Net congestion relief	-7,000 tons
Additional vehicle travel on the facility	90,000 tons
Induced vehicle travel off the facility	30,000–100,000 tons
TOTAL	116,500-186,500 tons

At current rates of emissions, 100,000 tons of CO_2 equals the 50-year climate footprint of about 100 typical US residents.

Because future traffic volumes, vehicle technologies, and land use patterns are inherently uncertain, these estimates should be taken as rough approximations. Yet under almost any set of plausible assumptions, widening a highway in a congested urban area will substantially increase long-term greenhouse gas emissions.

ANALYSIS AND DISCUSSION

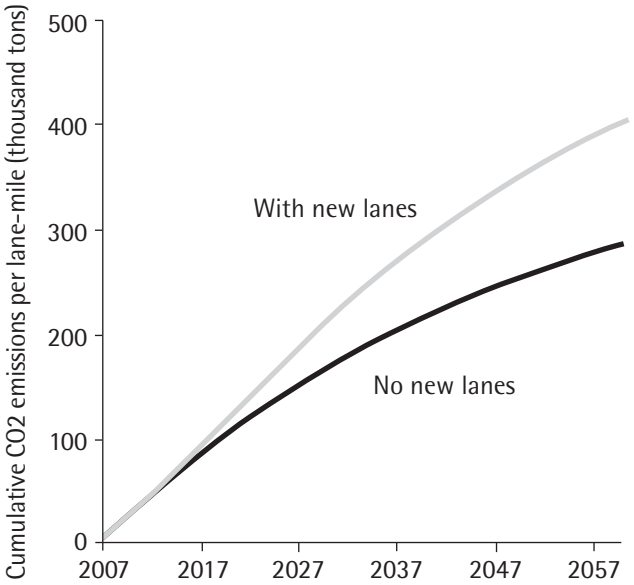
To estimate changes in vehicle emissions resulting from highway lane expansion, Sightline developed a spreadsheet model covering 50 years of highway-related CO_2 emissions. Using this model, Sightline developed a mid-point estimate for highway CO_2 emissions per lane mile, based on a plausible range of possible future travel characteristics. Sightline's model predicts changes in CO_2 emissions as follows (see Method Notes for details of our assumptions and analysis):

1. THE HIGHWAY ITSELF: 3,500 tons of CO_2 from road construction and maintenance

Two recent international studies of the life-cycle energy costs of highway construction have estimated that, after accounting for the manufacturing of concrete, steel, and other energy-intensive construction materials, as well as fuel consumed by construction equipment, building a lane-mile of roadway releases between 1,400 and 2,300 tons of CO_2. In addition, long-term maintenance and road reconstruction activities release between 3,100 and 5,200 tons of CO_2 emissions.

Based on these figures, and a more conservative estimate of annual maintenance-related emissions than these studies assume, Sightline estimates that constructing 1 lane-mile of highway and maintaining it for 50 years releases roughly 3,500 tons of CO_2.

After new lanes are completed, emissions from additional traffic quickly overwhelm short-term congestion relief.



2. NET CONGESTION RELIEF: 7,000 fewer tons of emissions from efficiency gains.

Highway construction and maintenance projects can create substantial congestion and traffic delays, reducing the fuel efficiency of the vehicles on the road.[1] However, for these estimates, Sightline assumed that construction projects would cause fairly minor, intermittent delays, and that traffic volumes would not decrease during construction. On net, we estimate that congestion resulting from construction and maintenance delays would increase vehicle-related CO_2 emissions modestly, by roughly 500 tons.

Sightline assumes that rush hour traffic will flow more freely after new lanes are opened, and that congestion relief will raise the effective fuel efficiency of vehicles on the roadway. However, consistent with academic findings and real-world experience, we also assume that new highway capacity in a metropolitan area will gradually be filled by new trips, and that congestion and stop-and-go driving will gradually increase to approximately the same level experienced prior to the highway expansion.[2] Over the course of 50 years, CO_2 emissions reductions related to congestion relief may total some 7,500 tons, compared with a "baseline" highway that is not widened. The large

majority of these emissions reductions occur within the first decade in which a new lane is open to traffic.

On net, then, we expect that changes in congestion associated with highway expansion (including both congestion created by construction and maintenance, and congestion relieved after construction) will reduce emissions by about 7,000 tons.

3. NEW TRAFFIC: 90,000 tons of emissions from additional travel on the highway.

It is well documented that highway expansion can result in an increase in the number of vehicle trips on a roadway, particularly in congested urban areas. Indeed, accommodating additional trips is typically the point of adding new lanes to a highway. Still, the speed at which additional traffic floods new lanes often comes as a surprise. One recent California study estimated that more than roughly 90 percent of new lane capacity in congested urban areas is filled within five years after a project is completed. Other studies have found similar "induced traffic" effects from adding lanes to congested roads.

However, not all of the additional traffic on new lanes represents genuinely new travel. Very shortly after a new road or lane opens, for example, some trips that had been taken on other streets and roads shift to the new facility. To account for this effect, Sightline assumes that for the two years after new lanes are opened, none of the additional trips taken on a new facility are genuinely new, but were simply rerouted from nearby roads onto the new facility.

The greenhouse gas impacts of future travel will be affected by changes in vehicle technology and fuel efficiency. Yet even assuming that average vehicle fuel economy improves by 2.5 percent a year (an optimistic assumption, given that the average fuel economy of passenger vehicles has stagnated for decades), Sightline estimates that new vehicle travel on each lane-mile of new highway will release 83,000 tons of CO_2 over the next 50 years. Adding in energy associated with vehicle manufacture and maintenance, this total rises to approximately 90,000 additional tons of CO_2 per lane mile associated with new vehicle trips on an expanded facility.[3]

4. INDIRECT FUEL CONSUMPTION: 30,000-100,000 tons of CO_2 from induced travel off the highway itself.

Travel patterns off the expanded highway are the most difficult to project, since they involve the greatest uncertainties.

Cars that travel on a new highway lane will need to travel on other streets and roads to get to and from the highway; this will result in some additional vehicle mileage beyond the driving that takes place on the highway itself. As a conservative value, Sightline estimated that for each 10-mile trip on a highway, the vehicle is driven a total of 1 mile to and from the highway on- and off-ramps.

In addition, adding lanes—particularly on roads leading to low-density suburbs and undeveloped land on the urban fringe—tends to accelerate low-density sprawling development. Many studies have linked lower-density land use patterns with increased driving. In a sprawling suburb, virtually every trip must be taken by car, and everyday

trips can require many miles of travel. In contrast, residents of more compact suburbs and urban neighborhoods typically drive less, and can walk or use transit for many trips, which reduces the carbon emissions from their daily transportation. Accordingly, low-density development is associated with increased vehicle fuel consumption.[4]

Sightline estimates that if as little as one-tenth of new highway trips represent a net shift to lower-density land use patterns (i.e., new sprawling suburban development with modestly higher per-household driving than in compact suburbs), then greenhouse gas emissions from additional off-facility driving could rival or exceed the increases from driving on the facility itself. Regardless of the precise figures, the impacts of off-facility driving enabled by highway expansion are likely to be significant, long-lasting, and far larger than the modest reductions in emissions resulting from congestion relief.

CONCLUSIONS

Our estimates suggest that, over the course of five decades, adding new highway lanes will lead to substantial increases in vehicle travel and CO_2 emissions from cars and trucks. Claims about fuel savings from congestion relief may hold slim merit over horizons of a decade or less. But over the long term, new traffic will fill the added road space, leading to long-term increases in vehicle emissions totaling tens of thousands of tons per lane-mile.

Future refinements in Sightline's emissions model, and the data that it relies on, may affect the specifics of these estimates. Yet under most plausible assumptions for future travel patterns and vehicle efficiencies, Sightline's model predicts that added emissions from new traffic will overwhelm the modest greenhouse gas reductions from congestion relief.

METHOD NOTES

To estimate changes in vehicle emissions resulting from highway lane expansion, Sightline developed a spreadsheet model covering 50 years of highway-related CO_2 emissions. This model relied on the following assumptions and inputs:

Number of lanes: Sightline's model considers an existing metro-area highway with two lanes in each direction that is widened to three lanes in each direction.[5]

Per-mile fuel consumption: Given today's vehicle and fuel technologies, Sightline estimates that the average passenger vehicle creates 1.1 pounds of CO_2 emissions per mile. This covers emissions throughout the "well-to wheels" emissions of the vehicle fuel, including drilling, transporting, and refining petroleum, as well as the end-use consumption of gasoline in passenger vehicles.[6]

- Improvements in vehicle efficiency: Sightline assumes that, over 50 years, average vehicle CO_2 emissions per mile will decline to less than one-third of today's levels, through a combination of improved vehicle efficiency and lower-carbon fuels.[7]
- Congestion-related efficiency losses: When vehicles are operating on a

congested highway, Sightline estimated that emissions per mile increase by about one-third—comparable the difference between "city" and "highway" miles-per-gallon ratings.[8] Note, however, that even for highways that experience rush-hour congestion, fewer than half of all trips take place during peak travel hours.[9]

- Emissions from vehicle manufacturing: Roughly 9 tons of CO_2 are released during the manufacture a passenger vehicle.10 Sightline assumes that today's cars and light trucks average 180,000 miles of travel over their usable life spans,[11] and that vehicle manufacturing emissions will decline in the future by 1 percent per year.
- Emissions from road construction and maintenance: Sightline used recent peer-reviewed studies to estimate CO_2 emissions from road construction and maintenance.[12]
- Traffic volumes: Sightline assumed that daily traffic volumes on existing lanes would start at between 15,000 and 20,000 daily vehicle trips per lane, rising to a steady state somewhere between 18,000 and 24,000 vehicles per lane over time. Once new lanes are open to traffic, Sightline estimated that 10 percent of any remaining highway capacity would be filled with traffic each year.[13]
- Off-highway driving: For every highway trip, vehicles must travel some distance to and from the highway. In addition, new highway construction can promote scattered, low-density residential and commercial development, which in turn requires residents to drive more miles.[14] Because of the high degree of uncertainty for both effects, Sightline makes conservative estimates for off-highway driving. For new trips resulting from increased capacity, Sightline assumes that vehicles travel one-tenth of a mile of off-highway driving for every mile of on-highway driving. Sightline's low-end estimate of emissions from land use effects assumes that only 5 percent of new trips represent new low-density households, and that these households drive 15 percent more than their higher-density counterparts.

Sightline found that the model's outputs were most strongly affected by three inputs: trends in vehicle fuel efficiency; the difference between current vs. maximum traffic per lane; and the rate at which new lanes are filled by new traffic. In addition, assumptions about off-highway driving and land-use impacts strongly affected total emissions. However, these latter factors are the most inherently uncertain, since they are dependent on geographic, regulatory, and economic factors that are outside the scope of this analysis.

To avoid the chance of overestimating the CO_2 impacts of lane expansion, Sightline's estimates are conservative in a number of ways, including:

- Slow rate of induced traffic: Sightline's midpoint estimates are based on the assumption that 10 percent of any remaining road capacity will be filled

per year after a new lane opens—meaning that less than half of added lane capacity is filled within 5 years of completion. In contrast, many recent studies have found that as much as 90 percent of new capacity may be filled within 5 years after a new lane is opened.15 Assuming faster rates of induced travel would reduce estimated benefits of congestion relief, while increasing total emissions from generated traffic.

- Low maintenance-related emissions: Sightline assumes a lower total energy consumption from road maintenance and repair than is assumed by several academic studies.
- Assuming no induced travel on parallel roadways: Sightline's model assumes that all new traffic entering a roadway for the first year and half after new lanes are opened represents trips rerouted from nearby routes, rather than genuinely new travel. In addition, Sightline's model assumes that rerouted traffic represents a *permanent* reduction of travel on parallel roadways—an assumption that is inherently conservative, since traffic on parallel roadways is likely to grow as congestion increases on new lanes *(Text updated and corrected June 26, 2008)*.

ENDNOTES

1 For four highway-widening projects analyzed by the Surface Transportation Policy Project in the late 1990s, the "payback" period—the period after which time savings due to added road capacity equaled time lost during road construction—ranged from 2.75 years to infinity. In the latter case, travelers never recouped the time lost to congestion during construction. See STPP, "Road Work Ahead: Is Construction Worth the Wait?" at *http:www.transact.org/report.asp?id=169*.

2 An excellent of the literature on "induced" or "generated" traffic can be found in Todd Litman, "Generated Traffic and Induced Travel: Implications for Transport Planning" at *http://www.vtpi.org/gentraf.pdf*. See especially pages 7 and 8 for estimates of "generated traffic" from highway expansion. Also see page 4 for a discussion of how a congested roadways tend to reach an equilibrium daily traffic volume.

3 Carbon intensities for future vehicle and fuel technologies are impossible to predict, since they depend on regulatory, economic, technological, and geological factors that are outside the scope of this report. Yet even if effective vehicle fuel economy rises to 100 mpg over 50 years, GHG emissions from new traffic on the lane will still total some 60,000 tons—far more than the relatively modest greenhouse gas benefits from congestion relief.

4 For more on the relationship between urban form and vehicle travel, see:

Frank, Lawrence and Company, Inc. (2005). "Achieving Sustainability Through Healthy Community Design." King County, WA. September 27, 2005.

Golob, Thomas, and David Brownstone (2005). "Impact of Residential Density on Vehicle Usage and Energy Consumption." Institute of Transportation Studies,

UC-Irvine. *http://www.its.uci.edu/its/publications/papers/ITS/UCI-ITS-WP-05-1.pdf*

Holtzclaw, John (1998). "Curbing Sprawl to Stop Global Warming," Sierra Club. *http://www.sierraclub.org/sprawl/articles/warming.asp*

Holtzclaw, John (2000). "Smart Growth—As Seen From the Air," Air& Waste Management Association Annual Meeting, June 2000. *http://www.sierraclub.org/sprawl/transportation/holtzclaw-awma.pdf*

Holtzclaw, John, et al (2002). "Location Efficiency: Neighborhood and Socio-Economic Characteristics Determine Auto Ownership and Driving; Studies in Chicago, Los Angeles, and San Francisco." Transportation Planning and Technology, March 2002.

Kahn, Matthew. (2000). "The Environmental Impact of Suburbanization." Journal of Policy Management," Vol. 19, No 4, *http://www.environmentalleague.org/Issues/Land/Kahn_2.pdf*

Newman and Kenworthy (1989b). Cities and Automobile Dependence: An International Sourcebook.

Newman and Kenworthy (1999). Sustainability and Cities: Overcoming Automobile Dependence, Washington, DC: Island Press.

U.S. Environmental Protection Agency (2001). "Our Built and Natural Environments: A Technical Review of the Interactions Between Land Use, Transportation, and Environmental Quality." Development, Community, and Environment Division, January 2001. *http://www.epa.gov/dced/pdf/built.pdf*

5 Note that the end results do not depend heavily on these assumptions. Other configurations of highway expansion lead to virtually identical results.

6 Current average passenger vehicle fuel economy is approximately 21 mpg; see *http://www.epa.gov/otaq/fetrends.htm* and *http://www.washingtonpost.com/wp-dyn/content/graphic/2006/07/18/GR2006071800596.html*. This is likely a conservative estimate of highway vehicle emissions, since it represents only passenger vehicles, while ignoring heavy trucks that emit significantly more CO_2 per mile. Life-cycle CO2 emissions per gallon of gas estimated at 25.6 pounds; derived from *http://www.environmentaldefense.org/documents/3986_CAautocarbonburden.pd*f, p. 11.

7 It is possible that future vehicle and fuel technologies may achieve even better results. However, given that US vehicle fuel economy has stagnated for roughly two and a half decades, any improvement in the fuel economy of the vehicle fleet is, at this point, purely a matter of speculation. If carbon emissions from vehicle travel fall more slowly than Sightline assumes, then Sightline's analysis may substantially understate eventual carbon emissions resulting from highway expansion.

8 City vs. highway fuel economy derived from data downloaded from the US Department of Energy, at *http://www.fueleconomy.gov/feg/download.shtml*. Note, however, that hybrid gas-electric engines are actually more efficient in stop-and-go city driving than in free-flowing traffic—suggesting that the fuel-conserving benefits

of congestion reduction may fall over time as these technologies are used more widely.

9 In a study of 75 US metropolitan areas, just over 40 percent of vehicle travel in 2000 took place at times when major roadways typically experience congestion, and 25.5 percent of all travel took place under congested conditions. See Anthony Downs, Still Stuck in Traffic: Coping With Peak-Hour Traffic Congestion, Washington, DC, Brookings Institution Press, 2004, p. 16. Similarly, data for the Puget Sound region show that roughly 42 percent of total travel on the region's busiest highways in 2005 took place during peak periods (6 to 9 a.m. and 3 to 7 p.m. inclusive); see *http://depts.washington.edu/hov/2005/WkdyVehVol/2005_WkdyVehVol.pdf*. And data from the US Bureau of transportation statistics suggests that 43 percent of all trips nationwide take place during the morning and afternoon peak periods; see *http://www.bts.gov/publications/journal_of_transportation_and_statistics/volume_06_number_01/html/paper_02/table_02_02.html* and *http://www.bts.gov/publications/highlights_of_the_2001_national_household_travel_survey/html/table_a12.html*. Considering both the increases in per-mile emissions caused by congestion, with , Sightline estimates that peak-hour congestion increases fuel-related CO_2 emissions on a roadway by about 15 percent.

10 Sightline's estimates for the carbon intensity of vehicle manufacture are based on a number of published sources, including:

Argonne National Laboratory, F. Stodolsky et al., "Life-Cycle Energy Savings Potential from Aluminum-Intensive Vehicles," at *http://www.transportation.anl.gov/pdfs/TA/106.pdf*.

Environmental Defense, John DeCicco and Kate Larsen, "Automaker Carbon Burdens in California," 2004, available at *http://www.environmentaldefense.org/documents/3986_CAautocarbonburden.pdf*.

Web page, "Life cycle assessment: Toyota's comprehensive analysis of vehicle CO_2 emissions over the life of the vehicle reveals some surprizes [sic]," Automotive Industries, Feb. 2005, at *http://findarticles.com/p/articles/mi_m3012/is_2_185/ai_n12937459*.

Web page, "Automobiles: Electric vs. Gasoline; Seikei University (Tokyo), 2001" Institute for Lifecycle Environmental Analysis, at *http://ilea.org/lcas/taharaetal2001.html*.

Web page, "Report 5: How Do We Contribute Individually to Global Warming," The Hinkle Charitable Foundation, at *http://www.thehcf.org/emaila5.html*.

Web page, "Car Companies and Climate Change: Measuring the Carbon Intensity of Sales and Profits," World Resources Institute, at *http://earthtrends.wri.org/features/view_feature.php?theme=5&fid=53*.

11 Lifetime mileage per vehicle from National Highway Traffic Safety Administration, "Vehicle Survivability and Travel Mileage Schedules," January 2006, at *http://www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/Rpts/2006/809952.pdf*. Note that the 180,000 mile per vehicle figure currently applies to light trucks, rather than

cars, which are typically driven just 152,000 over their lifetimes; to be conservative, applied the higher figure applies to all passenger vehicles.

12 Life-cycle road construction and maintenance emissions estimated from:
Graham J. Treloar et al., "Hybrid Life-Cycle Inventory for Road Construction and Use," Journal of Construction Engineering and Management, Vol. 130, No. 1, January/February 2004, pp. 43-49 , (DOI 10.1061/(ASCE)0733-9364(2004)130:1(43)),
Kwangho Park et al., "Quantitative Assessment of Environmental Impacts on Life Cycle of Highways," Journal of Construction Engineering and Management, Vol 129, January/February 2003, pp 25-31, (DOI: 10.1061/(ASCE)0733 -9364(2003)129:1(25)).

13 As noted in the above review, recent studies have found that three-quarters or more of new road capacity will be filled after the first few years of operation, particularly in crowded urban areas with significant "latent" demand. One California study estimated that 90 percent of new road capacity will be filled within five years. In this context, the estimates used in Sightline's spreadsheet model (i.e., that 10 percent of additional road capacity will be filled per year after a new lane opens) is fairly conservative. See also note 4.

14 See note 4.

15 See note 2.

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Generated Traffic and Induced Travel

Implications for Transport Planning

19 August 2010

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Abstract

Traffic congestion tends to maintain equilibrium. Congestion reaches a point at which it constrains further growth in peak-period trips. If road capacity increases, the number of peak-period trips also increases until congestion again limits further traffic growth. The additional travel is called "generated traffic." Generated traffic consists of diverted traffic (trips shifted in time, route and destination), and induced vehicle travel (shifts from other modes, longer trips and new vehicle trips). Research indicates that generated traffic often fills a significant portion of capacity added to congested urban road.

Generated traffic has three implications for transport planning. First, it reduces the congestion reduction benefits of road capacity expansion. Second, it increases many external costs. Third, it provides relatively small user benefits because it consists of vehicle travel that consumers are most willing to forego when their costs increase. It is important to account for these factors in analysis. This paper defines types of generated traffic, discusses generated traffic impacts, recommends ways to incorporate generated traffic into evaluation, and describes alternatives to roadway capacity expansion.

A version of this paper was published in the *ITE Journal*, Vol. 71, No. 4, Institute of Transportation Engineers (www.ite.org), April 2001, pp. 38-47.

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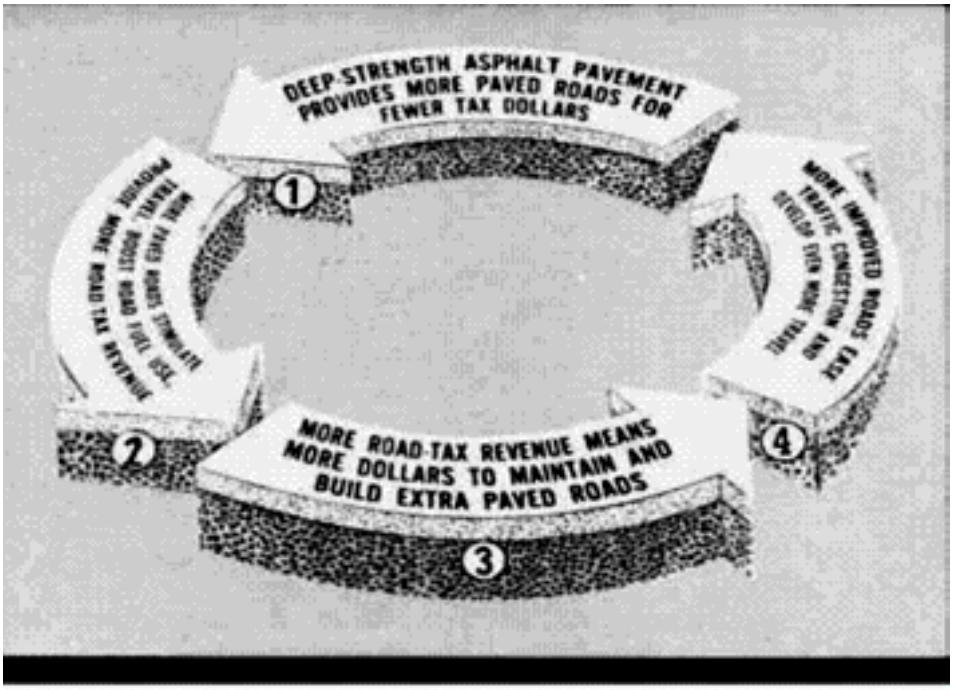
Contents

Introduction 2
Defining Generated Traffic 3
Measuring Generated Traffic 6
Modeling Generated Traffic 11
Land Use Impacts 13
Costs of Induced Travel 14
Calculating Consumer Benefits 16
Example 18
Counter Arguments 22
Alternative Strategies for Improving Transport 24
Legal Issues 25
Conclusions 26
Resources 27



Roads beget roads: From the cover of *Asphalt Bulletin*, April 1966.

This illustration from ***Asphalt Bulletin*** *magazine shows how expanding roadway capacity tends to stimulate automobile travel and the need for more roads.*

Introduction

Traffic engineers often compare traffic to a fluid, assuming that a certain volume must flow through the road system. But urban traffic may be more comparable to a gas that expands to fill available space (Jacobsen 1997). Road improvements that reduce travel costs attract trips from other routes, times and modes, and encourage longer and more frequent travel. This is called *generated traffic*, referring to additional vehicle traffic on a particular road. This consists in part of *induced travel*, which refers to increased total vehicle miles travel (VMT) compared with what would otherwise occur (Hills 1996).

Generated traffic reflects the economic "law of demand," which states that consumption of a good increases as its price declines. Roadway improvements that alleviate congestion reduce the generalized cost of driving (i.e., the price), which encourages more vehicle use. Put another way, most urban roads have *latent travel demand*, additional peak-period vehicle trips that will occur if congestion is relieved. In the short-run generated traffic represents a shift along the demand curve; reduced congestion makes driving cheaper per mile or kilometer in terms of travel time and vehicle operating costs. Over the long run induced travel represents an outward shift in the demand curve as transport systems and land use patterns become more automobile dependent, so people must drive more to maintain a given level of accessibility to goods, services and activities (Lee 1999).

This is not to suggest that increasing road capacity provides no benefits, but generated traffic affects the nature of these benefits. It means that road capacity expansion benefits consist more of increased peak-period mobility and less of reduced traffic congestion. Accurate transport planning and project appraisal must consider these three impacts:

1. Generated traffic reduces the predicted congestion reduction benefits of road capacity expansion.
2. Induced travel imposes costs, including downstream congestion, accidents, parking costs, pollution, and other environmental impacts.
3. The additional travel that is generated provides relatively modest user benefits, since it consists of marginal value trips (travel that consumers are most willing to forego).

Ignoring these factors distorts planning decisions. Experts conclude, "…*the economic value of a scheme can be overestimated by the omission of even a small amount of induced traffic. We consider this matter of profound importance to the value-for-money assessment of the road programme*" (SACTRA 1994). "…*quite small absolute changes in traffic volumes have a significant impact on the benefit measures. Of course, the proportional effect on scheme Net Present Value will be greater still*" (Mackie, 1996) and "*The induced travel effects of changes in land use and trip distribution may be critical to accurate evaluation of transit and highway alternatives*" (Johnston, et al. 2001)

This paper describes how generated traffic can be incorporated into transport planning. It defines different types of generated traffic, discusses their impacts, and describes ways to incorporate generated traffic into transport modeling and planning, and provides information on strategies for using existing roadway capacity more efficiently.

Defining Generated Traffic

Generated traffic is the additional vehicle travel that results from a road improvement. Congested roads cause people to defer trips that are not urgent, choose alternative destinations and modes, and forego avoidable trips. Generated traffic consists of *diverted travel* (shifts in time and route) and *induced travel* (increased total motor vehicle travel). In some situations, highway expansion stimulates sprawl (automobile-dependent, urban fringe land use patterns), further increasing per capita vehicle travel. If some residents would otherwise choose less sprawled housing locations, their additional per capita vehicle travel can be considered to be induced by the roadway capacity expansion.

Below are examples of decisions that generate traffic:

- Consumers choose closer destinations when roads are congested and further destinations when traffic flows more freely. "*I want to try the new downtown restaurant but traffic is a mess now. Let's just pick up something at the local deli.*" This also affects long-term decisions. "*We're looking for a house within 40-minute commute time of downtown. With the new highway open, we'll considering anything as far as Midvalley.*"
- Travelers shift modes to avoid driving in congestion. "*The post office is only five blocks away and with congestion so bad this time of day, I may as well walk there.*"
- Longer trips may seem cost effective when congestion is light but not when congestion is heavy. "*We'd save $5 on that purchase at the Wal-Mart across town, but it's not worth fighting traffic so let's shop nearby.*"

Travel time budget research indicates that increased travel speeds often results in more mobility rather than saving time. People tend to average about 75 minutes of daily travel time regardless of transport conditions (Levinson and Kumar 1995; Lawton 2001). National data indicate that as freeway travel increases, average commute trip distances and speeds increase, but trip time stays about constant (Levinson and Kumar 1997). As a result, traffic congestion tends to maintain a self-limiting equilibrium: once congestion becomes a problem it discourages further growth in peak-period travel. Road expansion that reduces congestion in the short term attracts additional peak-period trips until congestion once again reaches a level that limits further growth. It may therefore be incorrect to claim that congestion reductions save travel time.

Definitions

Generated Traffic: Additional peak-period vehicle trips on a particular roadway that occur when capacity is increased. This may consist of shifts in travel time, route, mode, destination and frequency.

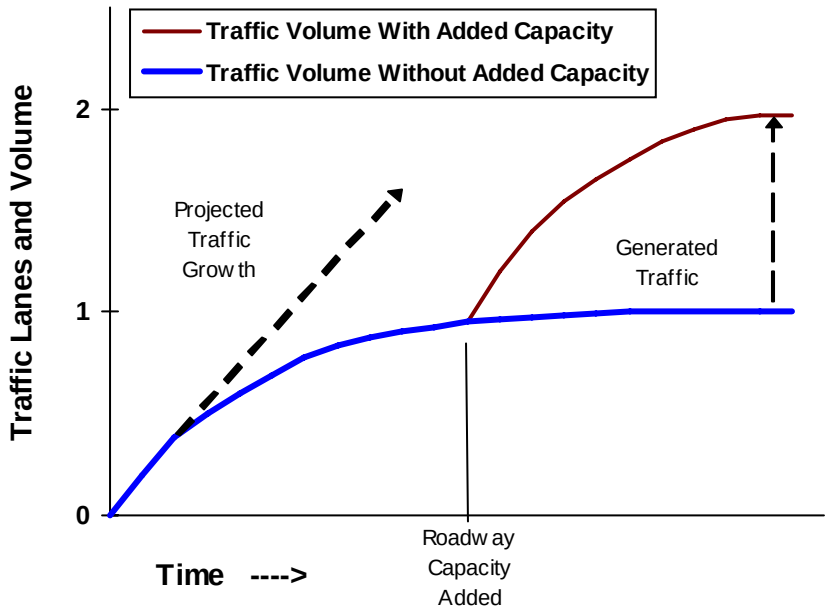
Induced travel: An increase in total vehicle mileage due to roadway improvements that increase vehicle trip frequency and distance, but exclude travel shifted from other times and routes.

Latent demand: Additional trips that would be made if travel conditions improved (less congested, higher design speeds, lower vehicle costs or tolls).

Triple Convergence: Increased peak-period vehicle traffic volumes that result when roadway capacity increases, due to shifts from other routes, times and modes.

Figure 1 illustrates this pattern. Traffic volumes grow until congestion develops, then the growth rate declines and achieves equilibrium, indicated by the curve becoming horizontal. A demand projection made during this growth period will indicate that more capacity is needed, ignoring the tendency of traffic volumes to eventually level off. If additional lanes are added there will be another period of traffic growth as predicted.

Figure 1 **How Road Capacity Expansion Generates Traffic**



Traffic grows when roads are uncongested, but the growth rate declines as congestion develops, reaching a self-limiting equilibrium (indicated by the curve becoming horizontal). If capacity increases, traffic grows until it reaches a new equilibrium. This additional peak-period vehicle travel is called "generated traffic." The portion that consists of absolute increases in vehicle travel (as opposed to shifts in time and route) is called "induced travel."

Generated traffic can be considered from two perspectives. Project planners are primarily concerned with the traffic generated *on the expanded road segment*, since this affects the project's congestion reduction benefits. Others may be concerned with changes in *total vehicle travel* (induced travel) which affects overall benefits and costs. Table 1 describes various types of generated traffic. In the short term, most generated traffic consists of trips diverted from other routes, times and modes, called *Triple Convergence* (Downs 1992). Over the long term an increasing portion is induced travel. In some situations, adding roadway capacity can reduce the network's overall efficiency, a phenomena called *Braess's Paradox* (Youn, Jeong and Gastner 2008).

Highway capacity expansion can induce additional vehicle travel on adjacent roads (Hansen, et al. 1993) by stimulating more dispersed, automobile-dependent development. Although these indirect impacts are difficult to quantify they are potentially large and should be considered in transport planning (Louis Berger & Assoc. 1998).

Table 1 **Types of Generated Traffic**

Type of Generated Traffic	Category	Time Frame	Travel Impacts	Cost Impacts
Shorter Route Improved road allows drivers to use more direct route.	Diverted trip	Short term	Small reduction	Reduction
Longer Route Improved road attracts traffic from more direct routes.	Diverted trip	Short term	Small increase	Slight increase
Time Change Reduced peak period congestion reduces the need to defer trips to off-peak periods.	Diverted trip.	Short term	None	Slight increase
Mode Shift; Existing Travel Choices Improved traffic flow makes driving relatively more attractive than other modes.	Induced vehicle trip	Short term	Increased driving	Moderate to large increase
Mode Shift; Changes in Travel Choice Less demand leads to reduced rail and bus service, less suitable conditions for walking and cycling, and more automobile ownership.	Induced vehicle trip	Long term	Increased driving, reduced alternatives	Large increase, reduced equity
Destination Change; Existing Land Use Reduced travel costs allow drivers to choose farther destinations. No change in land use patterns.	Longer trip	Short term	Increase	Moderate to large increase
Destination Change; Land Use Changes Improved access allows land use changes, especially urban fringe development.	Longer trip	Long term	More driving and auto dependency	Moderate to large increase, equity costs
New Trip; No Land Use Changes Improved travel time allows driving to substitute for non-travel activities.	Induced trip	Short term	Increase	Large increase
Automobile Dependency Synergetic effects of increased automobile oriented land use and transportation system.	Induced trip	Long term	Increased driving, fewer alternatives	Large increase, reduced equity

Some types of generated traffic represent diverted trips (trips shifted from other times or routes) while others increase total vehicle travel, reduce travel choices, and affect land use patterns.

What constitutes *short*- and *long-term* impacts can vary. Some short term effects, such as mode shifts, may accumulate over several years, and some long term effects, such as changes in development patterns, can begin almost immediately after a project is announced if market conditions are suitable. Generated traffic can also work in reverse; when urban roadway capacity is reduced a significant portion of previous vehicle traffic may disappear altogether (Cairns, Hass-Klau and Goodwin 1998).

Total roadway expansion impacts tend to include:

- *First order.* Reduced congestion delay, increased traffic speeds.
- *Second order.* Changes in travel time, route, destination and mode to take advantage of the increased speeds.
- *Third order*. Land use changes. More dispersed, automobile-oriented development.
- *Fourth order*. Overall increase in automobile dependency. Degraded walking and cycling conditions, reduced public transit service quality and reduced respect for alternative modes.

Measuring Generated Traffic

Several studies using various analysis techniques have examined the amount of traffic generated by specific projects (Goodwin 1996). Their findings are summarized below:

- Cervero (2003a & b) used data on freeway capacity expansion, traffic volumes, demographic and geographic factors from California between 1980 and 1994. He estimated the long-term elasticity of VMT with respect to traffic speed to be 0.64, meaning that a 10% increase in speed results in a 6.4% increase in VMT, and that about a quarter of this results from changes in land use (e.g., additional urban fringe development). He estimated that about 80% of additional roadway capacity is filled with additional peak-period travel, about half of which (39%) can be considered the direct result of the added capacity.

- Duranton and Turner (2008) investigate the relationship between interstate highway lane-kilometers and highway vehicle-kilometers travelled (VKT) in US cities. They found that VKT increases proportionately to highways and identify three important sources for this extra vehicle travel: increased driving by current residents, an inflow of new residents, and more transport intensive production activity. They find aggregate city-level VKT demand to be elastic and so conclude that, without congestion pricing, increasing road or public transit supply is unlikely to relieve congestion, and current roadway supply exceeds the optimum.

- Time-series travel data for various roadway types indicates an elasticity of vehicle travel with respect to lane miles of 0.5 in the short run, and 0.8 in the long run (Noland 2001). This means that half of increased roadway capacity is filled with added travel within about 5 years, and that 80% of the increased roadway capacity will be filled eventually. Urban roads, which tend to be most congested, had higher elasticity values than rural roads, as would be expected due to the greater congestion and latent demand in urban areas.

- The medium-term elasticity of highway traffic with respect to California state highway capacity was measured to be 0.6-0.7 at the county level and 0.9 at the municipal level (Hansen and Huang 1997). This means that 60-90% of increased road capacity is filled with new traffic within five years. Total vehicle travel increased 1% for every 2-3% increase in highway lane miles. The researcher concludes, "it appears that adding road capacity does little to decrease congestion because of the substantial induced traffic" (Hansen 1995). Mokhtarian, et al (2002) applied a different statistical technique (matched-pairs) to the same data and found no significant induced travel effect, but that technique does not account for additional traffic on other roads or control for other factors that may affect vehicle travel.

- A study by leading U.K. transportation economists concludes that the elasticity of travel volume with respect to travel time is -0.5 in the short term and -1.0 over the long term (SACTRA 1994). This means that reducing travel time on a roadway by 20% typically increases traffic volumes by 10% in the short term and 20% over the long term.

- The following are elasticity values for vehicle travel with respect to travel time: urban roads, short-term -0.27, long term –0.57; rural roads, short term –0.67, long term –1.33 (Goodwin 1996). These values are used in the FHWA's SMITE software program described below.

- A Transportation Research Board report based finds consistent evidence of generated traffic, particularly with respect to travel time savings (Cohen 1995).

- National Highway Institute concludes that the elasticity of highway travel with respect to users' generalized cost (travel time and financial expenses) is typically -0.5 (NHI 1995).

- Analysis of traffic conditions in 70 metropolitan areas finds that regions which invested heavily in road capacity expansion fared no better in reducing congestion than those that spent far less (STPP 1998). The researchers estimate that road capacity investments of thousands of dollars annually per household would be needed achieve congestion reductions.

- Noland and Mohammed A. Quddus (2006) found that increases in road space or traffic signal control systems that smooth traffic flow tend to induce additional vehicle traffic which quickly diminish any initial emission reduction benefits.

- Cross-sectional time-series analysis of traffic growth in the U.S. Mid-Atlantic region found an average elasticities of VMT with respect to lane miles to be 0.2 to 0.6 (Noland and Lem 2002).

- Small (1992) concludes that 50-80% of increased highway capacity is soon filled with generated traffic, based on a detailed review of previous studies.

- The USDOT Highway Economic Requirements System (HERS) investment analysis model uses a travel demand elasticity factor of –0.8 for the short term, and –1.0 for the long term, meaning that if users' generalized costs (travel time and vehicle expenses) decrease by 10%, travel is predicted to increase 8% within 5 years, and an additional 2% within 20 years (Lee, Klein and Camus 1998; FHWA 2000).

- Cervero and Hanson (2000) found the elasticity of VMT with respect to lane-miles to be 0.56, and an elasticity of lane-miles with respect to VMT of 0.33, indicating that roadway capacity expansion results in part from anticipated traffic growth.

- A comprehensive study of the impacts of urban design factors on U.S. vehicle travel found that a 10% increase in urban road density (lane-miles per square mile) increases per capita annual VMT by 0.7% (Barr 2000).

- In a study of eight new urban highways in Texas over several years, Holder and Stover (1972) found evidence of induced travel at six locations, estimated to represent 5-12% of total corridor volume, representing from a quarter to two-thirds of traffic on the facility. Henk (1989) performed similar analysis at 34 sites and found similar results.

- Modeling analysis indicates that adding an urban beltway can increase regional VMT by 0.8-1.1% for each 1.0% increase in lane capacity (Rodier, et al. 2001).

Table 2 Portion of New Capacity Absorbed by Induced Traffic

Author	Short-term	Long-term (3+ years)
SACTRA		50 - 100%
Goodwin	28%	57%
Johnson and Ceerla		60 - 90%
Hansen and Huang		90%
Fulton, et al.	10 - 40%	50 - 80%
Marshall		76 - 85%
Noland	20 - 50%	70 - 100%

- Yao and Morikawa (2005) develop a model of induced demand resulting from high speed rail service improvements between major Japanese cities. They calculate elasticities of induced travel (trips and VMT) with respect to fares, travel time, access time and service frequency for business and nonbusiness travel.

- Odgers (2009) found that traffic speeds on Melbourne, Australia freeways did not decline as predicted following new urban highway construction, apparently due to induced traffic. He concludes that, "major road infrastructure initiatives and the consequent economic investments have not yet delivered a net economic benefit to either Melbourne's motorists or the Victorian community."

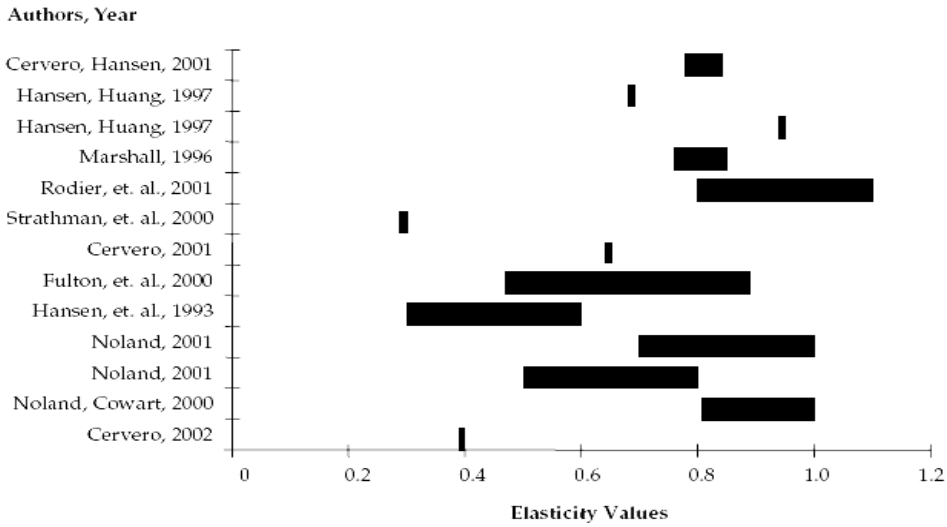
- Burt and Hoover (2006) found that each 1% increase in road lane-kilometres per driving-age person increases per capita light truck travel 0.49% and car travel 0.27%, although they report that these relationships are not statistically significant, falling just outside the 80% confidence interval for cars and the 90% confidence interval for light trucks.

- Hymel, Small and Van Dender (2010) used U.S. state-level cross-sectional time series data for 1966 through 2004 to evaluate the effects of various factors including incomes, fuel price, road supply and traffic congestion on vehicle travel. They find the elasticity of vehicle use with respect to statewide road density (based on 2004 conditions for factors such as vehicle ownership and incomes) is 0.019 in the short run and 0.093 in the long run (a 10% increase in the state's total lane miles per square mile increases vehicle mileage by 0.19% in the short run and 0.93% in the long run), and with respect to total state road miles is 0.037 in the short run and 0.186 in the long run (a 10% increase in lane miles causes VMT to increase 0.37% in the short run and 1.86% over the long run), and the elasticity of vehicle use with respect to congestion is -0.045 (a 10% increase in total regional congestion reduces regional mileage by 0.45% over the long run), but this increases with income, assumedly because the opportunity cost of time increases with wealth, and so is estimated to be 0.078 at 2004 income levels (a 10% increase in total regional congestion reduces regional mileage by 0.78% over the long run). Their analysis indicates that long-run travel elasticities are typically 3.4–9.4 times the short-run elasticities.

- Schiffer, Steinvorth and Milam (2005) perform a meta-analysis of induced travel studies to identify short- and long-term elasticities of VMT with respect to changes in traffic lane-miles and other variables, as summarized in Figure 2. They predicted the amount of VMT induced by regional highway expansion in the Wasatch Front (Salt Lake City region). They reached the following general conclusions concerning induced travel:
    - *Induced travel effects exist* – The elasticity of VMT with respect to added lane-miles or reductions in travel time is generally greater than zero and the effects increase over time.
    - *Short-term induced travel effects are smaller than long-term effects* – As measured by the increase in VMT with respect to an increase in lane-miles, short-term effects have an elasticity range from near zero to about 0.40, while long-term elasticities range from about 0.50 to 1.00. This means that a 10% increase in lane-miles can cause up to a 4% increase in VMT in the short term and a 10% increase in the long term.
    - *Induced travel effects for constructing new roadways versus widening existing roadways were not definitive* – The research did not include any examples that isolated the effects of constructing new roadways versus widening existing roadways. However, somewhat higher elasticities where found when "new roadways and widenings" were considered together compared to "widenings only." This finding is based on a limited number of studies and indicates that more research is necessary to isolate these differences.

- *Induced travel effects generally decrease with the size of the unit of study* – Larger effects are measured for single facilities while smaller effects are measured for regions and subareas. This is mainly due to diverted trips (drivers changing routes) causing more of the change on a single facility, whereas, at the regional level, diverted trips between routes within the region are not considered induced travel unless the trips become longer as a result.
- *Traditional four-step travel demand models do not fully address induced travel or induced growth* – Land use allocation methods overlook accessibility effects, trip generation often fails to account for latent trips (potential trips constrained by congestion), many models overlook time-of-day shifts, and static traffic assignment algorithms may not account for queuing impacts on route shifts. Errors tend to be greatest when there is more or users are more responsive to travel costs. These weaknesses are due to the static nature of four-step models that carry base-year behavior parameters into future year scenarios when congestion may be much greater. For example, the percent of daily trips that occur during a peak hour is typically hard-coded in most traditional four-step models, and so does not change from the base year to future years. In reality, the percent of daily trips that occur during peak hours reduces as congestion increases. Failing to capture this effect ignores the potential trip suppression effects of congestion.

Figure 2 **VMT With Respect to Road Capacity** (Schiffer, Steinvorth and Milam 2005)



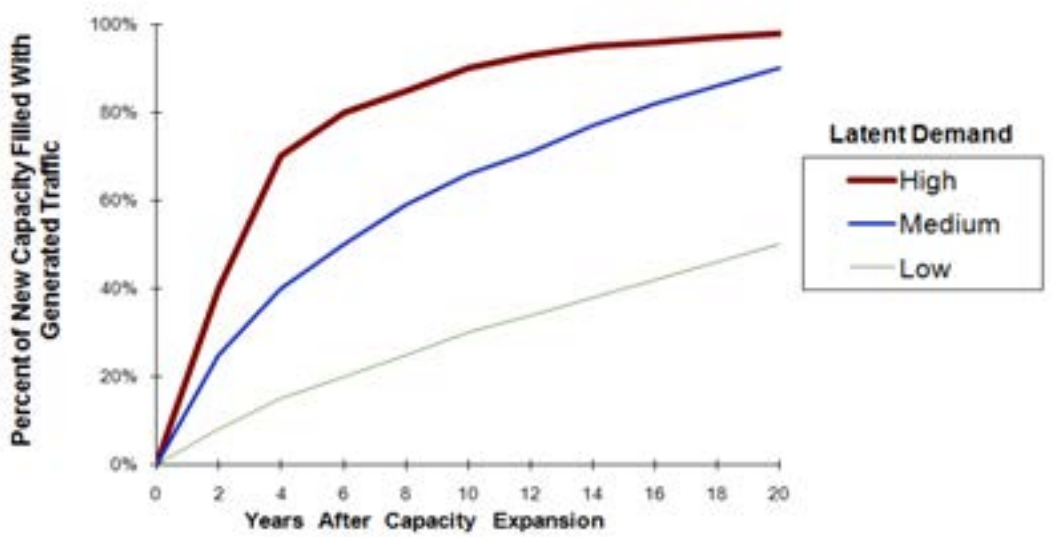
This figure summarizes long term vehicle travel elasticities with respect to roadway capacity.

The amount of traffic generated by a road project varies depending on conditions. It is not capacity expansion itself that generates travel, it is the reduction in congestion delays and therefore per-mile travel costs. Expanding uncongested roads will generate no traffic, although paving a dirt road or significantly raising roadway design speeds may induce more vehicle travel. In general, the more congested a road, the more traffic is generated by capacity expansion. Increased capacity on highly congested roads often generates considerable traffic (Marshall 2000). Older studies of the elasticity of VMT growth with respect to increased roadway lane-miles performed during the early years of highway building (during the 1950s through 1970s) have little relevance for evaluating current urban highway capacity expansion. In developed countries, where most highway expansion now occurs on congested links, such projects are likely to generate considerable amounts of traffic, providing only temporary congestion reduction benefits.

Gridlock?
Highway expansion advocates sometimes predict that roads will reach *gridlock* unless capacity increases. Such claims are usually exaggerated because they ignore the equilibrium tendency of traffic congestion. Gridlock is a specific condition that occurs when backups block intersections, stopping street network traffic flow as vehicles on each street wait for other vehicles to move. Gridlock can be avoided with proper intersection design that prevents such backups. Increasing regional highway capacity can *increase* rather than reduce this risk by adding more traffic to surface streets where gridlock occurs.

Generated traffic usually accumulates over several years (Goodwin 1998). Under typical urban conditions, more than half of added capacity is filled within five years of project completion by additional vehicle trips that would not otherwise occur, with continued but slower growth in later years. Figure 3 shows typical generated traffic growth indicated by various studies. Techniques for modeling these impacts into account are described in the next section (Dargay and Goodwin 1995).

Figure 3 **Elasticity of Traffic Volume With Respect to Road Capacity**



This illustrates traffic growth on a road after its capacity increases. About half of added capacity is typically filled with new traffic within a decade of construction. (Based on cited studies)

Modeling Generated Traffic

To predict generated traffic, transport models must incorporate "feedback," which reflects the impacts congestion has on travel behavior, and long-term transport and land use systems. This recognizes that congestion diverts traffic to other routes, times and modes, and reduces trip length and frequency, while reduced congestion has the opposite effects. Because of non-linear speed flow relationships, and typically small net differences between large costs and large benefits, a small amount of induced traffic can have a disproportionately large effect on the cost effectiveness of a roadway project.

Most current traffic models can predict route and mode shifts, and some can predict changes in scheduling and destination, but few adjust trip frequency, and most ignore the effects transportation decisions have on land use (Beimborn, Kennedy and Schaefer 1996; Ramsey 2005). For example, they do not recognize that highway capacity expansion encourages more automobile-dependent urban fringe development. As a result, current models recognize diverted traffic but do not account for most forms of long term induced vehicle travel, and thus underestimate the amount of traffic likely to be generated when congested roads are expanded. In one exercise, Ramsey (2005) found that the net benefits of a suburban highway capacity expansion project declined by 50% if the project caused 60,000 residents (about 2% of the regional population) to move from urban to suburban locations, thereby increasing traffic congestion on that roadway link. Analysis of urban highway expansion impacts on total emissions by Williams-Derry (2007) indicates that emissions from construction and additional vehicle traffic quickly exceed any emission reductions from reduced congestion delays.

Transportation modelers have developed techniques for incorporating full feedback (Harvey and Deakin 1993; SACTRA 1994; Loudon, Parameswaran and Gardner 1997; Schiffer, Steinvorth and Milam 2005). This recognizes that expanding the capacity of congested roads increases the number and length of trips in a corridor (DeCorla-Souza and Cohen 1999). Henk (1989) used analysis of vehicle traffic growth rates at 34 urban highways in Texas to develop a model which predicts the amount of latent demand, and therefore future traffic volumes from highway capacity expansion, taking into account the type of facility, the Volume/Capacity ratio, and local population densities. Even more accurate are integrated models that incorporate interrelationships between transport and land use patterns (Rodier, et al. 2001). Federal clean air rules require that these techniques be used in metropolitan transportation models to evaluate the effects transport system changes have on vehicle emissions, but many metropolitan planning organizations have yet to comply, and few models used in medium and small cities have full feedback.

Full feedback is necessary to accurately predict future traffic congestion and traffic speeds, and the incremental costs and benefits of alternative projects and policy options. Models without full feedback tend to overestimate future congestion problems and overestimate the benefits of roadway capacity expansion. In one example, modeling a congested road network without feedback underestimated traffic speeds by more than 20% and overestimated total vehicle travel by more than 10% compared with modeling with feedback (Comsis 1996). Models that fail to consider generated traffic were found to overvalue roadway capacity expansion benefits by 50% or more (Williams and

Yamashita 1992). Another study found that the ranking of preferred projects changed significantly when feedback is incorporated into project assessment (Johnston and Ceerla 1996). Ignoring generated traffic tends to skew planning decisions toward highway projects and away from No Build and mobility management alternatives such as road pricing, transit improvements and commute trip reduction programs (Boarnet 1995).

The FHWA *Spreadsheet Model for Induced Travel Estimation* (SMITE) was developed to predict the amount of traffic induced by road improvements and the effects on consumer welfare and vehicle emissions (DeCorla-Souza 2000). It is a relatively easy way to incorporate generated traffic impacts into road project assessments. Another approach involves integrated transport/ land use models (such as TRANUS and MEPLAN) that track transport benefits through their land value impacts (Abraham 1998).

Short Cut Methods of Incorporating Induced Demand
Based on comments in the *Transportation Model Improvement Program* listserve (TMIP-L@listserv.tamu.edu) by Phil Goodwin, 2001.

The easiest way to incorporate induced demand into conventional traffic models is to apply an overall demand elasticity to forecasted changes in travel speed, calculated either:

- Elasticities applied to generalized costs (travel time and financial costs) using a price elasticity (about -0.3 for equilibrium, less for short term), with monetized travel time costs. The time elasticity is generally about -0.5 to -0.8 or so, though this is highly dependent on context. Where to apply it depends on the model used. With a fixed trip matrix altered only by reassignment, apply elasticities to each separate cell, or the row and column totals, or the overall control total - depending on how short the short cut has to be. Or add a separate test at the end.

or

- Direct application of a ‘capacity elasticity,’ i.e. percent change in vehicle miles resulting from a 1% change in highway capacity, for which lane miles is sometimes used as a proxy, the elasticity in that case usually coming out at about -0.1. This will tend to underestimate the effect if the capacity increase is concentrating on bottlenecks.

Care is needed if the basic model has cost-sensitive distribution and mode split, as this will already make allowance for some induced traffic. Induced traffic consists of several types of travel changes that make vehicle miles “with” a scheme different from “without,” including re-assignment to longer routes and some increased trip generation. Allowance for time-shifting, which is not induced traffic at all, is equally important because it has similar effects on calculation of benefits of reducing congestion, and is often a large response. Ideally you iterate on speed and allow for the effect from retiming of journeys, and separate the various behavioural responses which make up induced traffic. These short cuts are subject to bias, but less than the bias introduced by assuming zero induced traffic.

Land Use Impacts

An important issue related to generated and induced travel is the degree to which roadway improvements affect land use patterns, and in particular, whether highway capacity expansion stimulates lower-density, urban fringe development (i.e., urban sprawl), and the costs to society that result (Louis Berger & Assoc. 1998; USEPA 2001; ICF Consulting 2005). Land use changes are one category of induced travel. Such changes take a relatively long time to occur, and are influenced by additional factors, but they are durable effects with a variety of economic, social and environmental impacts.

Urban economists have long realized that transportation can have a major impact on land use development patterns, and in many situations improved accessibility can stimulate development location and type. Different types of transportation improvements tend to cause different types of land use development patters: highway improvements tend to encourage lower-density, automobile-oriented development at the urban fringe, while transit improvements tend to encourage higher-density, multi-modal, urban redevelopment, although the exact types of impacts vary depending on specific conditions and the type of transportation improvements implemented (Rodier, Abraham, Johnston and Hunt 2001; Boarnet and Chalermpong 2002; Litman 2002).

Some researchers claim that investing in road construction does not lead to the sprawl (Sen, et al. 1999; Hartgen 2003a and 2003b), although the evidence indicates otherwise. Even in relatively slow-growth regions with modest congestion problems, highway capacity expansion increases suburban development by 15-25%. These effects are likely to be much greater in large cities with significant congestion problems, where peak-period traffic congestion limits commute trip distances, and increased roadway capacity would significantly improve automobile access to urban fringe locations. This is particularly true if the alternative is to implement Smart Growth development policies and improved walking, cycling and transit transportation ("Smart Growth, VTPI 2006).

There has been considerable debate over the benefits and costs of sprawl and Smart Growth (Burchell, et al. 1998; Litman 2002). Table 2 summarizes some benefits that tend to result from reduced sprawl.

Table 2 **Smart Growth Benefits** ("Smart Growth, VTPI 2006)

Economic	Social	Environmental
Reduced development and public service costs. Consumer transportation cost savings. Economies of agglomeration. More efficient transportation.	Improved transportation choice, particularly for nondrivers. Improved housing choices. Community cohesion.	Greenspace and wildlife habitat preservation. Reduced air pollution. Reduce resource consumption. Reduced water pollution. Reduced "heat island" effect.

Costs of Induced Travel

Driving imposes a variety of costs, including many that are external, that is, not borne directly by users (Murphy and Delucchi 1998). Table 3 illustrates one estimate of the magnitude of these costs. Other studies show similar costs, with average values of 10-30¢ per vehicle-kilometer, and more under urban-peak conditions (Litman 2003).

Table 3 **Motor Vehicle Indirect and External Costs** (Delucchi 1996)

Cost Item	Examples	Vehicle-Year	Vehicle-Mile
Bundled private sector costs	Parking funded by businesses	$337-1,181	2.7-9.4 cents
Public infrastructure and services	Public roads, parking funded by local governments	$662-1,099	5.3-8.8 cents
Monetary externalities	External crash damages to vehicles, medical expenses, congestion.	$423-780	3.4-6.2 cents
Nonmonetary externalities	Environmental damages, crash pain.	$1,305-3,145	10.4-25.2 cents
Totals		*$2,727-6,205*	*22-50 cents*

This table summarizes an estimate of motor vehicle indirect and external costs. (US 1991 Dollars)

Any incremental external costs of generated traffic should be included in project evaluations, "incremental" meaning the difference between the external costs of the generated travel and the external costs of alternative activities (NHI 1995). For diverted traffic this is the difference in external costs between the two trips. For induced travel this is the difference in external costs between the trip and any non-travel activity it replaces, which tends to be large since driving has greater external costs than most other common activities. Most generated traffic occurs under urban-peak travel conditions, when motor vehicle external costs are greatest, so incremental external costs tend to be high.

Incremental external costs depend on road system conditions and the type of generated traffic. Generated traffic often increases downstream congestion (for example, increasing capacity on a highway can add congestion on surface streets, particularly near on- and off-ramps). In some conditions adding capacity actually increases congestion by concentrating traffic on a few links in the network and by reducing travel alternatives, such as public transit (Arnott and Small 1994). Air emission and accident rates per vehicle-mile may decline if traffic flows more freely, but these benefits decline over time and are usually offset as generated traffic leads to renewed congestion and increased vehicle travel (TRB 1995; Shefer and Rietvald 1997; Cassady, Dutzik and Figdor 2004).

Table 4 compares how different types of generated traffic affect costs. All types reduce user travel time and vehicle costs. Diverted trips have minimal incremental costs. Longer trips have moderate incremental costs. Shifts from public transit to driving may also have moderate incremental costs, since transit service has significant externalities but also experiences economies of scale and positive land use impacts that are lost if demand declines ("Social Benefits of Public Transit," VTPI 2001). Induced trips have the largest incremental costs, since they increase virtually all external costs. Longer and induced vehicle trips can lead to more automobile dependent transportation and land use over the long term. These costs are difficult to quantify but are probably significant (Newman and Kenworthy 1998; Burchell, et al 1998).

Table 4 **Cost Impacts of Roadway Capacity Expansion**

Costs Reduced	Costs Increased		
	Diverted Trips	*Longer Trips*	*Induced Trips*
Travel Time Vehicle Operating Costs Per-mile crash rates (if implemented in conjunction with roadway design improvements, but these are often offset if traffic speeds increase). Per-mile pollution emissions (if congestion declines, but these may be offset if traffic speeds increase).	Downstream congestion	Downstream congestion Road facilities Traffic services Per-capita crash rates Pollution emissions Noise Resource externalities Land use impacts Barrier effect	Downstream congestion Road facilities Parking facilities Traffic services Per-capita crash rates Pollution emissions Noise Resource externalities Land use impacts Barrier effect Transit efficiency Equity Vehicle ownership costs

Increased roadway capacity tends to reduce two costs, but increases others.

The incremental external costs of road capacity expansion tend to increase over time as the total amount of generated traffic grows and an increasing portion consists of induced motor vehicle travel and trips.

Table 5 proposes default estimates of the incremental external costs of different types of generated traffic. These values can be adjusted to reflect specific conditions and analysis needs.

Table 5 **Estimated Incremental External Costs of Generated Traffic**

Type	Description	Cost Per Mile
Time and route shift	Trips shifted from off-peak to peak, or from another route.	5 cents
Transit-to-Auto mode shift, and longer trips	Trips shifted from transit to driving alone, and increased automobile trip lengths.	15 cents
Induced vehicle trip	Additional motor vehicle trip, including travel shifted from walking, cycling and ridesharing.	30 cents.

This table indicates the estimated incremental costs of different types of generated traffic.

There is considerable discussion of the emission impacts of roadway expansion (TRB 1995). Although expanding highly congested roadways may reduce emission rates per vehicle-kilometer, expanding moderately congested roads may increase traffic speeds to levels (more than 80 kms/hr) that increase emission rates, and by inducing total vehicle travel tends to increase total emissions, particularly over the long run. According to a study by the Norwegian Centre for Transport Research (TØI 2009):

> "Road construction, largely speaking, increases greenhouse gas emissions, mainly because an improved quality of the road network will increase the speed level, not the least in the interval where the marginal effect of speed on emissions is large (above 80km/hr). Emissions also rise due to increased volumes of traffic (each person traveling further and more often) and because the modal split changes in favor of the private car, at the expense of public transport and bicycling."

Table 6 summarizes roadway improvement emission impacts, including effects on emission rates per vehicle mile, increases in total vehicle mileage, and emissions from road construction and maintenance activities.

Table 6 **Roadway Expansion Greenhouse Gas Emission Impacts** (TØI 2009)

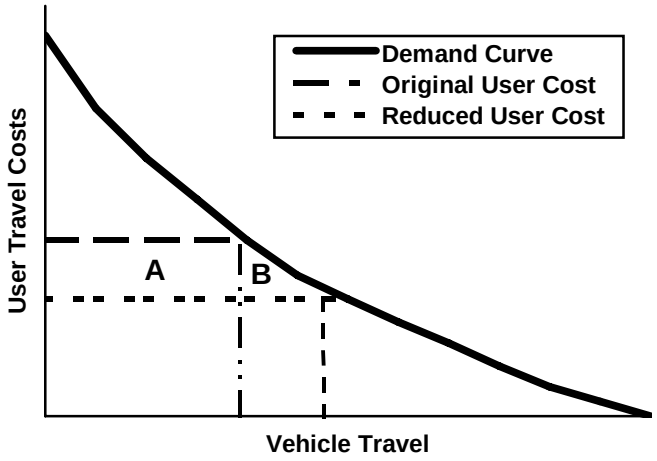
	General Estimates	Large Cities	Small Cities	Intercity Travel
Emission reductions per vehicle-kilometer due to improved and expanded roads.		Short term reductions. Stable or some increase over the long-term.	Depends on situation, ranging from no change to large increases.	Depends on situation. Emissions may decline or increase.
Increased vehicle mileage (induced vehicle travel), short term (under five years)	A 10% reduction in travel time increases traffic 3-5%	Significant emission growth	Moderate emission growth	Moderate emission growth
Increased vehicle mileage (induced travel), long term (more than five years)	A 10% reduction in travel time increases traffic 5-10%	Significant emission growth	Moderate emission growth	Moderate emission growth
Road construction and improvement activity	12 tonnes of CO_2 equivalent for 2-lane roads and 21 tonnes for 4-lane roads.	Road construction emissions are relatively modest compared with traffic emissions.		
Roadway operation and maintenance activity	33 tonnes of CO_2 equivalent for 2-lane roads and 52 tonnes for 4-lane roads.	Road operation and maintenance emissions are relatively modest compared with traffic emissions.		

This table summarizes roadway improvement emission impacts according to research by the Norwegian Centre for Transport Research.

Calculating Consumer Benefits

Generated traffic represents increased mobility, which provides consumer benefits. However, these benefits tend to be modest because generated traffic consists of marginal value trips, the trips that people are most willing to forego (Small 1998). To calculate these benefits economists use the *Rule of Half*, which states that the benefits of additional travel are worth half the per-trip saving to existing travelers, as illustrated in Figure 4 by the fact that B is a triangle rather than a rectangle (AASHTO 1977; Litman 2001a).

Figure 4 **Vehicle Travel Demand Curve Illustrating the Rule-of-Half**



Reduced user costs (downward shift on Y axis) increases vehicle travel (rightward shift on X axis). Rectangle A shows savings to existing trips. Triangle B shows generated travel benefits.

Because induced travel provides relatively small user benefits, and imposes external costs such as downstream congestion, parking costs, accident risk imposed on other road users, pollution emissions, sprawl and other environmental costs, the ratio of benefits to costs, and therefore total net benefits of travel, tend to decline as more travel is induced.

Failing to account for the full impacts of generated and induced travel tends to exaggerate the benefits of highway capacity expansion and undervalue alternatives such as transit improvements and pricing reforms (Romilly 2004). Some newer project evaluation models, such as the FHWA's SMITE and STEAM sketch plan programs, incorporate generated traffic effects including the Rule of Half and some externalities (FHWA 1997; FHWA 1998; DeCorla-Souza and Cohen 1998).

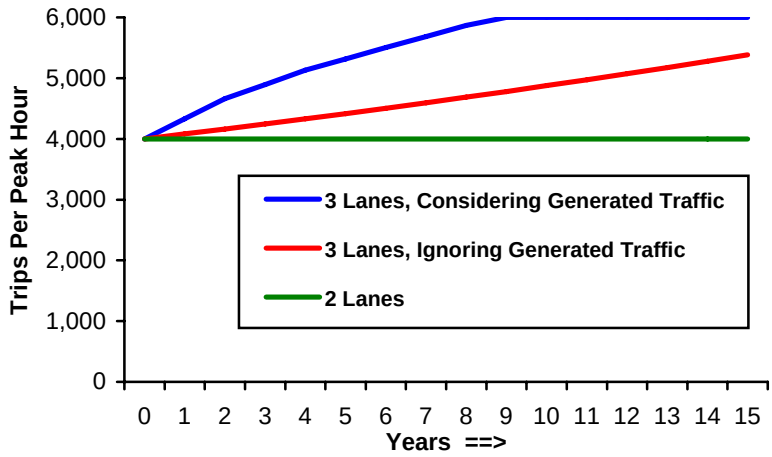
The benefits of increased mobility are often capitalized into land values. For example, a highway improvement can increase urban periphery real estate prices, or a highway offramp can increase nearby commercial land values (Moore and Thorsnes 1994). Because this increase in land values is an economic transfer (land sellers gain at the expense of land buyers), it is inappropriate to add increased real estate values and transport benefits, such as travel time savings (which represent true resource savings). This would double count benefits.

Example

A four-lane, 10-kilometer highway connects a city with nearby suburbs. The highway is congested 1,000 hours per year in each direction. Regional travel demand is predicated to grow at 2% per year. A proposal is made to expand the highway to six lanes, costing $25 million in capital expenses and adding $1 million in annual highway operating expenses.

Figure 5 illustrates predicted traffic volumes. Without the project peak-hour traffic is limited to 4,000 vehicles in each direction, the maximum capacity of the two-lane highway. If generated traffic is ignored the model predicts that traffic volumes will grow at a steady 2% per year if the project is implemented. If generated traffic is considered the model predicts faster growth, including the basic 2% growth plus additional growth due to generated traffic, until volumes levels off at 6,000 vehicles per hour, the maximum capacity of three lanes.

Figure 5 **Projected Traffic**

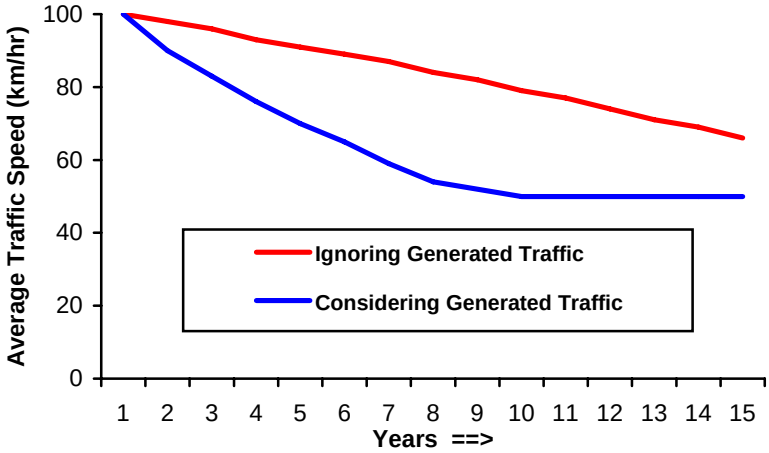


If generated traffic is ignored the model predicts that traffic volumes will grow at a steady 2% per year if the project is implemented. If generated traffic is considered the model predicts a higher initial growth rate, which eventually declines when the road once again reaches capacity and becomes congested. (Based on the "Moderate Latent Demand" curve from Figure 3)

The model divides generated traffic into diverted trips (changes in trip time, route and mode) and induced travel (increased trips and trip length), using the assumption that the first year's generated traffic represents diverted trips and later generated traffic represents induced travel. This simplification appears reasonable since diverted trips tend to occur in the short-term, while induced travel is associated with longer-term changes in consumer behavior and land use patterns.

Roadway volume to capacity ratios are used to calculate peak-period traffic speeds, which are then used to calculate travel time and vehicle operating cost savings. Congestion reduction benefits are predicted to be significantly greater if generated traffic is ignored, as illustrated in Figure 6.

Figure 6 **Projected Average Traffic Speeds**



Ignoring generated traffic exaggerates future traffic speeds and congestion reduction benefits.

Incremental external costs are assumed to average 10¢ per vehicle-km for diverted trips (shifts in time, route and mode) and 30¢ per vehicle-km for induced travel (longer and increased trips). User benefits of generated traffic are calculated using the Rule-of-Half.

Three cases where considered for sensitivity analysis. *Most Favorable* uses assumptions most favorable to the project, *Medium* uses values considered most likely, and *Least Favorable* uses values least favorable to the project. Table 7 summarizes the analysis.

Table 7 **Analysis of Three Cases**

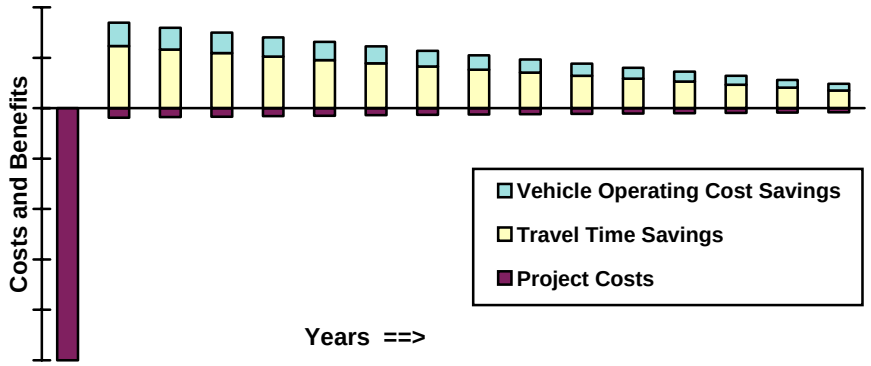
Data Input	Most Favorable	Medium	Least Favorable
Generated Traffic Growth Rate (from Figure 3)	L	M	H
Discount Rate	6%	6%	6%
Maximum Peak Vehicles Per Lane	2,200	2,000	1,800
Before Average Traffic Speed (km/hr)	40	50	60
After Average Traffic Speed (km/hr)	110	100	90
Value of Peak-Period Travel Time (per veh-hr)	$12.00	$8.00	$6.00
Vehicle Operating Costs (per km)	$0.15	$0.12	$0.10
Annual Lane Hours at Capacity Each Direction	1,200	1,000	800
Diverted Trip External Costs (per km)	$0.00	$0.10	$0.15
Induced Travel External Costs (per km)	$0.20	$0.30	$0.50
Net Present Value (millions)			
NPV Without Consideration of Generated Traffic	*$204.8*	*$45.2*	*-$9.8*
NPV With Consideration of Generated Traffic	*$124.5*	*-$32.1*	*-$95.7*
Difference	*-$80.3*	*-$77.3*	*-$85.8*
Benefit/Cost Ratio			
Without Generated Traffic	*6.90*	*2.30*	*0.72*
With Generated Traffic	*3.37*	*0.59*	*0.11*

This table summarizes the assumptions used in this analysis.

The most favorable assumptions result in a positive B/C even when generated traffic is considered. The medium assumptions result in a positive B/C if generated traffic is ignored but a negative NPV if generated traffic is considered. The least favorable assumptions result in a negative B/C even when generated traffic is ignored. In each case, considering generated traffic has significant impacts on the results.

Figure 7 illustrates project benefits and costs based on "Medium" assumptions, ignoring generated traffic. This results in a positive NPV of $45.2 million, implying that the project is economically worthwhile.

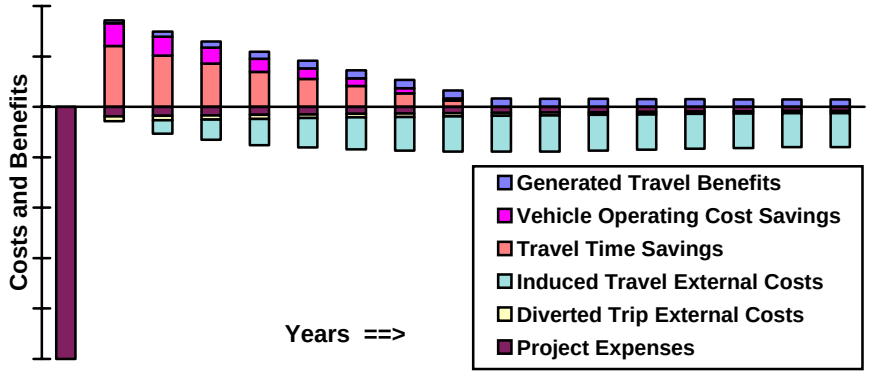
Figure 7 **Estimated Costs and Benefits, Ignoring Generated Traffic**



This figure illustrates annual benefits and costs when generated traffic is ignored, using "Medium" assumptions. Benefits are bars above the baseline, costs are bars below the baseline. Project expenses are the only cost category.

Figure 8 illustrates project evaluation when generated traffic is considered. Congestion reduction benefits decline, and additional external costs and consumer benefits are included. The NPV is –$32.1 million, indicating the project is not worthwhile.

Figure 8 **Estimated Costs and Benefits, Considering Generated Traffic**



This figure illustrates benefits and costs when generated traffic is considered, using medium assumptions. Benefits are bars above the baseline, costs are bars below the baseline. It includes consumer benefits and external costs associated with generated traffic. Travel time and vehicle operating cost savings end after about 10 years, when traffic volumes per lane return to pre-project levels, resulting in no congestion reduction benefits after that time.

This analysis indicates how generated traffic can have significant impacts on project assessment. Ignoring generated traffic exaggerates the benefits of highway capacity expansion by overestimating congestion reduction benefits and ignoring incremental external costs from generated traffic. This tends to undervalue alternatives such as road pricing, TDM programs, other modes, and “do nothing” options.

Counter Arguments

"Widening roads to ease congestion is like trying to cure obesity by loosening your belt" Roy Kienitz, executive director of the Surface Transportation Policy Project

"Increasing highway capacity is equivalent to giving bigger shoes to growing children" Robert Dunphy of the Urban Land Institute

Some highway expansion advocates argue that generated traffic has minor implications for transport planning decisions. They argue that increased highway capacity contributes little to overall growth in vehicle travel compared with other factors such as increased population, employment and income (Heanue 1998; Sen 1998; Burt and Hoover 2006), that although new highways generate traffic, they still provide net economic benefits (ULI 1989), and that increasing roadway capacity does reduce congestion (TRIP 1999; Bayliss 2008).

These arguments ignore critical issues, and are often based on outdated data and inaccurate analysis. Overall travel trends indicate little about the cost effectiveness of particular policies and projects. For example, studies which indicate that, in the past, increased lane-miles caused minimal growth in vehicle travel (Burt and Hoover 2006), provide little guidance for future planning, since, in the past, much of the added highway lane-miles occurred on uncongested rural highways while most future highway expansion occurs on congested urban highways. Strategies that encourage more efficient use of existing capacity, such as commute trip reduction programs and road pricing, may provide greater social benefits, particularly considering all costs (Goodwin 1997).

Highway expansion advocates generally ignore or severely understate generated traffic and induced travel impacts. For example, Cox and Pisarski (2004) use a model that accounts for diverted traffic (trips shifted in time or route) but ignores shifts in mode, destination and trip frequency. Hartgen and Fields (2006) assume that generated traffic would fill just 15% of added roadway capacity, based on generated traffic rates during the 1960s and 1970s, which is unrealistically low when extremely congested roads are expanded. They ignore the incremental costs that result from induced vehicle travel, such as increased downstream traffic congestion, road and parking costs, accidents and pollution emissions. They claim that roadway capacity expansion reduces fuel consumption, pollution emissions and accidents, because they measure impacts per vehicle-mile and ignore increased vehicle miles. As a result they significantly exaggerate roadway expansion benefits and understate total costs.

Debates over generated traffic and its implications often reflect ideological perspectives concerning whether automobile travel (and therefore road capacity expansion) is "good" or "bad". To an economist, such arguments are silly. Some automobile travel provides large net benefits (high user value, poor alternatives, low external costs), and some provides negative net benefits (low user value, good alternatives, and large external costs). The efficient solution to congestion is to use pricing or other incentives to test consumers' willingness to pay for road space and capacity expansion.

If consumers only demand roadway improvements when they are shielded from the true costs, such projects are likely to be economically inefficient. Only if users are willing to pay the full incremental costs their vehicle use imposes can society be sure that increased road capacity and the additional vehicle travel that results provides net benefits. Travel demand predictions based on underpriced roads overestimate the economically optimal level of roadway investments and capacity expansion. Increasing capacity in such cases is more equivalent to loosening a belt than giving a growing child larger shoes (see quotes above), since the additional vehicle travel is a luxury and economically inefficient.

Some highway advocates suggest there are equity reasons to subsidize roadway capacity expansion, to allow lower-income households access to more desirable locations, but most benefits from increased roadway capacity are captured by middle- and upper-income households (Deakin, et al. 1996). Improving travel choices for non-drivers tends to have greater equity benefits than subsidizing additional highway capacity since physically and economically disadvantaged people often rely on alternative modes.

Although highway projects are often justified for the sake of economic development, highway capacity expansion now provides little net economic benefit (Boarnet 1997). An expert review concluded, “The available evidence does not support arguments that new transport investment in general has a major impact on economic growth in a country with an already well-developed infrastructure” (SACTRA 1997).

Alternative Transport Improvement Strategies

Since roadway capacity expansion provides smaller net benefits than is often recognized, due to the effects of generated traffic, other solutions to transportation problems may provide relatively more benefits. A "No Build" option may become more attractive since peak-period traffic volumes will simply level off without additional capacity. This can explain, for example, why urban commute travel times are virtually unchanged despite increases in traffic congestion, and why urban regions that have made major investments in highway capacity expansion have not experienced significant reductions in traffic congestion (Gordon and Richardson 1994; STPP 1998).

Consideration of generated traffic gives more value to transportation systems management and transportation demand management strategies that result in more efficient use of existing roadway capacity. These strategies cannot individually solve all transportation problems, but a package of them can, often with less costs and greater overall benefit than highway capacity expansion. Below are examples (VTPI 2001):

- Congestion pricing can provide travelers with an incentive to reduce their peak period trips and use travel alternatives, such as ridesharing and non-motorized transport.

- Commute trip reduction programs can provide a framework for encouraging commuters to drive less and rely more on travel alternatives.

- Land use management can increase access by bringing closer common destinations.

- Pedestrian and cycle improvements can increase mobility and access, and support other modes such as public transit (since transit users also depend on walking and cycling).

- Public transit service that offers door-to-door travel times and user costs that are competitive with driving can attract travelers from a parallel highway, limiting the magnitude of traffic congestion on that corridor.

Legal Issues

Environmental groups successfully sued the Illinois transportation agencies for failing to consider land use impacts and generated traffic in the Environmental Impact Statement (EIS) for I-355, a proposed highway extension outside the city of Chicago (Sierra Club 1997). The federal court concluded that the EIS was based on the "implausible" assumption that population in the rural areas would grow by the same amount with and without the tollroad, even though project was promoted as a way to stimulate growth. The court concluded that this circular reasoning afflicted the document's core findings. The judge required the agencies to prepare studies identifying the amount of development the tollroad would cause, and compare this with alternatives. The Court's order states:

> Plaintiffs' argument is persuasive. Highways create demand for travel and expansion by their very existence…Environmental laws are not arbitrary hoops through which government agencies must jump. The environmental regulations at issue in this case are designed to ensure that the public and government agencies are well informed about the environmental consequences of proposed actions. The environmental impact statements in this case fail in several significant respects to serve this purpose. (ELCP)

In 2008 the California Attorney General recognized that regional transportation plans must consider induced travel impacts when evaluating the climate change impacts of individual projects to meet California Environmental Quality Act (CEQA) requirements (Brown 2008). CEQA requires that "[e]ach public agency shall mitigate or avoid the significant effects on the environment of projects that it carries out or approves whenever it is feasible to do so." The state Attorney General recognizes that transportation planning decisions, such as highway expansion projects, can have significant emission impacts due to induced vehicle travel.

Conclusions

Urban traffic congestion tends to maintain equilibrium. Congestion reaches a point at which it discourages additional peak-period trips. Increasing road capacity allows more vehicle travel to occur. In the short term this consists primarily of generated traffic: vehicle travel diverted from other times, modes, routes and destinations. Over the long run an increasing portion consists of induced vehicle travel, resulting in a total increase in regional VMT. This has several implications for transport planning:

- Ignoring generated traffic underestimates the magnitude of future traffic congestion problems, overestimates the congestion reduction benefits of increasing roadway capacity, and underestimates the benefits of alternative solutions to transportation problems.
- Induced travel increases many external costs. Over the long term it helps create more automobile dependent transportation systems and land use patterns.
- The mobility benefits of generated traffic are relatively small since they consist of marginal value trips. Much of the benefits are often capitalized into land values.

Ignoring generated traffic results in self-fulfilling *predict and provide* planning: Planners extrapolate traffic growth rates to predict that congestion will reach *gridlock* unless capacity expands. Adding capacity generates traffic, which leads to renewed congestion with higher traffic volumes, and more automobile oriented transport and land use patterns. This cycle continues until road capacity expansion costs become unacceptable.

The amount of traffic generated depends on specific conditions. Expanding highly congested roads with considerable latent demand tends to generate significant amounts of traffic, providing only temporary congestion reductions.

Generated traffic does not mean that roadway expansion provides no benefits and should never be implemented. However, ignoring generated traffic results in inaccurate forecasts of impacts and benefits. Road projects considered cost effective by conventional analysis may actually provide little long-term benefit to motorists and make society overall worse off due to generated traffic. Other strategies may be better overall. Another implication is that highway capacity expansion projects should incorporate strategies to avoid increasing external costs, such as more stringent vehicle emission regulations to avoid increasing pollution and land use regulations to limit sprawl.

Framing the Congestion Question
If you ask people, *"Do you think that traffic congestion is a serious problem?"* they frequently answer yes. If you ask, *"Would you rather solve congestion problems by improving roads or by using alternatives such as congestion tolls and other TDM strategies?"* a smaller majority would probably choose the road improvement option. This is how transport choices are generally framed.

But if you present the choices more realistically by asking, *"Would you rather spend a lot of money to increase road capacity to achieve moderate and temporary congestion reductions and bear higher future costs from increased motor vehicle traffic, or implement other types of transportation improvements?"* the preference for road building might disappear.

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10/22/2011 11:07 AM

To <thomas_rosevear@dot.ca.gov>, <board@smcta.com>
cc
bcc
Subject State Route 1/Calera Parkway/Highway 1 Widening Project - Comments for DEIR - Project ID: 0400000715 - State Clearinghouse Number 2010022042

<letter and references attached as MS Word and PDF documents>

Caltrans
Yolanda Rivas, Caltrans
Attn: Thomas Rosevear
111 Grand Avenue, Oakland, CA 94623
EMAIL: thomas_rosevear@dot.ca.gov

cc: SMCTA
San Mateo County Transportation Authority
1250 San Carlos Ave./P.O. Box 3006
San Carlos, CA 94070-1306
EMAIL: board@smcta.com

Re: State Route 1/Calera Parkway/Highway 1 Widening Project (from South of Fassler Avenue to North of Reina Del mar Avenue in the City of Pacifica), San Mateo County, CA
04-SM1 - PM 41.7/43.0 - EA 04-254600 – Project ID: 0400000715
State Clearinghouse Number 2010022042
DEIR/EA

Dear Yolanda Rivas:
Following are my comments on the DEIR:

Visual and Aesthetic Impacts - Section 2.7

126.1 The draft EIR fails to adequately analyze whether the visual and aesthetic resource impacts of the Project are adverse or significant. As a 20+ year resident of Pacifica, my experience is that this project will severely impact the visual and aesthetic resources here and forever mar the quiet, scenic beauty of our little coastal town. I commute daily using the section of Highway 1 where the Project is proposed, and I appreciate the scenic nature of this coastal highway and our local hawks, birds, snakes, frogs and other wildlife. In addition, I have hiked virtually all trails surrounding the Project – from Mori Point to Sweeney Ridge and through the Quarry – all areas that will be impacted visually by approximately 6 acres of pavement proposed by in the DEIR.

126.2

126.3

- As a community, the City of Pacifica unites around pride of place: we are proud of our beautiful scenic hillsides, ocean views, trails and beaches – which provide visual respite and house some of the most beautiful and rare wildlife on the coast.
- Based on my personal experiences, I believe that the Project will have a substantial adverse effect on scenic vistas in Pacifica and will substantially degrade the existing visual character and quality of the Project site and all its surroundings.

126.4

- Looking at the ocean, only a lane away, and hearing the sounds of the sea, is beautiful and calming – and one more reason Pacifica is scenic. The DEIR proposes sound walls and many lanes of traffic – which would obscure this daily aesthetic treasure. This section of Highway 1 is beautiful.

126.5

- The Project is hugely out of character and scale for our small coastal town.
- The DEIR fails to address the unique scenic beauty of Pacifica and the desire of the

126.5 cont.

community to maintain this scenic beauty.

126.6

- The DEIR does not address the fact that the proposed freeway segment will take space from the historic Vallemar Station and other businesses along the highway, and will obstruct those businesses with a sound wall. Particularly in the case of the iconic Vallemar Station, this will change the scenic and culturally important values of Pacifica – making it less scenic, less interesting to the tourist, and will result in less visitors, which will result in less money being spent in Pacifica.

This significant loss of aesthetic values will have a net negative effect on Pacifica's economic health.

126.7

The DEIR ignores all the above and on page 89 insupportably concludes that "As a result of this project, minor changes to visual resources will occur within the project limits." This is underscored by one of the CalTrans representatives at the local hearing, who casually said, what a tree is here or there when referencing some trees the Project proposes to remove.
Additionally, the DEIR states "this change would not affect the roadway users or those who view the roadway and intersections from adjacent communities." Absolutely to the contrary; everyone driving by will notice the massive cement corridor with walls on either side, trees cut down.

Construction Impacts - Section 2.7

126.8

The DEIR fails to identify and analyze all impacts from light, glare, sound walls, noise, dust and dirt pollution in the air. This is a visual and scenic issue – as well as a health issue.

126.9

Where the DEIR fails to identify all appropriate impacts, it also fails to identify appropriate mitigation measures to address these impacts as required by CEQA.

Affected Environment - Section 2.4.2

126.10

The draft EIR fails to take into account loss of business for businesses on either side of Highway 1 that will have sound walls placed in front of them, causing their customers to have a difficult time seeing or getting to their businesses. Additionally, the draft EIR fails to take into account the loss of business at the iconic Rockaway commercial center.

- Pacifica's scenic value is also its commercial value – People like visiting a scenic area. Take it away, and people don't visit. Less money spent, businesses fail.
- The Project fails to take into account the loss of economic health to the Pacifica community.

Climate Change - Section 3.3

The draft EIR fails to take new information into account regarding global warming. Global warming is the biggest crisis mankind will ever face – it is incumbent on our project planners to effectively address global warming with every project.

126.11

- Increased emissions from highway construction and additional vehicle travel, adding one mile of new highway lane will increase CO2 emissions by more than 100,000 tons over 50 years. At current rates of emissions, 100,000 tons of CO2 equals the 50-year climate footprint of about 100 typical US residents.
- Over the course of five decades, adding new highway lanes will lead to substantial increases in vehicle travel and CO2 emissions from cars and trucks. Claims about fuel savings from congestion relief may hold slim merit over horizons of a decade or less. But over the long term, new traffic will fill the added road space, leading to long-term increases in vehicle emissions totaling tens of thousands of tons per lane-mile.

126.12

- Adding lanes to Highway 1 (even HOV or "commuter" lanes) is highly unlikely to relieve traffic congestion, and is therefore not a solution to our traffic problem.

126.13

- Traffic congestion can be reduced through a variety of non-widening strategies, many of which are less costly, can be accomplished much more quickly than highway widening, and will provide long term solutions.

126.14

- Highway widening is highly likely to contribute to significant environmental

126.14 cont.

degradation, especially through increased air, noise and visual pollution.
Reference:
1) Please see "Why Widening Highway 1 Won't Work" (PDF attached)

1.2.2 Need for the Current Project

126.15

The DEIR does not address less costly, easier and quicker to implement, more sustainable suggestions, but only suggests three incompletely described 'options' for a massive $52 million highway project. The

126.16

DEIR fails to fully address alternatives; if they are mentioned they are not considered fully or in combinations. The DEIR uses an out of date traffic study on which to base assumptions.

126.17

Alternatives suggested by the public include:

126.18

1. Carpooling.
2. Reversible lanes - in the middle northbound in the a.m., in the day southbound in the afternoon.

126.19

3. Time the traffic lights.

126.20

4. Adjust the school scheduling.
5. Arrange for vans so that kids can ride vans to and from school.

126.21

6. Underpass at intersection.

126.22

7. Better bus service.
8. Shuttles or vans to major commuter destinations.

126.23

9. Limit turns onto Highway 1 to allow North/South traffic to flow with fewer interruptions during commute hours.

126.24

10. Adjustment of school schedules.

These are suggestions from the community. There may be other solutions not yet suggested that do not involve ; expert transit consultants can offer more. A professionally done cost/benefit study can provide answers as to how these would work together, in combinations, and singly.

If these have been reviewed, then please provide specific studies that resulted in these options being rejected.

126.25

For each alternative, at a minimum, we should know:
1) What does each cost?
2) How long would it take to implement each one?
3) What is the impact on the community, the environment, the neighborhood of each?
REFERENCE:
1) Please see "Increases in greenhouse-gas emissions from highway-widening projects" (PDF attached)

This project is not workable and is not acceptable. A new study of the alternatives is the best alternative for a scenic Pacifica.

Sincerely,

Mary Keitelman
mkeitelman@hotmail.com

7 Acacia Court, Pacifica 94044

Sightline analysis-ghg-roads.pdf Why Widening Highway 1 Will Not Work.pdf

calTransLetter20111020.doc

Sightline INSTITUTE

Sightline Research Backgrounder

Increases in greenhouse-gas emissions from highway-widening projects

October 2007
By Clark Williams-Derry, Research Director

SUMMARY

Road-building proponents often suggest that adding lanes to a highway will reduce greenhouse gas emissions. By easing congestion, they argue, new lanes will reduce the amount of fuel that vehicles waste in stop-and-go traffic, leading to lower releases of climate-warming gases from cars and trucks.

Over the short term—perhaps 5 to 10 years after new lanes are opened to traffic—this argument may hold some slim merit. But considering the increased emissions from highway construction and additional vehicle travel, adding one mile of new highway lane will increase CO_2 emissions by more than 100,000 tons over 50 years.

Carbon dioxide emissions from building one lane-mile of urban highway, over 50 years	
Construction, building materials, and maintenance	3,500 tons
Net congestion relief	-7,000 tons
Additional vehicle travel on the facility	90,000 tons
Induced vehicle travel off the facility	30,000–100,000 tons
TOTAL	116,500-186,500 tons

At current rates of emissions, 100,000 tons of CO_2 equals the 50-year climate footprint of about 100 typical US residents.

Because future traffic volumes, vehicle technologies, and land use patterns are inherently uncertain, these estimates should be taken as rough approximations. Yet under almost any set of plausible assumptions, widening a highway in a congested urban area will substantially increase long-term greenhouse gas emissions.

ANALYSIS AND DISCUSSION

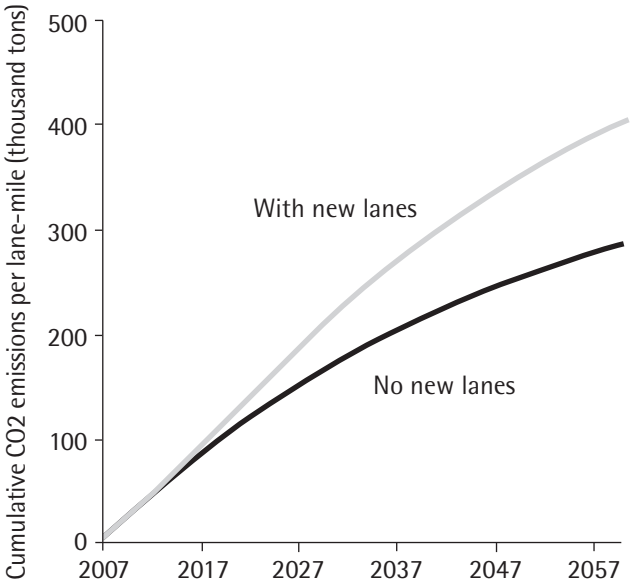
To estimate changes in vehicle emissions resulting from highway lane expansion, Sightline developed a spreadsheet model covering 50 years of highway-related CO_2 emissions. Using this model, Sightline developed a mid-point estimate for highway CO_2 emissions per lane mile, based on a plausible range of possible future travel characteristics. Sightline's model predicts changes in CO_2 emissions as follows (see Method Notes for details of our assumptions and analysis):

1. THE HIGHWAY ITSELF: 3,500 tons of CO_2 from road construction and maintenance

Two recent international studies of the life-cycle energy costs of highway construction have estimated that, after accounting for the manufacturing of concrete, steel, and other energy-intensive construction materials, as well as fuel consumed by construction equipment, building a lane-mile of roadway releases between 1,400 and 2,300 tons of CO_2. In addition, long-term maintenance and road reconstruction activities release between 3,100 and 5,200 tons of CO_2 emissions.

Based on these figures, and a more conservative estimate of annual maintenance-related emissions than these studies assume, Sightline estimates that constructing 1 lane-mile of highway and maintaining it for 50 years releases roughly 3,500 tons of CO_2.

After new lanes are completed, emissions from additional traffic quickly overwhelm short-term congestion relief.



2. NET CONGESTION RELIEF: 7,000 fewer tons of emissions from efficiency gains.

Highway construction and maintenance projects can create substantial congestion and traffic delays, reducing the fuel efficiency of the vehicles on the road.[1] However, for these estimates, Sightline assumed that construction projects would cause fairly minor, intermittent delays, and that traffic volumes would not decrease during construction. On net, we estimate that congestion resulting from construction and maintenance delays would increase vehicle-related CO_2 emissions modestly, by roughly 500 tons.

Sightline assumes that rush hour traffic will flow more freely after new lanes are opened, and that congestion relief will raise the effective fuel efficiency of vehicles on the roadway. However, consistent with academic findings and real-world experience, we also assume that new highway capacity in a metropolitan area will gradually be filled by new trips, and that congestion and stop-and-go driving will gradually increase to approximately the same level experienced prior to the highway expansion.[2] Over the course of 50 years, CO_2 emissions reductions related to congestion relief may total some 7,500 tons, compared with a "baseline" highway that is not widened. The large

majority of these emissions reductions occur within the first decade in which a new lane is open to traffic.

On net, then, we expect that changes in congestion associated with highway expansion (including both congestion created by construction and maintenance, and congestion relieved after construction) will reduce emissions by about 7,000 tons.

3. NEW TRAFFIC: 90,000 tons of emissions from additional travel on the highway.

It is well documented that highway expansion can result in an increase in the number of vehicle trips on a roadway, particularly in congested urban areas. Indeed, accommodating additional trips is typically the point of adding new lanes to a highway. Still, the speed at which additional traffic floods new lanes often comes as a surprise. One recent California study estimated that more than roughly 90 percent of new lane capacity in congested urban areas is filled within five years after a project is completed. Other studies have found similar "induced traffic" effects from adding lanes to congested roads.

However, not all of the additional traffic on new lanes represents genuinely new travel. Very shortly after a new road or lane opens, for example, some trips that had been taken on other streets and roads shift to the new facility. To account for this effect, Sightline assumes that for the two years after new lanes are opened, none of the additional trips taken on a new facility are genuinely new, but were simply rerouted from nearby roads onto the new facility.

The greenhouse gas impacts of future travel will be affected by changes in vehicle technology and fuel efficiency. Yet even assuming that average vehicle fuel economy improves by 2.5 percent a year (an optimistic assumption, given that the average fuel economy of passenger vehicles has stagnated for decades), Sightline estimates that new vehicle travel on each lane-mile of new highway will release 83,000 tons of CO_2 over the next 50 years. Adding in energy associated with vehicle manufacture and maintenance, this total rises to approximately 90,000 additional tons of CO_2 per lane mile associated with new vehicle trips on an expanded facility.[3]

4. INDIRECT FUEL CONSUMPTION: 30,000-100,000 tons of CO_2 from induced travel off the highway itself.

Travel patterns off the expanded highway are the most difficult to project, since they involve the greatest uncertainties.

Cars that travel on a new highway lane will need to travel on other streets and roads to get to and from the highway; this will result in some additional vehicle mileage beyond the driving that takes place on the highway itself. As a conservative value, Sightline estimated that for each 10-mile trip on a highway, the vehicle is driven a total of 1 mile to and from the highway on- and off-ramps.

In addition, adding lanes—particularly on roads leading to low-density suburbs and undeveloped land on the urban fringe—tends to accelerate low-density sprawling development. Many studies have linked lower-density land use patterns with increased driving. In a sprawling suburb, virtually every trip must be taken by car, and everyday

trips can require many miles of travel. In contrast, residents of more compact suburbs and urban neighborhoods typically drive less, and can walk or use transit for many trips, which reduces the carbon emissions from their daily transportation. Accordingly, low-density development is associated with increased vehicle fuel consumption.[4]

Sightline estimates that if as little as one-tenth of new highway trips represent a net shift to lower-density land use patterns (i.e., new sprawling suburban development with modestly higher per-household driving than in compact suburbs), then greenhouse gas emissions from additional off-facility driving could rival or exceed the increases from driving on the facility itself. Regardless of the precise figures, the impacts of off-facility driving enabled by highway expansion are likely to be significant, long-lasting, and far larger than the modest reductions in emissions resulting from congestion relief.

CONCLUSIONS

Our estimates suggest that, over the course of five decades, adding new highway lanes will lead to substantial increases in vehicle travel and CO_2 emissions from cars and trucks. Claims about fuel savings from congestion relief may hold slim merit over horizons of a decade or less. But over the long term, new traffic will fill the added road space, leading to long-term increases in vehicle emissions totaling tens of thousands of tons per lane-mile.

Future refinements in Sightline's emissions model, and the data that it relies on, may affect the specifics of these estimates. Yet under most plausible assumptions for future travel patterns and vehicle efficiencies, Sightline's model predicts that added emissions from new traffic will overwhelm the modest greenhouse gas reductions from congestion relief.

METHOD NOTES

To estimate changes in vehicle emissions resulting from highway lane expansion, Sightline developed a spreadsheet model covering 50 years of highway-related CO_2 emissions. This model relied on the following assumptions and inputs:

Number of lanes: Sightline's model considers an existing metro-area highway with two lanes in each direction that is widened to three lanes in each direction.[5]

Per-mile fuel consumption: Given today's vehicle and fuel technologies, Sightline estimates that the average passenger vehicle creates 1.1 pounds of CO_2 emissions per mile. This covers emissions throughout the "well-to wheels" emissions of the vehicle fuel, including drilling, transporting, and refining petroleum, as well as the end-use consumption of gasoline in passenger vehicles.[6]

- Improvements in vehicle efficiency: Sightline assumes that, over 50 years, average vehicle CO_2 emissions per mile will decline to less than one-third of today's levels, through a combination of improved vehicle efficiency and lower-carbon fuels.[7]
- Congestion-related efficiency losses: When vehicles are operating on a

congested highway, Sightline estimated that emissions per mile increase by about one-third—comparable the difference between "city" and "highway" miles-per-gallon ratings.[8] Note, however, that even for highways that experience rush-hour congestion, fewer than half of all trips take place during peak travel hours.[9]

- Emissions from vehicle manufacturing: Roughly 9 tons of CO_2 are released during the manufacture a passenger vehicle.10 Sightline assumes that today's cars and light trucks average 180,000 miles of travel over their usable life spans,[11] and that vehicle manufacturing emissions will decline in the future by 1 percent per year.
- Emissions from road construction and maintenance: Sightline used recent peer-reviewed studies to estimate CO_2 emissions from road construction and maintenance.[12]
- Traffic volumes: Sightline assumed that daily traffic volumes on existing lanes would start at between 15,000 and 20,000 daily vehicle trips per lane, rising to a steady state somewhere between 18,000 and 24,000 vehicles per lane over time. Once new lanes are open to traffic, Sightline estimated that 10 percent of any remaining highway capacity would be filled with traffic each year.[13]
- Off-highway driving: For every highway trip, vehicles must travel some distance to and from the highway. In addition, new highway construction can promote scattered, low-density residential and commercial development, which in turn requires residents to drive more miles.[14] Because of the high degree of uncertainty for both effects, Sightline makes conservative estimates for off-highway driving. For new trips resulting from increased capacity, Sightline assumes that vehicles travel one-tenth of a mile of off-highway driving for every mile of on-highway driving. Sightline's low-end estimate of emissions from land use effects assumes that only 5 percent of new trips represent new low-density households, and that these households drive 15 percent more than their higher-density counterparts.

Sightline found that the model's outputs were most strongly affected by three inputs: trends in vehicle fuel efficiency; the difference between current vs. maximum traffic per lane; and the rate at which new lanes are filled by new traffic. In addition, assumptions about off-highway driving and land-use impacts strongly affected total emissions. However, these latter factors are the most inherently uncertain, since they are dependent on geographic, regulatory, and economic factors that are outside the scope of this analysis.

To avoid the chance of overestimating the CO_2 impacts of lane expansion, Sightline's estimates are conservative in a number of ways, including:

- Slow rate of induced traffic: Sightline's midpoint estimates are based on the assumption that 10 percent of any remaining road capacity will be filled

per year after a new lane opens—meaning that less than half of added lane capacity is filled within 5 years of completion. In contrast, many recent studies have found that as much as 90 percent of new capacity may be filled within 5 years after a new lane is opened.15 Assuming faster rates of induced travel would reduce estimated benefits of congestion relief, while increasing total emissions from generated traffic.

- Low maintenance-related emissions: Sightline assumes a lower total energy consumption from road maintenance and repair than is assumed by several academic studies.
- Assuming no induced travel on parallel roadways: Sightline's model assumes that all new traffic entering a roadway for the first year and half after new lanes are opened represents trips rerouted from nearby routes, rather than genuinely new travel. In addition, Sightline's model assumes that rerouted traffic represents a *permanent* reduction of travel on parallel roadways—an assumption that is inherently conservative, since traffic on parallel roadways is likely to grow as congestion increases on new lanes *(Text updated and corrected June 26, 2008)*.

ENDNOTES

1 For four highway-widening projects analyzed by the Surface Transportation Policy Project in the late 1990s, the "payback" period—the period after which time savings due to added road capacity equaled time lost during road construction—ranged from 2.75 years to infinity. In the latter case, travelers never recouped the time lost to congestion during construction. See STPP, "Road Work Ahead: Is Construction Worth the Wait?" at *http:www.transact.org/report.asp?id=169*.

2 An excellent of the literature on "induced" or "generated" traffic can be found in Todd Litman, "Generated Traffic and Induced Travel: Implications for Transport Planning" at *http://www.vtpi.org/gentraf.pdf*. See especially pages 7 and 8 for estimates of "generated traffic" from highway expansion. Also see page 4 for a discussion of how a congested roadways tend to reach an equilibrium daily traffic volume.

3 Carbon intensities for future vehicle and fuel technologies are impossible to predict, since they depend on regulatory, economic, technological, and geological factors that are outside the scope of this report. Yet even if effective vehicle fuel economy rises to 100 mpg over 50 years, GHG emissions from new traffic on the lane will still total some 60,000 tons—far more than the relatively modest greenhouse gas benefits from congestion relief.

4 For more on the relationship between urban form and vehicle travel, see:

Frank, Lawrence and Company, Inc. (2005). "Achieving Sustainability Through Healthy Community Design." King County, WA. September 27, 2005.

Golob, Thomas, and David Brownstone (2005). "Impact of Residential Density on Vehicle Usage and Energy Consumption." Institute of Transportation Studies,

UC-Irvine. *http://www.its.uci.edu/its/publications/papers/ITS/UCI-ITS-WP-05-1.pdf*

Holtzclaw, John (1998). "Curbing Sprawl to Stop Global Warming," Sierra Club. *http://www.sierraclub.org/sprawl/articles/warming.asp*

Holtzclaw, John (2000). "Smart Growth—As Seen From the Air," Air& Waste Management Association Annual Meeting, June 2000. *http://www.sierraclub.org/sprawl/transportation/holtzclaw-awma.pdf*

Holtzclaw, John, et al (2002). "Location Efficiency: Neighborhood and Socio-Economic Characteristics Determine Auto Ownership and Driving; Studies in Chicago, Los Angeles, and San Francisco." Transportation Planning and Technology, March 2002.

Kahn, Matthew. (2000). "The Environmental Impact of Suburbanization." Journal of Policy Management," Vol. 19, No 4, *http://www.environmentalleague.org/Issues/Land/Kahn_2.pdf*

Newman and Kenworthy (1989b). Cities and Automobile Dependence: An International Sourcebook.

Newman and Kenworthy (1999). Sustainability and Cities: Overcoming Automobile Dependence, Washington, DC: Island Press.

U.S. Environmental Protection Agency (2001). "Our Built and Natural Environments: A Technical Review of the Interactions Between Land Use, Transportation, and Environmental Quality." Development, Community, and Environment Division, January 2001. *http://www.epa.gov/dced/pdf/built.pdf*

5 Note that the end results do not depend heavily on these assumptions. Other configurations of highway expansion lead to virtually identical results.

6 Current average passenger vehicle fuel economy is approximately 21 mpg; see *http://www.epa.gov/otaq/fetrends.htm* and *http://www.washingtonpost.com/wp-dyn/content/graphic/2006/07/18/GR2006071800596.html*. This is likely a conservative estimate of highway vehicle emissions, since it represents only passenger vehicles, while ignoring heavy trucks that emit significantly more CO_2 per mile. Life-cycle CO2 emissions per gallon of gas estimated at 25.6 pounds; derived from *http://www.environmentaldefense.org/documents/3986_CAautocarbonburden.pd*f, p. 11.

7 It is possible that future vehicle and fuel technologies may achieve even better results. However, given that US vehicle fuel economy has stagnated for roughly two and a half decades, any improvement in the fuel economy of the vehicle fleet is, at this point, purely a matter of speculation. If carbon emissions from vehicle travel fall more slowly than Sightline assumes, then Sightline's analysis may substantially understate eventual carbon emissions resulting from highway expansion.

8 City vs. highway fuel economy derived from data downloaded from the US Department of Energy, at *http://www.fueleconomy.gov/feg/download.shtml*. Note, however, that hybrid gas-electric engines are actually more efficient in stop-and-go city driving than in free-flowing traffic—suggesting that the fuel-conserving benefits

of congestion reduction may fall over time as these technologies are used more widely.

9 In a study of 75 US metropolitan areas, just over 40 percent of vehicle travel in 2000 took place at times when major roadways typically experience congestion, and 25.5 percent of all travel took place under congested conditions. See Anthony Downs, Still Stuck in Traffic: Coping With Peak-Hour Traffic Congestion, Washington, DC, Brookings Institution Press, 2004, p. 16. Similarly, data for the Puget Sound region show that roughly 42 percent of total travel on the region's busiest highways in 2005 took place during peak periods (6 to 9 a.m. and 3 to 7 p.m. inclusive); see *http://depts.washington.edu/hov/2005/WkdyVehVol/2005_WkdyVehVol.pdf*. And data from the US Bureau of transportation statistics suggests that 43 percent of all trips nationwide take place during the morning and afternoon peak periods; see *http://www.bts.gov/publications/journal_of_transportation_and_statistics/volume_06_number_01/html/paper_02/table_02_02.html* and *http://www.bts.gov/publications/highlights_of_the_2001_national_household_travel_survey/html/table_a12.html*. Considering both the increases in per-mile emissions caused by congestion, with , Sightline estimates that peak-hour congestion increases fuel-related CO_2 emissions on a roadway by about 15 percent.

10 Sightline's estimates for the carbon intensity of vehicle manufacture are based on a number of published sources, including:

Argonne National Laboratory, F. Stodolsky et al., "Life-Cycle Energy Savings Potential from Aluminum-Intensive Vehicles," at *http://www.transportation.anl.gov/pdfs/TA/106.pdf*.

Environmental Defense, John DeCicco and Kate Larsen, "Automaker Carbon Burdens in California," 2004, available at *http://www.environmentaldefense.org/documents/3986_CAautocarbonburden.pdf*.

Web page, "Life cycle assessment: Toyota's comprehensive analysis of vehicle CO_2 emissions over the life of the vehicle reveals some surprizes [sic]," Automotive Industries, Feb. 2005, at *http://findarticles.com/p/articles/mi_m3012/is_2_185/ai_n12937459*.

Web page, "Automobiles: Electric vs. Gasoline; Seikei University (Tokyo), 2001" Institute for Lifecycle Environmental Analysis, at *http://ilea.org/lcas/taharaetal2001.html*.

Web page, "Report 5: How Do We Contribute Individually to Global Warming," The Hinkle Charitable Foundation, at *http://www.thehcf.org/emaila5.html*.

Web page, "Car Companies and Climate Change: Measuring the Carbon Intensity of Sales and Profits," World Resources Institute, at *http://earthtrends.wri.org/features/view_feature.php?theme=5&fid=53*.

11 Lifetime mileage per vehicle from National Highway Traffic Safety Administration, "Vehicle Survivability and Travel Mileage Schedules," January 2006, at *http://www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/Rpts/2006/809952.pdf*. Note that the 180,000 mile per vehicle figure currently applies to light trucks, rather than

cars, which are typically driven just 152,000 over their lifetimes; to be conservative, applied the higher figure applies to all passenger vehicles.

12 Life-cycle road construction and maintenance emissions estimated from:
Graham J. Treloar et al., "Hybrid Life-Cycle Inventory for Road Construction and Use," Journal of Construction Engineering and Management, Vol. 130, No. 1, January/February 2004, pp. 43-49 , (DOI 10.1061/(ASCE)0733-9364(2004)130:1(43)),
Kwangho Park et al., "Quantitative Assessment of Environmental Impacts on Life Cycle of Highways," Journal of Construction Engineering and Management, Vol 129, January/February 2003, pp 25-31, (DOI: 10.1061/(ASCE)0733 -9364(2003)129:1(25)).

13 As noted in the above review, recent studies have found that three-quarters or more of new road capacity will be filled after the first few years of operation, particularly in crowded urban areas with significant "latent" demand. One California study estimated that 90 percent of new road capacity will be filled within five years. In this context, the estimates used in Sightline's spreadsheet model (i.e., that 10 percent of additional road capacity will be filled per year after a new lane opens) is fairly conservative. See also note 4.

14 See note 4.

15 See note 2.

WHY WIDENING HIGHWAY 1 WON'T WORK

Summary

This paper provides information leading us to to these conclusions:

- Adding lanes to Highway 1 (even HOV or "commuter" lanes) is highly unlikely to relieve traffic congestion, and is therefore not a solution to our traffic problem.
- Traffic congestion *can* be reduced through a variety of non-widening strategies, many of which are less costly, can be accomplished much more quickly than highway widening, and will provide long term solutions.
- Highway widening is highly likely to contribute to significant environmental degradation, especially through increased air, noise and visual pollution.

Widening Highway 1 will do little to relieve traffic congestion.

In Santa Cruz County, peak-hour traffic currently fills segments of Highway 1 to capacity. The segment between Morrissey Boulevard and Soquel Drive (a one-mile segment) has been especially annoying, reaching capacity over a longer time period than any other part of the route, with over 8000 vehicles per peak-hour on the four lanes of the road—over 4000 in each direction. While it may seem intuitively obvious to the average motorist that adding a lane will allow traffic to flow more freely, it is a short term solution at best. Historical data for traffic flow on this section of the route shows that it first reached peak-hour capacity in 1986—sixteen years ago. Since then the demand has increased, with the result that some motorists travel on parallel routes (*e.g.*, Soquel Avenue/Drive), others travel at earlier or later times ("peak-spreading"), others ride the bus, others just join the slow queue, and still others avoid the route entirely.

Approximately 15 percent of those currently traveling on this segment are HOVs (high-occupancy vehicles) with two or more occupants per vehicle; the remainder are SOVs (single-occupant vehicles) carrying only the driver. This fact becomes relevant when we consider whether an added HOV lane might work better than an added mixed-flow lane—see below.

However, our Regional Transportation Commission, having decided to award top priority to Highway 1 widening for available funds, has allocated $22 million to widen the segment between Morrissey Boulevard and Soquel Drive (the "Auxiliary Lanes Project").

Caltrans is currently scheduled to begin work on that segment in December, 2010.

Induced traffic must be taken into account, but so far it has not been.

Congestion

Induced traffic is an important fact—perhaps *the most important fact*—in transportation planning. It is defined as any increase in vehicle miles traveled (VMT), in either the short or long run, that results from an infrastructure change such as increase in road capacity.[1] If a mixed-flow lane were added, it would soon fill up, owing to the existing pent-up demand. Some who now carpool would choose to travel alone, some who now travel on parallel routes would travel on the freeway instead, some who now travel earlier or later would revert to traveling at a more convenient time, some who ride the bus will choose to drive a car, and some who do not travel the route at all will be induced to travel on the newly freed-up road.

Not all of these behavioral effects will contribute to increases in VMT (*i.e.*, can be classified as induced traffic), but all *will* contribute to peak-hour traffic congestion on Highway 1.

The phenomenon of induced traffic has been well documented by recent studies.[2]

The potential for induced traffic is almost never considered by those who make future traffic projections. In particular, projections made for future traffic demand on Highway 1 do not account for induced traffic.[3] General experience in nearby communities (Highway 85 in Santa Clara County, for example, was jammed within a year after it opened in 1994) shows that freeways built to relieve congestion rapidly fill to capacity.

"Build it and they will come" is the phrase often used to describe the situation. Former Bogotá (Colombia) Mayor Enrique Peñalosa recently used other words: **"International experience has made it clear that trying to solve traffic problems by building bigger roads is like trying to put out a fire with gasoline".**[4]

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[1] See R. B. Noland, *Relationships Between Highway Capacity and Induced Vehicle Travel*, Transportation Research Part A **35**, 47 (2001). Noland's paper provides an excellent introduction to the subject of induced traffic, as well as providing extensive detailed analysis showing that it exists, and should be taken into account.

See also Todd Litman, *Generated Traffic and Induced Travel—Implications for Transport Planning*, Victoria Transport Policy Institute, June 8, 2011. This paper is available at `http://www.vtpi.org/gentraf.pdf`.

[2] A summary and other references may be found at `http://transact.org/Ca/congestion.htm`. See also `http://sierraclub.org/sprawl/transportation/seven.asp`.

[3] As noted during the presentation to the Santa Cruz County Regional Transportation Commission on April 18, 2002, and again on May 2, 2002, by Wilbur Smith Associates, the Caltrans traffic projections for 2020, which were made using the "AMBAG" model, do not account for induced traffic.

[4] The full text of Peñalosa's address, recorded April 8, 2002, may be found at `http://socrates.berkeley.edu:7001/Events/spring2002/04-08-penalosa/index.html`.

Even an added HOV lane is not likely to work well to relieve congestion.

HOV ("commuter", or "diamond") lanes have been constructed recently in many locations in the Bay Area, and in southern California. Recent studies[5] demonstrate that for an added HOV lane to be successful, there must be a sufficient number of HOVs already traveling on the route. For the addition of an HOV third lane in either direction to a road with two existing mixed-flow lanes, the fraction of existing HOVs must be on the order of 30 percent of the vehicles. Even at peak hours, the current fraction of HOVs is about half of this, as noted above. Therefore in our situation, an added HOV lane is not likely to perform better than an added mixed-flow lane, and as noted above, the addition of a mixed-flow lane is not likely to relieve congestion for more than a year. Furthermore, the addition of *any* lane is likely to result in a *reduction* of HOVs, since drivers will tend to shift from the less-convenient car-pooling mode to the more convenient drive-alone mode.

Moreover, for an HOV lane to function effectively, *there must be congestion in the mixed-flow lanes*; otherwise drivers will choose to drive alone in the mixed-flow lanes.

Adding HOV lanes is not likely to result in improved bus service.

Intuitively one might believe that the addition of HOV lanes will enable better bus service within the Highway 1 corridor. However, this is not likely to occur. First, bus traffic on Highway 1 is low, with only a fraction of the Highway 17 Express buses traveling between the Soquel Avenue intersection and the fishhook—an insufficient number to warrant the existence of an HOV lane. Second, and perhaps more significantly, studies have shown how reductions in transit service can occur because of increases in road supply.[6] This effect, known as the Downs-Thomson paradox, results when an increase in road capacity makes traveling by auto preferable to transit alternatives. The transit agency then either raises fares or reduces service, resulting in a further decrease in transit usage and perhaps even worse congestion than before the capacity expansion.[7]

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[5] See J. W. Dahlgren, *The Prospects for High Occupancy Toll (HOT) Lanes: Where Should They be Implemented?*, Final Report for MOU 361, Institute of Transportation Studies, Berkeley (2001). Dahlgren models the relative behavior of HOT, HOV, and mixed-flow lanes, noting that "Adding an HOV lane is a good choice only if the initial proportion of HOVs and the initial maximum delay are very high".

[6] See R. B. Noland, *Simulated Relationships Between Highway Capacity, Transit Ridership, and Service Frequency*, Journal of Public Transportation **3**, 1 (2000).

[7] See R. Arnott and K. Small, *The economics of traffic congestion*, American Scientist **82**, 446 (1994).

Widening Highway 1 will not reduce traffic on local streets.

Widening proponents assert that widening Highway 1 will reduce traffic on local parallel streets such as Soquel Drive and Freedom Boulevard. However, both studies and experience demonstrate that road widening reduces local traffic for only a short time, after which local traffic builds up to at least its former level. Hansen and Huang[8] find results that "suggest that increasing [highway capacity] does not reduce traffic on other roads to any great extent, and may even cause it to increase. The latter possibility is not so implausible as it may seem, since local roads and streets serve as complements as well as substitutes to state highways. A large majority of trips involving state highways begin and end on non-state facilities. It appears that this complementary relationship compensates for, or even outweighs, the substitution effect stemming from traffic diversion."

Widening Highway 1 will divert funds from projects that would work more effectively to relieve congestion.

The widening of Highway 1 from the fishhook to beyond Morrissey Boulevard (La Fonda Avenue)—a two-and-a-half mile project known as the "Merge Lanes Project" now completed—cost over $50 million. Widening Highway 1 between Morrissey Boulevard and San Andreas Road, including providing space for a full eight-lane width in some locations, is currently estimated to cost over *half a billion dollars*. An Environmental Impact Report for this project has been under preparation for the past several years, and has cost to date approximately $12 million, has yet to be released. Even this widening is not likely to relieve congestion for more than a few years. *After the road reaches capacity, then what?*

There are much more cost-effective ways to relieve traffic congestion. Many are "demand-reduction" strategies, designed to keep the freeway traffic below the road capacity so it flows smoothly. As described in a report by the Surface Transportation Policy Project,[9] *providing a choice of transportation modes is the key to reducing traffic congestion.*

Transportation choices that need to be provided are:

- **Provide needed funding for buses:** The Santa Cruz Metropolitan Transit District operates the most heavily used bus system in the United States for communities our size, but is under-funded. It is currently planning service cuts and increases in fares, owing to serious recent decreases in state funding.
- **Make use of the 32-mile rail corridor—the Santa Cruz Branch Line:** The rail corridor acquisition was approved earlier this year by the State Transportation Commission, and the final step—the close of escrow—is expected to occur prior to

[8] Mark Hansen and Yuanlin Huang, *Road Supply and Traffic in California Urban Areas*, Transportation Research Part A **31**, 205 (1997).

[9] See `http://transact.org/Reports/tti2001/default.htm`

September 1, 2011. The corridor will then be owned by Santa Cruz County via our Regional Transportation Commission.[10]

Acquisition of the rail corridor will provide the opportunity to construct a bicycle and pedestrian path adjacent to the tracks (sufficient space exists for almost its entire 32-mile length), and to plan for future passenger use on the line. However the needed funding for such improvements has yet to be programmed.

The City of Santa Cruz, in its *Master Transportation Study*[11] completed in 2003, provides initial analyses[12] of transit modes that could use the rail corridor, including Bus Rapid Transit, rail cars, and a path adjacent to the tracks for bicyclists and pedestrians.

Current plans for the rail corridor envision a recreational train, operated by Sierra Northern Railway[13], the new freight operator on this rail line, along with occasional freight trains. In the near term, a rail trail adjacent to the tracks is in the early planning stages, as part of the *Monterey Bay Scenic Sanctuary Trail Network* linking Santa Cruz with Monterey, but for which the needed funding is yet to be programmed.

- **Provide funding for programs that decrease car trips:** Opportunities exist for large employers such as UCSC, Cabrillo College, city and county governments and others to reduce trips by their employees by *as much as 20 percent if meaningful incentives are offered*. Furthermore such measures can be put in place *immediately*, without having to wait for (and be inconvenienced by) lengthy planning and construction periods.

  Locally, Texas Instruments paid employees not to drive to work in the year 2000. That program reduced single-passenger vehicle trips by TI employees by 16,000 for the year 2000. Participants earned from one to three dollars per day for carpooling, bicycling or walking. In Southern California solo drivers were reduced by 17 percent at eight firms studied by Shoup.[14] These programs provided the cash equivalent of a parking space to commuters who did not use a parking space. In Australia, David Engwicht doubled the number of children who walked instead of being driven to school through a system of walking activities and adult escorts. These cost-effective programs greatly reduced traffic congestion around schools, and provided increased health benefits.

  The above-described programs demonstrate that we can provide increased mobility for far less money than the more than $500 million estimate for widening a mere

[10] See http://sccrtc.org/ for news updates regarding the rail corridor.

[11] See `http://www.cityofsantacruz.com/index.aspx?page=113`

[12] See Chapter VI, Section 2 at
`http://www.cityofsantacruz.com/Modules/ShowDocument.aspx?documentid=2996`

[13] See `http://en.wikipedia.org/wiki/Sierra_Northern_Railway`

[14] See D. Shoup, *Evaluating the Effects of Cashing Out Employer-paid Parking: Eight Case Studies*, Transport Policy, **4**, No. 4, 201 (1997).

seven-mile segment of Highway 1.

- **Encourage programs that facilitate flextime and telecommuting employment modes:** Many employees commute to work to spend much of their time at a computer terminal—work that might be more effectively accomplished from an at-home location.
- **Ramp metering:** In neighboring Santa Clara County, ramp metering has been demonstrated to reduce time delays by up to a factor of two. Such cost-effective solutions need to be seriously considered here.

The widening of Highway 1 is causing major environmental impacts.

Among them are:

- **Noise:** The largest noise source in Santa Cruz County is the roar of the freeway. This noise will greatly increase if the highway is widened. Sound walls will reduce the noise for some, but will increase the noise for others, especially those above (and on) the freeway. Arrol Gellner, in an April 24 article in the San Francisco Chronicle, writes that "at least one study has shown that sound walls are marginally effective at best, and that they may actually increase freeway noise in homes some distance away."[15]
- **Air pollution:** Currently motor vehicles constitute the largest source of air pollutants in the county. Widening Highway 1 simply results in more traffic, with major increases in air pollutants.

  A recent study found that "children living near heavily traveled street or highways are at significantly greater risk of developing cancer, including childhood leukemia."[16] This study "showed that homes adjacent to street corridors carrying 20,000 or more vehicles per day had roughly a six-fold increase in risk for children contracting cancer, including childhood leukemia." (Highway 1 carries over 100,000 vehicles per day.)

  What is particularly noteworthy is that the environmental analysis of "Phase 1" (the "Merge Lanes Project" of the Highway 1 widening project (from the fishhook to the La Fonda over-crossing), now completed, took no account of any health related studies, including the above-mentioned one.
- **Aesthetics:** Many trees (the number has yet to be revealed) and much vegetation will be removed. The tree corridor along Highway 1 is a dominant feature of Santa Cruz's beauty and must be protected.

  Sound walls are unsightly; their presence has the effect of transforming the freeway into a concrete channel. The "Phase 1" project that would widen Highway 1 between

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[15] See `http://www.sfgate.com/cgi-bin/article.cgi?file=/chronicle/archive/2002/04/24/HO239831.DTL`

[16] R. L. Pearson, H. Wachtel and K. Ebi, *Distance-Weighted Traffic Density in Proximity to a Home is a Risk Factor for Leukemia and Other Childhood Cancers*, Journal of the Air & Waste Management Association **50**, 175 (2000).

See also `http://www.colorado.edu/PublicRelations/NewsReleases/2000/534.html`

the "fishhook" and La Fonda Avenue proposes to erect sound walls along the entire two-and-a-half mile length of this segment.

Gellner[10] notes that sound walls continue to be built, with the result that "here, in the most beautiful state in the nation, vast stretches of once-panoramic roadway are pointlessly hemmed in on both sides by monstrous barriers, whose complete visual boredom is only feebly relieved by the occasional use of colored or patterned block."

He concludes his piece: "Should the public support sound wall building programs that, while surely enriching concrete block manufacturers, provide only marginal benefits for a handful of landowners, and at the same time blight freeways used by millions of commuters?"

- **Impact on wildlife:** Any road is a barrier to the movement of wildlife. Hundreds of animals are currently killed by moving vehicles every year in Santa Cruz County, and this number will be increased if a road is widened. Furthermore, the construction of roads is bound to decrease wildlife habitat. Highway 1 crosses several riparian corridors, and little care has been taken to preserve those corridors.

Widening Highway 1 will encourage sprawl.

What do we want in Santa Cruz County? Do we really want land development on our farm land and open space? Do we want large housing developments? A widened freeway would make it easier for Wal-Marts, Home Depots, Targets and sprawling housing development, all of which increase our dependency on the private automobile. Furthermore, local retailers and businesses would suffer from the incursion of big-box stores.

Widening Highway 1 will cause additional pressure for further road expansion.

The more we expand our roads, the more pressure there is to keep expanding them. There are always "bottlenecks" in any road system. A current bottleneck that has become annoyingly evident in recent years is the two-lane, nine-mile segment of Highway 1 in the agricultural area just south of the Santa Cruz County line. The California Coastal Act mandates that Highway 1 be a two-lane road in rural and scenic areas. Expanding Highway 1 to six lanes in Santa Cruz County will increase pressure to widen this nine-mile stretch as well, and political pressure will surely build to remove the Coastal Act restriction for this segment.

Mission Street in Santa Cruz will also be impacted from the increase in traffic, and traffic on Highway 1 north of Santa Cruz will be similarly impacted.

Additional references

1. Paul Hawken, Amory Lovins and L. Hunter Lovins, *Natural Capitalism*, October, 2000. Chapter 2, which may be downloaded as a `pdf` file from `http://natcap.org/sitepages/pid20.php`, contains relevant material, particularly in the latter part of the chapter.

2. Many references may be found at `http://sierraclub.org/sprawl/transportation/`.

— This paper was prepared by The Campaign for Sensible Transportation, P.O. Box 604, Santa Cruz, CA 95061. May 12, 2002. Organizations participating in the Campaign are the Aptos Neighbors Board of Directors, People Power, Sierra Club, Mission Pedestrian, Friends of the Rail Trail and Santa Cruz PRT. Please visit our website at **http://sensibletransportation.org**.

Eco-Pop Designs
<ecopop@earthlink.net>
10/22/2011 12:29 PM
Please respond to
<ecopop@earthlink.net>

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Comments for Highway 1 Calera Parkway DEIR/EA

October 22, 2011

Yolanda Rivas, Branch Chief

Division of Environmental Planning & Engineering

California Department of Transportation District 4

Attn: Thomas Rosevear

111 Grand Avenue

Oakland, CA 94623

RE Comments:

Draft Environmental Impact Report / Environmental Assessment for State Route 1 / Calera Parkway Highway 1 Widening Project San Mateo County, California 04-SM-1 / PM 41.7/43.0 / EA 04-254600

Dear Ms. Rivas:

Please see the attached comments that I am providing in response to the DEIR/EA

They are in a pdf format, please contact if you have any problem opening them or reading them.

Thank you for consideration of these questions and comments.

Thanks!

Mitch Reid

650-738-9137

PO Box 269

Pacifica, CA 94044

Highway 1 Calera Parkway page 1 of 8.pdf Highway 1 Calera Parkway page 2 of 8.pdf Highwai Calera Parkway page 3 of 8.pdf

Highway 1 Calera Parkway page 4 of 8.pdf Highway 1 Calera Parkway page 5 of 8.pdf Highway 1 Calera Parkway page 6 of 8.pdf

Highway 1 Calera Parkway page 7 of 8.pdf Highway 1 Calera Parkway page 8 of 8.pdf

Sent by mail and email to: thomas_rosevear@dot.ca.gov

October 21, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4
Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623

RE Comments:
Draft Environmental Impact Report / Environmental Assessment for State Route 1 / Calera Parkway / Highway 1 Widening Project San Mateo County, California 04-SM-1 / PM 41.7/43.0 / EA 04-254600

Dear Ms. Rivas:

I attended three public meetings on this matter: Public Scoping Meetings March 3, 2010 and June 22, 2010, and the recent Public Presentation regarding the Draft EIR/EA September 22, 2011.

I submitted a letter on July 21, 2010 to Caltrans / SMCTA in response to the prior Public Scoping Meetings. I also provided oral comments at the September 22, 2011 meeting. The following are additional comments on the matter.

PURPOSE AND NEED FOR THE PROJECT

The Draft EIR/EA states the following on page 1: *"The purpose of the proposed project is to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along a congested segment of SR 1 within the city of Pacifica."*

127.1 Many citizens I've talked with believe that by adding lanes to both sides of Highway 1, between Reina Del Mar and Rockaway Beach Blvd. will result in loading of the extra lanes in this section on both sides and will cause even worse congestion as the traffic tries to merge at the choke point from three lanes back down into two lanes .

The Following is from the FHWA website: *"Recurring Traffic Bottlenecks." "Potential pitfalls: When a vehicle in the dropped lane can't or won't move into the through lane in time, then the dropped lane ends, forcing the vehicle to suddenly slow or stop. This will invariably cause a dangerous ripple as the stopped vehicle now must join moving traffic from nearly a dead stop; at risk of causing a through vehicle to slow to allow it in." The " above also has the potential to cause following vehicles to queue behind the "stopped" vehicle due to an increasingly shortening merge lane. Motorists now forced to slow in the dropped lane become anxious to merge and may cause further ripples." "Traffic is safest when all vehicles travel at or near the same speed."*
Please provide a response that includes supportive information and statement that guarantees that either of the two proposed Build Alternatives will substantially decrease traffic congestion, and will not create a potential bottleneck as these lanes merge down from three lanes into two lanes, on both sides, North and South.

EXTENSIVE INTEREST IN OTHER ALTERNATIVES

127.2

I support seeking alternative solutions to the peak period time traffic congestion problem that occurs along this vehicle, bicycle and pedestrian travel corridor. I support any proposal that includes adding extra lanes for emergency vehicles. However, I cannot support the narrow option of only one solution presented as two alternatives for this area: Wide or Extra Wide. I believe the rejected alternatives listed in the document and other suggested alternative solutions should be given further consideration.

127.3

I request that committed funds allocated for the proposed project be held in abeyance, and request that other alternatives be further investigated and be fully considered, no matter what the estimated cost of each alternative might be or estimated environmental impact. And also request that Caltrans perform further additional environmental studies to support the previously rejected alternatives that are not currently being considered.

Thus far only two build concepts are being presented and considered by Caltrans, this is unreasonable and unacceptable. SMCTA and Caltrans both made premature conclusions as to which concepts were viable, prior to the March 3rd, 2010 Scoping Meeting. The Scoping Meeting informed the public the direction in which the agencies were heading instead of actually taking input and direction from the community. The follow up meeting of June 22nd, 2010 reiterated the agencies agenda and direction without adequate consideration of other viable and less environmentally damaging alternatives. The September 22nd, 2011 Public Presentation confirmed the agencies' direction and again without adequate consideration of other more viable and less environmentally damaging alternatives.

Extensive interest from the public for alternatives is evidenced on page 200 of the Draft EIR/EA:
"Approximately 45 comment letters and emails were received from members of the public raising questions and concerns about the project. Some of the most common comments included the following:

o Support for other alternatives, including a grade separation

Due to the extensive interest in other alternatives to meet the purpose and need, subsequent to this public meeting, additional detail was added to Section 1.4 Project Alternatives of this document, in order to provide more information to the public regarding the evaluation of various alternatives."

While "*Section 1.4 Project Alternatives*" discusses alternatives, it summarily rejects all the alternatives for numerous seemingly vague reasons or vague cost projections, or unknown potential environmental impacts, and does not appear to provide a solid basis for rejecting the alternatives. Caltrans has a documented history of failing to provide reasonable cost estimates for proposed projects. The proposed Devil's Slide Bypass Project and the Bay Bridge are local examples of the State Agency's inability to provide reasonably accurate cost estimates. Caltrans' cost estimates for the Tunnel Alternative at Devil's Slide was the reason Caltrans initially rejected the Tunnel Alternative from consideration. The cost estimates for the Tunnel Alternative were later proven to be wrong and resulted in the ultimate rejection of the proposed Devil's Slide Bypass Project and subsequent acceptance of the Tunnel Alternative. Therefore cost estimates and for any alternatives should not be a valid reason for rejecting any reasonable alternatives.

Please explain why the proposed alternatives presented for this traffic problem are limited exclusively to only two build options and not three, four, or five build options that would be open for consideration and environmental evaluation for the DEIR/EA?

INDEPENDENT UTILITY AND LOGICAL TERMINI

127.4

The Draft EIR/EA states the following: *"The Federal Highway Administration (FHWA) regulations outline three general principles at 23 CFR 771.111(f) that are to be used to frame a highway project. In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated shall:*
(1) Connect logical termini and be of sufficient length to address environmental matters on a broad scope;
2) Have independent utility or independent significance (i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made); and
(3) Not restrict consideration of alternatives for other reasonably foreseeable transportation Improvements."

The Draft EIR/EA provides a response to the above 2 of 3 principals detailed in (1) and (2).
Please provide a response: as to why the document does not address principal (3).

SIGNAL INTERCONNECT & SIGNAL TIMING IMPROVEMENTS

127.5

The Draft EIR/EA states the following: "*Section 1.4.8.8 Signal Interconnect & Signal Timing Improvements without Roadway Widening.*

This alternative would install signal interconnect cable between the Fassler Avenue / Rockaway Beach Avenue and the Reina Del Mar Avenue signals to coordinate timing of green phases. A variation of this alternative would also include widening to add a third lane in the northbound direction. The environmental and property right-of-way impacts for this alternative would be minimal. The estimated construction cost for this alternative for signal interconnect only is approximately $0.3 million. Signal interconnect would not, however, provide an appreciable benefit due to the distance between the two signals. This alternative was primarily rejected because the traffic operation benefit would be considerably less than the proposed Build Alternatives."

The No-Build Alternative is listed in the Draft EIR/EA as an alternative. The previously rejected "*Signal Interconnect & Signal Timing Improvements without Roadway Widening*" alternative would be better for improving traffic flow than the No-Build Alternative, and as stated "*The environmental and property right-of-way impacts for this alternative would be minimal.*"

The Following is from the FHWA website: "*Operation Bottleneck Relief in Los Angeles, California: Once a signal is identified as a bottleneck, the signal timing and phasing is reviewed to see if these can be adjusted to meet demand better. If this is not fruitful, then additional improvement types such as re-striping to provide additional lanes, parking restrictions, or physical widening are evaluated: The program initially identified 98 intersections that met the occupancy thresholds during peak periods: Thirty six percent were successfully treated through signal retiming" " timing is always the first approach to resolution of the bottlenecks identified through the program."*
Therefore, even though the "*Signal Interconnect* " alternative would have less traffic operation benefit than the Build Alternatives but would still improve traffic flow, please provide a more rational and detailed response as to why this alternative is not considered as a viable alternative.

Even though it would be only a partial solution to this intersection, the cost to implement this alternative is very inexpensive. So it appears that the sensible thing to do would be to implement the "*Signal Interconnect* " alternative and perform new traffic studies and make adjustments accordingly. Please explain why this is not a sensible approach.

127.5 cont.

Also, please explain why this inexpensive alternate solution was not be considered as a basic prerequisite to preparing traffic projections for the DEIR/EA.

Please provide a separate Cost Estimate for "*widening to add a third lane in the northbound direction.*"

REJECTED ALTERNATIVE: *1.4.8.5 Grade Separation at Reina Del Mar Avenue*

At several public meetings, and in my July 21st, 2010 letter to Caltrans / SMCTA, I requested that this alternative of running Reina Del Mar under Highway 1 and eliminating the traffic signal be further explored . I appreciate the effort Caltrans has taken to explore various versions of this concept. I fully support this alternative and request that this alternative be given the opportunity for further evaluation and be reconsidered as a viable alternative for the public and the City of Pacifica to review.

127.6

I firmly believe that this alternative as presented has the least amount of overall environmental impacts versus the two limited Build Alternatives proposed. However, I also firmly believe that further investigation of this alternative along with additional creative design efforts could further reduce impacts to sensitive species habitat west of SR 1, as well as jurisdictional wetlands west and east of SR 1. And also reduce or eliminate potential impacts to sensitive cultural resource sites west of SR 1.

The Draft EIR/EA *1.4.8.5 Grade Separation at Reina Del Mar Avenue* states the following: "*Northbound and southbound through traffic on SR 1 would no longer have to pass through a signalized intersection at Reina Del Mar Avenue.*

This alternative would provide the most substantial travel time benefits for traffic on SR 1."

"A grade separation would provide the most substantial traffic operations benefit."

"However, these travel times would only be marginally better than the Build Alternatives, and the construction cost would be substantially higher than the Build Alternatives".

The document declares that this rejected alternative: *"would provide the most substantial travel time benefits" and "most substantial traffic operations benefit"* , but then goes on to state: *"travel times would only be marginally better"* . I strongly disagree with this last statement. It is clear to almost anyone that if the traffic signal was removed from Highway 1 at Reina Del Mar, that the traffic congestion would be substantially reduced and travel times would be substantially better than the proposed Build Alternatives, and furthermore this alternative would provide a better traffic solution and more closely meet the criteria described in the "Purpose and Need" section of the document.
Please explain what *"travel times would only be marginally better"* specifically means, how big is this margin?

Please also provide a detailed comparison difference in Level Of Service travel times between the Grade Separation Alternative, which includes removing the traffic signal at this intersection and allowing traffic to flow freely, versus - the Build Alternative, which has a stop and go traffic signal, and brings traffic to a full stop on the highway, and for longer time if pedestrians need to cross the highway.

Please also provide a description as to how to this grade separation/ traffic signal elimination at this intersection would affect the morning peak travel time.

Does the Grade Separation Alternative meet the "Purpose and Need" aspect defined in the DEIR, And does it meet this need more so than the Build Alternatives?

127.6 cont.

The discussion of safety for pedestrians and bicycles needing to cross the highway was completely left out in regards to this rejected alternative. This is an important component because it would have several major benefits: There would be no need to build a large expensive elevated crossover structure to allow pedestrians and bicycles to reach the other side of the highway. And it would provide greater safety to pedestrians and bicycles to reach the other side of the highway by going under the highway. Also elimination of the traffic signal and the cross walk would allow for traffic to flow freely and not need to come to a full stop in order to allow pedestrians and bicycles to reach the other side of the highway.
Please also provide a detailed comparison difference between this alternative and the Build Alternative and specifically to which alternative provides the best and safest access for pedestrians and bicycles to reach the other side of the highway.

The Draft EIR/EA states the following: "*This alternative design would result in aesthetics impacts, similar to the proposed Build Alternative, due to the removal of mature trees and screening vegetation along the east and west sides of SR 1, and would result in greater aesthetic impacts due to the construction of the elevated interchange.*"
Since this rejected alternative substantially reduces the need for greater widening at the southern portion of the project in the Rockaway beach area, please explain how this alternative would have "*greater aesthetic impacts*" than the two Build Alternatives.

Please also provide a detailed comparison difference of overall aesthetic impacts between the Grade Separation Alternative and the Build Alternatives.

The Draft EIR/EA states the following: "*The estimated construction cost for this alternative is approximately $50-$65 million.*"
Since this alternative is listed on the low end of $50 million it appears that this alternative could be potentially less expensive than the Build Alternative listed at $52 million. Please explain based on overall costs only; why this alternative was rejected and explain why the Agency thinks this alternative is not worth further exploration.

127.7

Another major component left out of the discussion of this rejected alternative is CO2 emission reduction and Green House Gas Reduction benefits. By eliminating the traffic signal and allowing traffic to flow freely past this intersection is would substantially reduce CO2 emissions and provide greater Green House Gas reduction.
Since vehicles would not be idling and waiting on a traffic signal in both directions at this intersection, please provide an estimate to how much CO2 emissions would be reduced, and how much Green House Gas emissions would be reduced by implementing this alternative.

Which alternative: the Grade Separation Alternative or the Build Alternative, would reduce CO2 and Green House Gas emissions the most?

127.8

The Draft EIR/EA states the following: "*The grade separation alternative was primarily rejected because of the substantial additional cost to make a workable interchange and because of the increased environmental and right-of-way impacts.*"
Please also provide a detailed comparison difference between this alternative and the Build Alternative, in regards to overall and cumulative environmental impacts.

127.8 cont

Please also provide a detailed comparison difference between this alternative and the Build Alternative, in regards to overall right-of-way impacts.

127.9

This rejected alternative includes a component of *"creek crossing restoration"* but does not provide any details about this aspect. **Please provide a more detailed description of the *"creek crossing restoration"* for this alternative.**
Would this "creek crossing restoration" improve this environmental aspect more than the Build Alternative?

SOUND WALLS AND RETAINING WALLS

On page 131 of the DEIR the Modeled Sound Walls are shown in illustration: *"2.4: Noise Receptors and Potential Barriers."* And states on page 132: *"Projected noise levels would, however, approach or exceed FHWA's noise abatement criteria at four locations, two of which also approach or exceed the criteria under existing conditions."*

No details are provided in the document showing the height or specific length of these Sound Walls. The visual impacts of these potential Sound Walls were not listed in section 2.7 Visual / Aesthetics (pages 73-91) of the Draft EIR/EA. Caltrans failure to not identify the potential visual impacts is a direct violation of the California Coastal Act: Visual Resources - Section 30521.

127.10

The DEIR does not state a clear conclusion on sound walls but instead leaves it open for Caltrans to do whatever it wants in the future (after the opportunity for public participation in the DEIR process has passed.) Specifically, in Section 2.14.4 the document states: *"Based on the studies completed to date, the Department does not intend to incorporate noise abatement in the form of (a) barrier(s) [or berm(s)] along the project alignment. It is recommended that sound wall #1 not be constructed since the estimated construction costs would exceed the total reasonable allowance for every sound wall height configuration, and because this sound wall would benefit only one receiver. Assuming utility relocation costs for sound wall #2 would be approximately $200,000, it is recommended that sound wall #2 not be constructed since the total estimated construction costs would exceed the total reasonable allowance for every sound wall height configuration."*
However, the document does concludes: *"If during final design conditions have substantially changed, noise abatement may be necessary. The final decision of the noise abatement will be made upon completion of the project design and the public involvement processes."*

The DEIR discusses the possibility of constructing sound walls it and then concludes that sound walls would be too expensive. How is it possible to reject these Sound Walls on cost alone? And it may not be possible to reject the Sound Walls if the noise impacts are too excessive.

It is not fair to the public to later decide to build these sound walls without the public being made fully aware of the substantial and significant visual aesthetic impacts and environmental impacts associated.

Caltrans provides one above angle illustration for the Sound Walls in the DEIR, but has failed to show the public adequate visualizations of the possible worst case scenarios with the project: Sound Walls and Retaining Walls. Caltrans clearly has the resources to provide reasonable photo-graphic illustrations / visualizations of the Sound Walls and Retaining Walls that could potentially be built in this area. Sound Walls and Retaining Walls built along this scenic corridor and commercial district would have a significant impact on the visual aesthetics and could result in lowering property values for nearby residential and commercial properties.

LOCAL JURISDICTION: THE ROLE OF THE CITY OF PACIFICA AND THE PUBLIC PROCESS.

127.11 The City of Pacifica was sent a letter from the California Coastal Commission in March 2010 regarding the Highway 1 / Calera Parkway project. The Commission advised all the parties in Jurisdiction and Standards of Review section of the letter *"Commission Staff recommends that all parties meet early in the development of the environmental review document to discuss these options and the preferred course of action"* It appears that this meeting of parties never occurred regarding the project. If this discussion had happened "early" then the City Council of Pacifica would have been obligated to have an agenda item and discuss and then decide what course to take. The City would have given direction to staff to prepare a report with comments directly related to Pacifica's Local Coastal Program (LCP) and compliance with the California Coastal Act. This also would have allowed an opportunity for the public to comment on the *"preferred course of action"* of the project. This did not happen.

There is much documented confusion regarding the recent role of the City of Pacifica regarding this project:

Several citizens spoke at the September 19th, 2011, City of Pacifica Planning Commission meeting. They requested clarification of the City's role in this process, need for other alternatives, objection to the widening, and questioned why the City had not commented on this last section of this proposed project. The Commission informally discussed the matter and voted to request more information from Caltrans and voted to make it an agenda item for discussion for their next meeting. City staff later informed the Planning Commission that the matter was the jurisdiction of Public Works and thereby was removing the agenda item.

127.12 An Item to request more time for public comments was put on the City's Agenda for the September 26th, 2011,Pacifica City Council meeting. Several citizens spoke at this meeting and requested clarification of the City's role in this process, need for other alternatives, objection to the widening, and questioned why the City had not commented on this last section of this proposed project that had been in the planning stages for more than 10 years, especially since this involved the DEIR/EA and would have long term and significant environmental impacts and right-of-way impacts upon the City of Pacifica. The City Council could not reach a consensus on exactly what the City's role was in this process but voted 4-1 to send a letter to the SMCTA to intervene and request that Caltrans extend the public comment period.

A couple of the Council Members commented that the project had been approved at a City Council meeting in 1999, and nothing more was required for the process to move forward. This is outright incorrect. The 1999 vote is not automatic approval of this new proposed project. All the previous actions and approvals were for the *concept* of widening the highway to reduce the congestion. But there never was a DEIR for a specific project until now. This project involves environmental impacts and under the Coastal Act falls within the Local Coastal Program jurisdiction of the City of Pacifica. The City is listed as a Co-Sponsor on this project, the City is also a "Reviewing Agency", therefore the City should be more involved in this last phase of the planning process, especially because of the long term and significant environmental impacts, visual aesthetics impacts, and right-of-way impacts upon public and private properties located within the City of Pacifica.

Several members of the public have pointed out these above problems at a recent SMCTA Board Meeting with the hope that the Board would represent the public on this matter. The Board only deferred the matter back to the lead agency: Caltrans. Even if The City of Pacifica is not the lead agency they are a responsible agency under CEQA. The San Mateo County Transit Authority (SMCTA) should have assisted in clarification of the City of Pacifica's role in this process. As a result, the DEIR/EA is now legally defective.

CONCLUSION:

127.13 The DEIR/EA document is seriously flawed, filled with numerous factual errors, defective conclusions, contradictions, and limited alternatives. The project design should be reassessed and the document should be rewritten or amended with additional opportunity for the public and local agencies to review and comment. My comments herein focus on some of the more serious issues and omissions with the document.

The document is limited to presenting only two Build Alternatives for consideration. To reiterate, I do not support the narrow option of only one solution presented as two alternatives for this project area: Wide or Extra Wide. This limitation is absurd and totally unacceptable.

127.14 The document states that the (rejected) Grade Separation Alternative at Reina Del Mar would provide the best solution to the traffic problem. It could actually cost less than the proposed Build alternative. It would provide for the best traffic flow, best safety for pedestrians and bicycles needing to reach the other side of the highway, and greatest reduction of CO2 and Green House Gas emissions. Therefore the rejected Grade Separation Alternative listed in the document should be reconsidered as a viable alternative. I fully support this concept and request that it be given further consideration, despite previous estimated cost, and perceived potential cultural, visual aesthetic, and environmental impacts.

127.15 The Signal Interconnect and Signal Timing Alternative should be implemented immediately, (recommended by the FHWA for these types of traffic bottlenecks) and new traffic studies performed. This should have happened long ago. All of the agencies involved should have taken action to have this basic simple solution implemented before preparing to write the DEIR/EA. There is no excuse for this. Cost for implementing this solution: $0.3 Million. Cost for consultants to write the DEIR/EA: $2 million.

127.16 The document failed to properly show the serious visual aesthetic impacts regarding the Potential Sound Walls and Retaining Walls. Located just a few hundred feet from the ocean, the potential visual impact is significant, and could change the visual character of this scenic coastal community forever.

127.17 The failure of the City of Pacifica to be involved and review and comment on the DEIR/EA document is serious and raises questions about it's Co-Sponsor/Reviewing Agency role and the entire legal process.

127.18 The DEIR states the following: *"After comments are received from the public and reviewing agencies, the Department, as assigned by the Federal Highway Administration, may:(1)g give environmental approval to proposed project,(2) undertake additional environmental studies, or(3) abandon the project."*

I am requesting here that Caltrans not approve the proposed project, and not abandon the project.
I am requesting here that Caltrans undertake *"additional environmental studies"* and include further studies of alternatives that were previously rejected. I am requesting that Caltrans rewrite and re-circulate a revised DEIR/EA or an Amended DEIR/EA that includes consideration of more alternatives.

127.19 This proposed project would have serious environmental and visual aesthetic impacts upon a scenic coastal region and would forever change this section of the West Coast of California forever. It is extremely important that we be patient, be willing to consider all alternatives, and take all the time that is needed to do this right.

Thank you for consideration of these questions and comments.

Mitch Reid
PO Box 269
Pacifica, CA 94044

Maykel
<themaykelfamily @sbcglobal.
net>
10/22/2011 12:49 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Highway widening in Pacifica

128.1 As a Pacifica native who traverses Highway 1between Rockaway and Vallemar several times a day, I have had more than ample time to observe the traffic flow.

128.2 I feel that the intersection on Highway 1 in Pacifica at Reina del Mar is primarily responsible for the bottleneck which negatively impacts the traffic flow. The intersection at Fassler contributes to a much lesser degree. Adding more lanes will not alleviate the fundamental problem, as traffic will still need to funnel through the intersection.

128.3 Additionally, adding more lanes and sound walls will adversely effect the adjoining neighborhoods.

128.4 Widened shoulders for emergency vehicles and an improved intersection would be adequate solutions.

Thank you,
Julie Maykel
896 Rockaway Beach Ave
Pacifica, California

stan zeavin
<margstan@sbcglobal.net>
10/22/2011 01:25 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject DEIR, Calera Parkway, Highway 1

Margaret Goodale

1135 Palou Drive

Pacifica CA 94044

650-355-9654

21 October 2011

Email to thomas_rosevear@dot.ca.gov

Yolanda Rivas, Branch Chief

Division of Environmental Planning & Engineering

California Department of Transportation District 4

111 Grand Avenue

Oakland CA 94623

Attn: Thomas Rosevear

Re: DEIR Calera Parkway, Highway 1 Widening Project

Dear Ms. Rivas,

129.1 As a thirty-four year resident of Pacifica, I question the utility to Pacifica of widening Highway One as well as CalTrans' inadequate consideration of its significant impacts on my town.

129.2 What are the **"cumulative impacts"** of this project on Pacifica when considered with the opening **of the Devil's Slide tunnel**? There is inadequate discussion of the **probable growth south of Pacifica** along the San Mateo Coast and how it will affect Pacifica.

129.3 What is the realistically expected **volume of traffic implied** in "traffic benefit to the year 2035"?

129.4 The project will **destroy the charm** of apparent small town by removing trees and shrubs and installing concrete walls. How will more highway lanes and walls improve and not **degrade the character** of town? Explain why these impacts are not significant.

129.5 What is the **current timing of the light** at the intersection of SR1 and Reina Del Mar? What other timing options have been presented? Having commuted through this intersection for the past 25 years, the timing of the lights seems capricious.

129.6 The project will stack traffic in nine (?) lanes and concentrate auto emissions between Fassler and Vallemar, **impairing air quality for Rockaway and Vallemar** residents, affecting students at Vallemar School. How will Rockaway and Vallemar residents and students be protected?

129.7 How does CalTrans plan to eliminate **congestion as lanes merge** traveling north of Vallemar?

How does CalTrans plan to eliminate congestion traveling south of Fassler as lanes merge going uphill toward Crespi?

129.8 What are the **details of the alternate plans** that CalTrans eliminated and did not present to Pacificans for consideration?

129.9 What are details of how can land acquired by the City of Pacifica as **mitigation for endangered species habitat destruction** be used a second time for the new highway mitigation? If not illegal, this is ethically improper. The donation of land between GGNRA and the City of Pacifica lands would be more appropriate.

129.10 Why is **no consideration given to the historic habitat** of the endangered San Francisco Garter Snake in the Rockaway Quarry area? The Wastewater Treatment facility ponds were designed in part to recreate habitat for the SFGS with the hope that SFGS would return to the habitat. Without basking and upland areas, that hope cannot succeed.

129.11 What are the **details of the "mitigation package"** with the GGNRA? Agreement in concept is inadequate.

129.12 How will the **cantilevered road over the western wetlands** and riparian areas not change their value as habitat?

129.13 Where is the "**environmental setting**" considered?

129.14 Specifically, how will the **water quality** of Sanchez Creek and Calera Creek be affected during construction?

129.15 Neither the DEIR nor the Pacifica Tribune provided **detailed drawings** of the project that would allow residents to fully understand the impacts and extent of the project. The tiny unreadable drawings printed

129.16 Wednesday, October 19, were useless. Is the only choice allowed Pacifica residents between a landscaped median or a narrow median? What about the undetailed alternatives?

129.17 How will CalTrans guarantee Pacificans that the "preliminary assessment" will not radically change in the final design?

Thank you for your consideration,

Margaret Goodale

cc.: Pacifica City Council

San Mateo County Transportation Authority

Margaret Goodale
<margaretinpacifica @gmail.c
om>
10/22/2011 04:13 PM

To <thomas_rosevear@dot.ca.gov>, <council@pacifica.org>
cc
bcc
Subject DEIR, Calera Parkway, Highway1

Margaret Goodale

1135 Palou Drive

Pacifica CA 94044

650-355-9654

21 October 2011

Email to thomas_rosevear@dot.ca.gov

Yolanda Rivas, Branch Chief

Division of Environmental Planning & Engineering

California Department of Transportation District 4

111 Grand Avenue

Oakland CA 94623

Attn: Thomas Rosevear

Re: DEIR Calera Parkway, Highway 1 Widening Project

Dear Ms. Rivas,

As a thirty-four year resident of Pacifica, I question the utility to Pacifica of widening Highway One as well as CalTrans' inadequate consideration of its significant impacts

on my town.

What are the **"cumulative impacts"** of this project on Pacifica when considered with the opening **of the Devil's Slide tunnel**? There is inadequate discussion of the **probable growth south of Pacifica** along the San Mateo Coast and how it will affect Pacifica.

What is the realistically expected **volume of traffic implied** in "traffic benefit to the year 2035"? What are the impacts to Pacifica of **air pollution and noise**?

The project will **destroy the charm** of apparent small town by removing trees and shrubs and installing concrete walls. How will more highway lanes and walls improve and not **degrade the character** of town? Please explain why these impacts are not significant.

What is the **current timing of the light** at the intersection of SR1 and Reina Del Mar? What other timing options have been presented? Having commuted through this intersection for the past 25 years, the timing of the lights seems capricious.

The project will stack traffic in nine (?) lanes and concentrate auto emissions between Fassler and Vallemar, **impairing air quality for Rockaway and Vallemar** residents, affecting students at Vallemar School. How will Rockaway and Vallemar residents and students be protected?

How does CalTrans plan to eliminate **congestion as lanes merge** traveling north of Vallemar?

How does CalTrans plan to eliminate congestion traveling south of Fassler as lanes merge going uphill toward Crespi?

What are the **details of the alternate plans** that CalTrans eliminated and did not present to Pacificans for consideration?

What are details of how can land acquired by the City of Pacifica as **mitigation for endangered species habitat destruction** be used a second time for the new highway mitigation? If not illegal, this is ethically improper. The donation of land between GGNRA and the City of Pacifica lands would be more appropriate.

Why is **no consideration given to the historic habitat** of the endangered San Francisco Garter Snake in the Rockaway Quarry area? The Wastewater Treatment facility ponds were designed in part to recreate habitat for the SFGS with the hope that SFGS would return to the habitat. Without basking and upland areas, that hope cannot succeed.

What are the **details of the "mitigation package"** with the GGNRA? Agreement in concept is inadequate.

How will the **cantilevered road over the western wetlands** and riparian areas not change their value as habitat?

Where is the "**environmental setting**" considered?

Specifically, how will the **water quality** of Sanchez Creek and Calera Creek be affected during construction?

Neither the DEIR nor the Pacifica Tribune provided **detailed drawings** of the project that would allow residents to fully understand the impacts and extent of the project. The tiny unreadable drawings printed Wednesday, October 19, were useless. Is the only choice allowed Pacifica residents between a landscaped median or a narrow median? What about the undetailed alternatives?

How will CalTrans guarantee Pacificans that the "preliminary assessment" will not radically change in the final design?

Thank you for your consideration,

Margaret Goodale

cc.: Pacifica City Council,

Pacifica Planning Commission

San Mateo County Transportation Authority

Laura Bevington
<lavapup@gmail.com>
10/22/2011 01:30 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Pacifica: State route 1/Calera Creek widening project

To whom it may concern,

130.1 I am a Pacifica resident who is concerned about the impact this project would have on local businesses, particularly Pacifica Pet Hospital. Dr. Hurlbut and his colleagues have cared for my pets for many years. They are a business that does an outstanding job of serving this community. I am afraid that ongoing construction, lack of parking, etc., will cause them irreparable damage. So many local businesses have folded in this economy, I can't see the wisdom of taking actions that are likely to cause more to close.

130.2 Traffic congestion is a problem, but in my experience of living in Pacifica since 1999, it is mostly confined to morning commute/school drop off times.

130.3 This project seems a huge undertaking to solve a limited problem, with potentially disastrous consequences for local businesses and the community that needs them.

Sincerely,

Laura Bevington

Mike Callan
<mcallan8@hotmail.com>
10/22/2011 02:31 PM

To <thomas_rosevear@dot.ca.gov>, <jtcallan@aol.com>, <backpacking9@yahoo.com>
cc
bcc
Subject Widening State Route #1 in Pacifica

Hi Thomas,
I apologize in advance if you have already received this letter by fax. Given the gravity of the situation I am e-mailing this letter to ensure that I have met the October 22, 2011 deadline and that my voice is heard on the issue of widening State Route #1 in Pacifica.
Thanks,
Mike Callan

VIA E-MAIL

TO: Yolanda Rivas, Branch Chief
Division of Environmental Planning and Engineering
California Department of Transportation, District 4
Attention: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623
Phone: 510-286-5609
Fax: 510-286-5600
Thomas_rosevear@dot.ca.gov

Re: SR#1 widening, City of Pacifica, San Mateo County,
Between Reina Del Mar Ave and Fassler Ave

Dear California Dept of Transportation,

131.1

As an old-time landowner in Pacifica and driver on State Route #1, I would strongly recommend going forward on the proposed highway improvements. In particular, I favor the Landscaped Median Build-out as this would provide not only an esthetic quality but also a means of screening the headlight glare from on-coming cars (especially important when you're coming up to an intersection). The increased separation of the traffic flow from this plan is also a plus in terms of safety. I have been through the Draft EIR and it is quite clear to me that this project has been adequately studied, with a bridge included in the plans to mitigate the environmental effects. It appears that my land along Highway One will finally be put to some useful purpose besides the growing of weeds.

Sincerely Yours,

Michael C. Callan

Celeste Langille
<cclangille @earthlink.net>

10/22/2011 03:02 PM

Please respond to
Celeste Langille
<cclangille@earthlink.net>

To <thomas_rosevear@dot.ca.gov>

cc

bcc

Subject RE: Comments on Hwy 1 Widening Project in Pacifica

Attn: Ms. Yolanda Rivas,
Attached please find my comments on the Draft EIR/EA for State Rout 1/calera Packway Project with two attachments.
Thank you,

Celeste C. Langille

CCL Comment letter Hwy 1 Project.pdf Attachment 1.pdf Attachment 2.pdf

Route_to_Carbon_and_Energy_Savings_TCRP_J11_Task9.pdf

Celeste C. Langille
40 Alviso Court
Pacifica, CA 94044
cclangille@earthlink.net

October 22, 2011

Via Email

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4, Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623
Fax: 510-286-5600
thomas_rosevear@dot.ca.gov

RE: Draft Environmental Impact Report/Environmental Assessment for State Route 1/Calera Parkway Widening Project in Pacifica, California

Dear Ms. Rivas,

132.1 The following comments are submitted in connection with the Draft Environmental Impact Report/Environmental Assessment ("DEIR") for the proposed State Route 1/Calera Parkway Widening Project in Pacifica, California ("Project"). For the reasons stated below, the DEIR contains numerous significant deficiencies rendering this document legally inadequate under the California Environmental Quality Act ("CEQA") as well as National Environmental Policy Act ("NEPA").

132.2 As a preliminary matter, all documents associated with the DEIR and forming the basis of the decision-making process, including the Notice of Preparation and comments thereon, should be posted online. This is the most convenient and transparent method for the public to be informed and have access to all the information connected with the Project. I could not find a copy of the Notice of the Preparation and the comments made in response to it anywhere online or at the local Pacifica library. This information should be readily accessible by the public online.

Project Description

132.3 The Project Description is inadequate. An EIR's project description must include a description of the project's "technical, economic and environmental characteristics, considering the principal engineering proposals if any and supporting public service facilities." (CEQA Guideline 15124(c).) The description of the project's technical and environmental characteristics must be

132.3 cont.

accurate, stable and finite. The DEIR contains many sections with incomplete or inadequate descriptions and therefore, the analysis of the impacts is misleading and inadequate. For example, the "Conceptual Plans" for the Landscaped Median Alternative and Narrow Median Alternative at Figures 1.4 and 1.5 are only "preliminary assessments, and should not be used as official records." (DEIR p. 11.) Likewise, a corridor design concept is still to be developed. (DEIR p. 90.)

132.4

132.5

More importantly, the DEIR does not disclose how wide the Narrow Median Alternative or the Landscaped Median Alternative will be. Without this information it is impossible for the EIR to analyze or the public to understand the visual/aesthetic impacts. Further, the EIR does not disclose where the highway will be widened to various widths. For example, the EIR states that "[u]nder the Landscaped Median Build Alternative, the existing median will be widened from six feet to 22 feet wide," but fails to disclose where. (DEIR p. 80.) Likewise, the DEIR states that "[r]etaining walls would be constructed to contain portions of the roadway widening within the existing right-of-way (R/W) or to prevent encroachment into environmentally sensitive areas," referencing only Figures 1.4 and 1.5. (Ibid.) In the absence of adequate information about the proposed project, the DEIR can not adequately analyze the Project impacts and thus has not served its purpose as an information disclosure document.

132.6

132.7

The DEIR fails to describe the specific locations where the Project will impact residences, businesses, intersections, bus stops, pedestrian and bicycle walkways, natural communities, and sensitive plant and animal species. In addition, the DEIR fails to provide any definitive information regarding barriers. Furthermore, the DEIR fails to adequately describe the temporary, indirect, and construction impacts from the Project, especially the impacts to sensitive habitat adjacent and in the Quarry area where storage and staging of construction equipment will take place.

Environmental Setting

132.8

The DEIR fails to adequately analyze the environmental setting for the Project . An EIR must present an accurate and complete description of the environmental setting in the vicinity of the project as it existed before commencement of the project. The environment consists of the "physical conditions which exist within an area which will be affected" by a project. (Pub. Res. Code § 21060.5.) A complete description of the "pre-existing environment" is critical to establish a baseline for analyzing whether the project's impacts are significant. (County of Amador v. El Dorado County Water Agency (1999) 76 Cal.App.4th 931, 952; CEQA Guidelines 15125 & 15126.2(a).) As the County of Amador court stated, " the question is whether the EIR contains a sufficient description of the baseline environment to make further analysis possible." (Id. at 954.)

CEQA case law and CEQA Guideline 15125 require that the environmental setting at time of notice of preparation [of the EIR] was published will normally constitute baseline environmental conditions by which the lead agency determines whether an impact is significant. The DEIR

132.8 cont.

fails to set forth the required baseline environmental conditions of the Project, included those for greenhouse gas emissions and traffic.

132.9

The DEIR is missing the required section entitled "Environmental Setting," and thus the reader is forced to hunt for this information out of various sections and try and determine what is the state of the environment in the vicinity of the project before project commencement. Further, the area which might conceivably be the environmental setting is so vague that the reader can not determine what area is included and what is outside the project area. For example, in discussing cultural impacts the DEIR states that the project's area of potential effects (APE) "consists of the area within the footprint of the project, as well as those areas directly adjacent to the project where indirect effects could occur." (DEIR p. 92.) No further explanation is provided regarding what areas are considered "directly adjacent" and what areas are or are not indirectly affected. Thus, the APE is undefined and insufficient on which to base further analysis.

132.10

Similarly, for biological impacts the DEIR states that the Biological Study Area ("BSA") "consists of the footprint of the project as well as all areas that may be affected directly or indirectly by the construction activity or action" and "encompasses the same area as the Area for Potential Effect (APE)." (DEIR p. 135.) Again, no further explanation is provided in the DEIR regarding what areas may or may not be directly/indirectly affected; therefore, the BSA and APE are undefined. In fact, the BSA appears to fluctuate in the DEIR; Figure 2.5 refers to a Biological Study Areas but Figures 2.6 and 2.7 refer only to Revised Biological Study Areas without explanation. Further, the DEIR fails to explain how these areas were determined. If the impact being considered is water quality impacts or air impacts, does the APE extend as far as the water flows or the air particulate move? The DEIR fails to disclose this important information.

132.11

The environmental setting is internally contradictory and inconsistent as to the habitat types, amounts and impacts. Moreover, there is a fundamental conceptual error in this DEIR's approach to describing the environmental setting. The purpose of the environmental setting under CEQA is to allow the public and decision makers to understand the proposed project's impacts on that setting. This DEIR turns the concept upside down and describes the setting as the area impacted, but doesn't describe the area before it was impacted. Thus, the basic role of the DEIR – to determine if impacts are adverse and potentially significant – is seriously impeded by this distorted approach.

132.12

The DEIR's environmental setting is internally contradictory in regards to threatened California red legged frogs ("CRLF"). The DEIR states categorically that "California red-legged frogs are not known in Calera Creek east of SR 1" (DEIR p. 155), but then suggests that frogs do disperse across Highway 1 as red-legged frogs "attempt to cross SR 1 in the project area" and that "virtually no east-west dispersal across SR 1 occurs in the BSA" (i.e. some dispersal does occur). (Ibid.) In fact, the CRLF does have habitat and does occur in areas east of Highway 1, including those wetlands adjacent to the Pacifica Police station. The DEIR fails to adequately describe and analyze the direct and indirect impacts to sensitive species on the east side of Highway 1,

132.12 cont.

especially the CLRF and San Francisco Garter Snake.

132.13

The DEIR states that "California red-legged frogs use portions of the mosaic of habitats in the area west of SR 1 for breeding, foraging and dispersal" (DEIR p. 156), but fails to disclose where these habitats are located.

132.14

The DEIR's environmental setting is also internally contradictory in regards to the endangered San Francisco Garter Snake. The DEIR states that the "presence of San Francisco garter snakes is unlikely within the BSA and the project construction area." (DEIR p. 159, emphasis added.) In the very next sentence the DEIR states that "San Francisco garter snakes could occur within the BSA due to past occurrence of the species on the site, the proximity to known established populations, the proximity of suitable foraging habitat in the Pacifica water treatment ponds and Calera Creek, and the suitable dispersal habitat within the western portions of the BSA between Mori Point Road and San Marlo Way." (Ibid, emphasis added.)

Project Alternatives

132.15

The analysis of the various alternatives is misleading, inconclusive, and inadequate. An adequate traffic study (or studies) would have formed the basis for adequate consideration of alternatives and would have revealed the clear year-round traffic patterns that have resulted in the permanent and temporary delays in traffic, including those separate, but related patterns for school commuters and work commuters in Pacifica. For example, the traffic patterns in the first weeks of June, while K-8 schools are still in session, but colleges and universities are on summer break, reveal a substantial decrease in the morning northbound traffic. The summer months, when no schools are in session, reveal an even greater decrease in morning northbound traffic and no delay.

132.16

This DEIR failed to include all required and necessary information on which to base any alternative accounting for different types of commuters and patterns that could form the basis of a viable alternative or alternatives. This failure is underscored by the fact that the DEIR fails to analyze the number of single-occupancy vehicles (a word /term search of the DEIR did not find the term "occupancy" in this context) of traveling on Highway 1, the number one source of traffic delays. The DEIR should contain an in-depth analysis of the percentages of motorists traveling alone (SOV or single-occupancy vehicles), including timing, and an analysis of motorists traveling in high-occupancy vehicles.

132.17

Another example of inadequate analysis is the alternative addressing school buses/traffic for only one school in Pacifica (Vallemar elementary) while omitting any mention of traffic to and from other schools that contribute to overall traffic.

132.18

The DEIR fails to adequately address an alternative wherein the need to address the safety considerations of emergency vehicle access could be analyzed by a design involving extending the existing shoulders to a width necessary to achieve this purpose without construction of an

132.18 cont.

additional lane (plus shoulders). This "Safety" alternative would achieve an important Caltrans goal, yet would avoid the majority of adverse environmental impacts. The goal of reducing congestion could be addressed through multiple means, including increased public transit (both Samtrans and shuttles funded by Measure A), alternative modes of transportation such as carpool and rideshare programs, school buses for all Pacifica schools and staggering the start times of Pacifica schools to reduce school traffic.

132.19

132.20

The City of Pacifica is currently in the final stages of drafting a Climate Action Plan to address reducing greenhouse gas emissions via the above mentioned congestion reduction measures. Transportation accounts for 50% of Pacifica's greenhouse gas emissions and reducing vehicle miles traveled is crucial for Pacifica to reach its target emission reduction targets. As discussed below, there is substantial evidence to support the finding that this highway widening project will result in future long-term increases in greenhouse gas emissions and vehicle miles traveled. In addition, the DEIR fails to adequately describe an alternative that involves the inclusion of a High Occupany Vehicle and/or carpool lane.

132.21

Cumulative Impacts

132.22

The DEIR fails to mention or analyze the cumulative impacts of the proposed project in combination with other past, present and reasonably foreseeable projects. The DEIR fails completely as an informational document under CEQA when it fails to consider the cumulative impacts of the proposed project with the opening of the Devil's Slide tunnel which is proposed to occur in late 2012. On the several occasions in the last ten years when landslides have closed the Devil's Slide portion of Highway 1, sometimes for weeks at a time, there are absolutely no northbound traffic delays in Pacifica. There is no mention of the Devil's Slide Tunnel Project, a major Highway 1 improvement anywhere in the DEIR. Further, there is no mention of whether or not the water supply for the Tunnel project will impact future growth south of Pacifica, thereby causing increased traffic in Pacifica. These critical error must be addressed and the DEIR recirculated.

132.23

132.24

Visual and Aesthetic impacts

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The draft EIR fails to adequately analyze whether the visual and aesthetic resource impacts of the Project are adverse or significant. As a resident of Pacifica for over eight years, I travel the area of Highway 1encompassed by the proposed Project on a daily basis and I appreciate the scenic nature of this coastal highway. In addition, I hike in the areas surrounding the Project on a frequent basis, including the California Coastal trail, Mori Point, Sweeney Ridge, and the trail through the Quarry property. Based on my personal experiences, I believe that the Project will have a substantial adverse effect on scenic vistas in Pacifica and will substantially degrade the existing visual character and quality of the Project site and all its surroundings. The draft EIR fails to address the unique scenic beauty of Pacifica and the desire of the community to maintain this scenic beauty.

132.26 As a threshold matter, the width, and therefore the actual scale of the Project, is not sufficiently described in the DEIR. Even without the missing specifications in the DEIR, it is obvious, by virtue of the overall changes to the Project area, that the Project will significantly and adversely impact the visual and aesthetic qualities of all the adjacent properties, will interfere with scenic views, and will be visually incompatible with its surroundings. Simply put, the Project is inconsistent and out of character in both scale and scope with the aesthetics of a small coastal city.

132.27 This Project involves visual and aesthetic impacts to the following resources: an environmentally sensitive coastal area, including wetlands, trees, sensitive habitats and hillside areas (including those within and adjacent to the Golden Gate National Recreation Area), scenic views, the California Coastal Trail, at least one historical site, cultural resource areas and a section of Highway 1 eligible for the "state scenic highway designation".

132.28 The impact to aesthetics include the loss of many trees (the number has yet to be revealed of all trees, including on the east side and northern portion of the Project) and much vegetation will be removed. The tree corridor along Highway 1 is a dominant feature of this area of Pacifica's scenic beauty along the Highway and must be protected. Also, the impact from sound walls is

132.29 not described in enough detail. In general, sound walls are unsightly; their presence has the effect of transforming the freeway into a concrete channel.

132.30 Despite all the above potentially significant and adverse impacts to sensitive resources, the DEIR, on page 89, impermissibly concludes that "As a result of this project, minor changes to visual resources will occur within the project limits." Also, "this change would not affect the roadway users or those who view the roadway and intersections from adjacent communities." This conclusion is absolutely incorrect and fails to address and analyze the correct thresholds of significance under CEQA, and the standards set forth in Appendix G of the CEQA Guidelines.

132.31 Furthermore, the DEIR fails to identify and analyze all impacts from light, glare, sound walls, retaining walls, loss of buffer zones in front of homes and commercial buildings, including the historic Vallemar station. Where the DEIR fails to identify all appropriate impacts, it also fails to

132.32 identify appropriate mitigation measures to address these impacts as required by CEQA. The DEIR fails as an informational document as it does not include the relevant and required

132.33 information regarding project description and analysis of project impacts to visual and aesthetic resources.

132.34 The significance of an environmental impact is in any event measured in light of the context where it occurs. The CEQA Guidelines confirm that "the significance of an activity may vary with the setting. For example, an activity which may not be significant in an urban area may be significant in a rural area." (Guidelines, 15064, subd. (b); see also, e.g., Protect the Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal.App.4th 1099, 1107. A project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. In the instant case, the Project site is a particularly sensitive site.

Growth Impacts

The DEIR fails to utilize its own stated thresholds of significance to determine the proposed project's growth impacts. The DEIR states that CEQA Guidelines 15126.2(d) requires that environmental documents "…discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." Despite this clear CEQA requirement and the DEIR's use of it as a threshold of significance, the EIR's discussion of growth impacts fails to consider whether the project would "foster" growth or construction of additional housing. Instead, the DEIR utilizes different standards of whether the project would "open additional areas to development" or whether "development is tied to the construction." (DEIR p. 55.) A project could potentially foster - i.e. further - growth without directly opening additional areas to development or having development as part of the project.

132.35

The DEIR fails to adequately analyze growth impacts. CEQA Guideline 15126.2(d) mandates that the EIR discuss the characteristics of the project which "may encourage and facilitate other activities that could significantly affect the environment either individually or cumulatively." However, this DEIR actively avoids this analysis; there is no discussion in the EIR of whether the project may encourage or facilitate other activities that could affect the environment. In addition, other EIR's normally discuss growth impacts in the context of whether the project "will remove an impediment to growth." No such analysis is included in this DEIR. The CEQA error is not the DEIR's conclusion, but its failure to undertake the required analysis which would inform the public and decision makers of project impacts. Even, the Pacifica Chamber of Commerce has stated publically on a number of occasions regarding this Project, that "if you build it, they will come." Where is the analysis in the DEIR of this impact?

The DEIR's procedural error – omitting required analysis of potentially significant impacts – is particularly serious as the DEIR hints that the project would have "influence on future growth in the region." (DEIR p. 55.) The DEIR fails to state what this "influence" is, how little it will be, or whether it will be adverse or significant. Likewise, the DEIR reveals that "[i]ndirect growth-inducing impacts would be minimal" (ibid), but fails to disclose what the indirect impacts will be, and whether such impacts will be adverse or significant.

132.36

As discussed above, the DEIR fails to properly analyze growth inducing cumulative impacts. CEQA mandates a finding of significance when a project "has possible environmental effects that are individually limited but cumulatively considerable." (CEQA Guideline 15065, subd. (a)(3).) Cumulatively considerable means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. (Ibid.) The DEIR omits any mention of the Devil's Slide Tunnel project which will combine with this Project in terms of cumulative impacts. The cumulative impacts, include traffic and future growth, including that growth associated with water supply.

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Climate Change and Greenhouse Gas Emissions

The DEIR's conclusion (DEIR, p. 190) that greenhouse gas ("GHG") emissions may be reduced from the Project is inconclusive and fails to consider the thresholds of significance under CEQA. The DEIR states that to "the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors, GHG emissions, particularly CO2, may be reduced."

Furthermore, the DEIR's conclusion (DEIR, p. 192) states that "[A]s discussed in the project analysis above, the Department does anticipate a decrease in CO2 emissions in the project area as a result of the project. However, it is Caltrans' determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and CEQA significance, it is too speculative to make a determination regarding the significance of the project's direct impact and its contribution on the cumulative scale to climate change."

132.41

CEQA Guideline section 15064.4.(b) discusses determining the significance of impacts from Greenhouse Gas Emissions, and states that a lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:
(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

The DEIR fails to analyze the threshold of significance for GHG emission, and fails to consider the above required factors, instead it lists all the state and federal laws that it fails to comply with and then gives a short, but incomplete and insufficient summary. CEQA and the State of California do not treat climate change and GHG emissions as "speculative," yet the DEIR conveniently makes this statement to avoid analysis. The DEIR fails to address the short-term versus long-term GHG emissions impacts from the Project and fails to consider CEQA Guideline 15065 addressing mandatory findings of significance where a project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. This is the case involved with this Project.

132.42

Because the DEIR fails to address GHG emissions, including cumulative impacts, under the proper thresholds of significance, it also fails to address mitigation of these impacts, thereby doubling the error under CEQA. In accordance with the mandates set forth in AB 32 and Senate Bill 97, if an EIR evaluates greenhouse gas emissions, and determines that the project's contribution to climate change impacts is cumulatively considerable, the EIR should evaluate mitigation measures that may reduce this impact. CEQA Practice, § 20.85 –Evaluate Mitigation.

132.43

132.44 The DEIR also fails to set forth the required baseline environmental conditions of the Project for GHG emissions.

132.45 The City of Pacifica is currently in the final stages of drafting a Climate Action Plan to address reducing greenhouse gas emissions. The Climate Action Plan inventory of greenhouse gas emissions in Pacifica shows that transportation accounts for 50% of Pacifica's greenhouse gas emissions and reducing vehicle miles traveled is crucial for Pacifica to reach its target emission reduction targets. There are numerous studies that prove there is substantial evidence to support the finding that this highway widening project will result in future long-term increases in greenhouse gas emissions and vehicle miles traveled. Attached to these comments are several studies discussing how highway widening projects increase total global warming emissions over the long term, even they reduce congestion over the short term.[1]

132.46 The DEIR fails to discuss that adding lanes to a highway will increase total global warming emissions over the long term, even if it reduces congestion over the short term. Traffic experts estimate that each extra lane-mile built will increase emissions of carbon-dioxide, the main greenhouse gas, by more than 100,000 tons over 50 years. Further, any short-term fuel savings from congestion relief are quickly overwhelmed by increased traffic volumes on the roadway. This above estimate takes into account the potential for major increases in vehicle fuel efficiency over 50 years. Even assuming major mpg improvements, studies find that total road emissions rise when congested highways are widened. The DEIR fails to adequately describe an alternative that involves the inclusion of a High Occupany Vehicle and/or carpool lane to reduce GHG emissions.

Climate Change and Sea Level Rise

132.47 In an analysis funded and prepared for Caltrans and two other California state agencies, the Pacific Institute estimates that 480,000 people; a wide range of critical infrastructure; vast areas of wetlands and other natural ecosystems; and nearly $100 billion in property along the California coast are at increased risk from flooding from a 1.4-meter sea-level rise – if no adaptation actions are taken. In this report, populations and critical infrastructure at risk are shown in detailed maps, one of these maps shows large areas of Pacifica including Highway 1 and the Rockaway Beach area, the Project area, at risk , yet no analysis of the risk is discussed in the DEIR. This report concludes that sea-level rise will inevitably change the character of the California coast, and that adaptation strategies must be evaluated, tested, and implemented if the risks identified in the report are to be reduced or avoided.

The DEIR should address the issue of sea level rise west of the Project area, including the impacts to the Rockaway Beach commercial district and infrastructure, together with the specific impacts on Rockaway Beach from the Highway 1 widening. Instead, the DEIR, on page 198,

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[1] See also: Mark Hansen, Yuanlin Huang, Road supply and traffic in California urban areas, Transportation Research Part A: Policy and Practice, Volume 31, Issue 3, May 1997, Pages 205-218.

132.47 cont.

disregards the state planning guidelines and impermissibly defers any analysis to an unknown date. This improper deferral of analysis applies not only to transportation infrastructure, but also to the impacts in the vulnerable areas adjacent to the Project. This impermissible deferral of analysis will result in the loss of options and mitigation measures available in adaptation planning, including the need for buffer zones or areas for planning retreat back from the coast for the commercial district.

The information provided in the Pacific Institute report together with other studies done by and on behalf of state agencies underscores the need for adequate analysis in the DEIR to determine impacts to wetlands in the coastal zone. In addition, this information underscores the need to preserve and enhance the wetlands potentially impacted by this project as other nearby coastal wetlands which are closer to the ocean will be at a higher risk of salt water intrusion due to sea level rise.

Traffic

The DEIR failed to undertake sufficient studies regarding baseline conditions for traffic as discussed above in the comment section addressing Alternatives. The DEIR fails to adequately analyze impacts from induced traffic. The DEIR fails to consider that when road capacity is increased, total travel time will ultimately equalize over time, until traffic moves at the previous levels of congestion. Expansion of roadway capacity cannot eliminate periods of frustrating slow speeds, due to drivers who previously: 1) Used alternative routes during peak hours switch to the improved roadway (spatial convergence); 2) Traveled just before or after the peak hour start to travel during those hours (time convergence); and 3) Used public transportation during peak hours now switch to driving, since it has become faster (modal convergence).

132.48

Similar conclusions are reached by those who have analyzed the phenomenon of Induced Travel, which is defined as any increase in vehicle miles traveled (VMT) that results from an infrastructure change such as increase in road capacity, yet the DEIR fails to consider this information.

In a study by Robert Noland, (attached to these comments) published recently in Transportation Research, the phenomenon is clearly described. Summarized, Noland's conclusions are these:

"The results of the analyses presented clearly demonstrate that the hypothesis of induced demand cannot be rejected. Increased capacity clearly increases vehicle miles of travel beyond any short run congestion relief that may be obtained. The methods employed all found statistically significant relationships between lane miles and VMT.

Lane miles are found to generally have a statistically significant relationship with VMT of about 0.3 to 0.6 in the short run and between 0.7 and 1.0 in the long run

Mitigation

132.49 As discussed above, the DEIR fails to adequately analyze the impacts of the Project and fails to utilize the correct thresholds of significance under CEQA. This results in a failure to reach the required conclusions that many impacts are in fact significant and adverse impacts, and therefore must be mitigated under CEQA.

132.50 Among other deficiencies in the DEIR, the DEIR fails to discuss whether mitigations for California red legged frog impacts will
reduce impacts to insigificance. There is no discussion of mitigation feasibility despite 1)
132.51 conditioning mitigations on "the extent practicable" (DEIR p. 161) and 2) acknowledging that mitigation bank credits for frog and snake habitat are not currently available. (DEIR p. 167.)
132.52 The mitigation formulation is impermissibly deferred by 1) putting off consideration of where the exclusion fencing will be installed, and 2) failing to disclose the "mitigation package" proposed to the GGNRA. (DEIR pp. 161, 163.) There is no analysis of whether the impacts expected from
132.53 mitigation will be significant. (DEIR p. 164.)

132.54 There is no analysis of the feasibility of invasive species mitigations (DEIR p. 170), despite acknowledging that these species are "very difficult to eradicate." (DEIR p. 169.)

132.55 CEQA Guideline Section 15364 defines "feasible" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." See also, Pub. Res. Code, § 21061.1. Mitigation measures must either be incorporated into the design of the project or be fully enforceable through conditions, agreements, or other means. See, 14 Cal. Code Regs., § 15126.4. The DEIR fails to address feasability of numerous impacts, mainly those to sensitive habitat and species.

Land Use Impacts

132.56 The Project as proposed differs greatly from the Project envisioned by the community when the concept of the Project was approved by the City Council in 1999. The current design of the Project, including the much longer proposed length, will impact land use considerations more in Pacifica than the Project as proposed in 1999.

132.57 The Project Description is inadequate. The EIR fails to include the information necessary to determine the exact impacts of the Project, particularly the width dimensions of the Project and specific locations where the Project will impact specific residences, businesses, intersections, bus stops and pedestrian and bicycle access. In addition, the EIR fails to provide any definitive information regarding barriers and sound walls, save a short reference in the last paragraph of page 44, along the outer perimeter of the entire Project area.

132.58 Among the changed impacts not included in the DEIR are impacts to at least two current projects undergoing construction in Pacifica, the Surf Spot restaurant, located directly adjacent to the southeast area of the Project and Buffalo Bill's Cheesesteak's and Chowder House which will

132.58 cont.

also be directly impacted by the Project. There are also several projects located in the Rockaway Beach commercial district which are in the planning stages.

132.59

Section 2.1.2.2. of the DEIR, in the section titled "Consistency with State, Regional, and Local Plan and Programs."discusses how the Project as proposed is consistent with various applicable plans and programs and concludes that there are no conflicts with any of these plans and programs. As discussed below, the Project is inconsistent with a number of these plans based on the goals and policies set forth in some of these plans, yet further inconsistencies can not even be determined based on the lack of information of specific Project impacts, including those to particular intersections, adjacent buildings, aesthetics based on sound walls, and biological impacts as discussed elsewhere in these comments. The DEIR fails to analyze any safety goals and policies involving pedestrian and bicycle traffic across the east-west intersections of SR 1, which will have the most adverse impacts from this Project, including students crossing the highway to access bus stops and those seeking to access the Rockaway neighborhoods.

132.60

City of Pacifica Local Coastal Land Use Plan

132.61

The analysis of consistency with Pacifica's Local Coastal Program Land Use Plan (LCP) on page 45 of the DEIR is conclusory, inadequate and confusing. This section is artificially separated from the analysis on page 47 of the DEIR, Section 2.1.2.3 addressing the Coastal Zone, and which also discusses the the City of Pacifica's Local Coastal Land Use Plan.

132.62

The DEIR concludes without any analysis that it is consistent with the LCP (no citations to the LCP were provided in the DEIR) which states that "highway improvements should increase the safety of existing intersections along SR 1." Further, the DEIR fails to explain how the Project will meet the goal of SR 1 remaining a "multi-modal travel corridor" when the Project will double the width of the existing SR 1, thereby further bisecting the communities east and west of the Project and adversely impacting pedestrian and bicycle traffic. The DEIR fails to respond to the Coastal Commission's request in their March 18, 2010 comment letter in response to the Notice of Preparation that the DEIR include a table identifying the LCP standards applicable to the Project. No such table was included in the DEIR. Section 2.1.2.3. discussing the Coastal Zone section lists only three relevant sections of the LCP, but provides no analysis and no conclusions.

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132.65

Several relevant sections of Pacifica's LCP were omitted from analysis. Page C-112 of the LCP discusses Highway One and states that improvements to Highway One would include "such things as safety improvements to intersections, widening the shoulders and moving lanes, providing a median strip, signalization and turning lands. **The intention of these improvements is not to increase the capacity of the roadway**. (Emphasis added) Because Highway 1 is Pacifica's lifeline, its appearance and safety are critical to the City and its future."

The Project as proposed admits it will increase the capacity of the roadway which is inconsistent with the goals and policies of the LCP. The increased capacity and greatly changed appearance

132.65 cont.

of the Highway will adversely impact the unique coastal nature of Pacifica.

132.66

The DEIR fails to adequately analyze an alternative which addresses the goals of Pacifica's LCP and the need for safety in the form of adequately wide shoulders for emergency vehicle access, and which does not result in increasing capacity by adding an additional traffic lane in each direction.

132.67

The DEIR fails to address the impacts, aesthetic and otherwise, to the LCP goals and policies addressing Rockaway Beach, therefore, it can not determine consistency with the LCP until this information is provided and analyzed. The LCP addresses Rockaway Beach in several sections, Coastal Dependent Commercial Uses, pp. C-107 to 108

132.68

The DEIR fails to provide an adequate basis for concluding that the Project protects coastal views and improves the visual edge of the highway in required in the LCP. The DEIR fails to include adequate information, including visual representations, regarding the size, location, appearance of sound walls, barriers and erosion control, including retaining walls so that a finding of consistency with the LCP can be made. For instance, the DEIR fails to provide information regarding how the commercial district of Rockaway Beach and all the commercial buildings on the east side of Highway One will be impacted aesthetically, and how the Project will double the width of the Highway north of Reina del Mar (and add a wider bike path) without requiring removing portions of the steep hillsides adjacent or in the GGNRA and adding large retaining walls for safety and erosion control.

132.69

Also, the DEIR fails to provide information how the Project will improvement pedestrian and bicycle access both east and west of intersections involved in the Project, but also on the eastern edge of the Project.

132.70

The Project's call for extending the highway west thereby adversely impacting wetlands and important habitat for the CRLF and SFG, among other species, is inconsistent with the overarching goals and policies pertaining to wetlands set forth in the General Plan. The General Plan contains numerous statements regarding the importance of conserving wetlands and wildlife, and identifies the fact that wetlands create development obstacles. The City of Pacifica is currently in the process of updating the General Plan and the Local Coastal Plan.

Rockaway Beach Development Plan

132.71

The Rockaway Beach Specific Plan, section 2.3 Physical Appearance, subsection 4, states that the Plan "ensure that future major public improvements, such as any modification to Highway One, enhance rather than detract from the appearance and economic success of the area."
At present, the DEIR does not contain adequate information upon which to base a conclusion that the Project as proposed would not detract from the appearance and economic success of the area.

Section 2.1.2.3 Coastal Zone

132.72 Section 2.1.2.3 of the DEIR addressing the Coastal Zone fails to address the City of Pacifica's role in approving a Coastal Development Permit.

132.73 The EIR fails to adequately address the consistencies with Pacifica's Local Coastal Use Plan/Program in several ways. It is not clear whether or not the Pacifica Planning Department has been consulted with regarding consistencies with the LCP or to what extent, the current update of Pacifica's General Plan, may **reflec**t on the Project. The City of Pacifica is responsible for applying for and obtaining a Coastal Development Permit for this Project but this is not reflected in the DEIR.

132.74 2.1.2.4 Parks and Recreational Facilities
No discussion of retaining walls was found in the DEIR, yet walls on both east and west appear to be necessary, especially on the north end of the Project.

132.75 Recirculation

Recirculation is required where "the draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded." (CEQA Guideline 15088.5, subd. (a)(4).) As described above, this EIR fails to meet the minimum standards for adequacy under CEQA. Once the EIR is fixed it must, therefore, be recirculated for public review and comment prior to a decision on EIR certification

Conclusion

Thank you for your consideration of the comments above. In light of the foregoing comments, I urge Caltrans to correct the numerous defects that I have identified by modifying and then recirculating the DEIR for this Project.

Sincerely,

Celeste C. Langille

Attachments:
1.) Sightline Institute Study, Increases in greenhouse-gas emissions from highway-widening projects, October 2007
2.) The Campaign for Sensible Transportation, "Why Highway Widening Won't Work"

Sightline INSTITUTE

Sightline Research Backgrounder

Increases in greenhouse-gas emissions from highway-widening projects

October 2007
By Clark Williams-Derry, Research Director

SUMMARY

Road-building proponents often suggest that adding lanes to a highway will reduce greenhouse gas emissions. By easing congestion, they argue, new lanes will reduce the amount of fuel that vehicles waste in stop-and-go traffic, leading to lower releases of climate-warming gases from cars and trucks.

Over the short term—perhaps 5 to 10 years after new lanes are opened to traffic—this argument may hold some slim merit. But considering the increased emissions from highway construction and additional vehicle travel, adding one mile of new highway lane will increase CO_2 emissions by more than 100,000 tons over 50 years.

Carbon dioxide emissions from building one lane-mile of urban highway, over 50 years	
Construction, building materials, and maintenance	3,500 tons
Net congestion relief	-7,000 tons
Additional vehicle travel on the facility	90,000 tons
Induced vehicle travel off the facility	30,000–100,000 tons
TOTAL	116,500-186,500 tons

At current rates of emissions, 100,000 tons of CO_2 equals the 50-year climate footprint of about 100 typical US residents.

Because future traffic volumes, vehicle technologies, and land use patterns are inherently uncertain, these estimates should be taken as rough approximations. Yet under almost any set of plausible assumptions, widening a highway in a congested urban area will substantially increase long-term greenhouse gas emissions.

ANALYSIS AND DISCUSSION

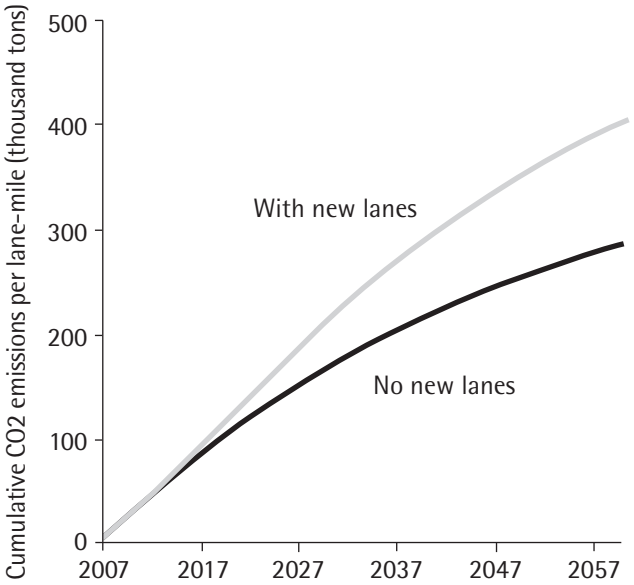
To estimate changes in vehicle emissions resulting from highway lane expansion, Sightline developed a spreadsheet model covering 50 years of highway-related CO_2 emissions. Using this model, Sightline developed a mid-point estimate for highway CO_2 emissions per lane mile, based on a plausible range of possible future travel characteristics. Sightline's model predicts changes in CO_2 emissions as follows (see Method Notes for details of our assumptions and analysis):

1. THE HIGHWAY ITSELF: 3,500 tons of CO_2 from road construction and maintenance

Two recent international studies of the life-cycle energy costs of highway construction have estimated that, after accounting for the manufacturing of concrete, steel, and other energy-intensive construction materials, as well as fuel consumed by construction equipment, building a lane-mile of roadway releases between 1,400 and 2,300 tons of CO_2. In addition, long-term maintenance and road reconstruction activities release between 3,100 and 5,200 tons of CO_2 emissions.

Based on these figures, and a more conservative estimate of annual maintenance-related emissions than these studies assume, Sightline estimates that constructing 1 lane-mile of highway and maintaining it for 50 years releases roughly 3,500 tons of CO_2.

After new lanes are completed, emissions from additional traffic quickly overwhelm short-term congestion relief.



2. NET CONGESTION RELIEF: 7,000 fewer tons of emissions from efficiency gains.

Highway construction and maintenance projects can create substantial congestion and traffic delays, reducing the fuel efficiency of the vehicles on the road.[1] However, for these estimates, Sightline assumed that construction projects would cause fairly minor, intermittent delays, and that traffic volumes would not decrease during construction. On net, we estimate that congestion resulting from construction and maintenance delays would increase vehicle-related CO_2 emissions modestly, by roughly 500 tons.

Sightline assumes that rush hour traffic will flow more freely after new lanes are opened, and that congestion relief will raise the effective fuel efficiency of vehicles on the roadway. However, consistent with academic findings and real-world experience, we also assume that new highway capacity in a metropolitan area will gradually be filled by new trips, and that congestion and stop-and-go driving will gradually increase to approximately the same level experienced prior to the highway expansion.[2] Over the course of 50 years, CO_2 emissions reductions related to congestion relief may total some 7,500 tons, compared with a "baseline" highway that is not widened. The large

majority of these emissions reductions occur within the first decade in which a new lane is open to traffic.

On net, then, we expect that changes in congestion associated with highway expansion (including both congestion created by construction and maintenance, and congestion relieved after construction) will reduce emissions by about 7,000 tons.

3. NEW TRAFFIC: 90,000 tons of emissions from additional travel on the highway.

It is well documented that highway expansion can result in an increase in the number of vehicle trips on a roadway, particularly in congested urban areas. Indeed, accommodating additional trips is typically the point of adding new lanes to a highway. Still, the speed at which additional traffic floods new lanes often comes as a surprise. One recent California study estimated that more than roughly 90 percent of new lane capacity in congested urban areas is filled within five years after a project is completed. Other studies have found similar "induced traffic" effects from adding lanes to congested roads.

However, not all of the additional traffic on new lanes represents genuinely new travel. Very shortly after a new road or lane opens, for example, some trips that had been taken on other streets and roads shift to the new facility. To account for this effect, Sightline assumes that for the two years after new lanes are opened, none of the additional trips taken on a new facility are genuinely new, but were simply rerouted from nearby roads onto the new facility.

The greenhouse gas impacts of future travel will be affected by changes in vehicle technology and fuel efficiency. Yet even assuming that average vehicle fuel economy improves by 2.5 percent a year (an optimistic assumption, given that the average fuel economy of passenger vehicles has stagnated for decades), Sightline estimates that new vehicle travel on each lane-mile of new highway will release 83,000 tons of CO_2 over the next 50 years. Adding in energy associated with vehicle manufacture and maintenance, this total rises to approximately 90,000 additional tons of CO_2 per lane mile associated with new vehicle trips on an expanded facility.[3]

4. INDIRECT FUEL CONSUMPTION: 30,000-100,000 tons of CO_2 from induced travel off the highway itself.

Travel patterns off the expanded highway are the most difficult to project, since they involve the greatest uncertainties.

Cars that travel on a new highway lane will need to travel on other streets and roads to get to and from the highway; this will result in some additional vehicle mileage beyond the driving that takes place on the highway itself. As a conservative value, Sightline estimated that for each 10-mile trip on a highway, the vehicle is driven a total of 1 mile to and from the highway on- and off-ramps.

In addition, adding lanes—particularly on roads leading to low-density suburbs and undeveloped land on the urban fringe—tends to accelerate low-density sprawling development. Many studies have linked lower-density land use patterns with increased driving. In a sprawling suburb, virtually every trip must be taken by car, and everyday

trips can require many miles of travel. In contrast, residents of more compact suburbs and urban neighborhoods typically drive less, and can walk or use transit for many trips, which reduces the carbon emissions from their daily transportation. Accordingly, low-density development is associated with increased vehicle fuel consumption.[4]

Sightline estimates that if as little as one-tenth of new highway trips represent a net shift to lower-density land use patterns (i.e., new sprawling suburban development with modestly higher per-household driving than in compact suburbs), then greenhouse gas emissions from additional off-facility driving could rival or exceed the increases from driving on the facility itself. Regardless of the precise figures, the impacts of off-facility driving enabled by highway expansion are likely to be significant, long-lasting, and far larger than the modest reductions in emissions resulting from congestion relief.

CONCLUSIONS

Our estimates suggest that, over the course of five decades, adding new highway lanes will lead to substantial increases in vehicle travel and CO_2 emissions from cars and trucks. Claims about fuel savings from congestion relief may hold slim merit over horizons of a decade or less. But over the long term, new traffic will fill the added road space, leading to long-term increases in vehicle emissions totaling tens of thousands of tons per lane-mile.

Future refinements in Sightline's emissions model, and the data that it relies on, may affect the specifics of these estimates. Yet under most plausible assumptions for future travel patterns and vehicle efficiencies, Sightline's model predicts that added emissions from new traffic will overwhelm the modest greenhouse gas reductions from congestion relief.

METHOD NOTES

To estimate changes in vehicle emissions resulting from highway lane expansion, Sightline developed a spreadsheet model covering 50 years of highway-related CO_2 emissions. This model relied on the following assumptions and inputs:

Number of lanes: Sightline's model considers an existing metro-area highway with two lanes in each direction that is widened to three lanes in each direction.[5]

Per-mile fuel consumption: Given today's vehicle and fuel technologies, Sightline estimates that the average passenger vehicle creates 1.1 pounds of CO_2 emissions per mile. This covers emissions throughout the "well-to wheels" emissions of the vehicle fuel, including drilling, transporting, and refining petroleum, as well as the end-use consumption of gasoline in passenger vehicles.[6]

- Improvements in vehicle efficiency: Sightline assumes that, over 50 years, average vehicle CO_2 emissions per mile will decline to less than one-third of today's levels, through a combination of improved vehicle efficiency and lower-carbon fuels.[7]
- Congestion-related efficiency losses: When vehicles are operating on a

congested highway, Sightline estimated that emissions per mile increase by about one-third—comparable the difference between "city" and "highway" miles-per-gallon ratings.[8] Note, however, that even for highways that experience rush-hour congestion, fewer than half of all trips take place during peak travel hours.[9]

- Emissions from vehicle manufacturing: Roughly 9 tons of CO_2 are released during the manufacture a passenger vehicle.10 Sightline assumes that today's cars and light trucks average 180,000 miles of travel over their usable life spans,[11] and that vehicle manufacturing emissions will decline in the future by 1 percent per year.
- Emissions from road construction and maintenance: Sightline used recent peer-reviewed studies to estimate CO_2 emissions from road construction and maintenance.[12]
- Traffic volumes: Sightline assumed that daily traffic volumes on existing lanes would start at between 15,000 and 20,000 daily vehicle trips per lane, rising to a steady state somewhere between 18,000 and 24,000 vehicles per lane over time. Once new lanes are open to traffic, Sightline estimated that 10 percent of any remaining highway capacity would be filled with traffic each year.[13]
- Off-highway driving: For every highway trip, vehicles must travel some distance to and from the highway. In addition, new highway construction can promote scattered, low-density residential and commercial development, which in turn requires residents to drive more miles.[14] Because of the high degree of uncertainty for both effects, Sightline makes conservative estimates for off-highway driving. For new trips resulting from increased capacity, Sightline assumes that vehicles travel one-tenth of a mile of off-highway driving for every mile of on-highway driving. Sightline's low-end estimate of emissions from land use effects assumes that only 5 percent of new trips represent new low-density households, and that these households drive 15 percent more than their higher-density counterparts.

Sightline found that the model's outputs were most strongly affected by three inputs: trends in vehicle fuel efficiency; the difference between current vs. maximum traffic per lane; and the rate at which new lanes are filled by new traffic. In addition, assumptions about off-highway driving and land-use impacts strongly affected total emissions. However, these latter factors are the most inherently uncertain, since they are dependent on geographic, regulatory, and economic factors that are outside the scope of this analysis.

To avoid the chance of overestimating the CO_2 impacts of lane expansion, Sightline's estimates are conservative in a number of ways, including:

- Slow rate of induced traffic: Sightline's midpoint estimates are based on the assumption that 10 percent of any remaining road capacity will be filled

per year after a new lane opens—meaning that less than half of added lane capacity is filled within 5 years of completion. In contrast, many recent studies have found that as much as 90 percent of new capacity may be filled within 5 years after a new lane is opened.15 Assuming faster rates of induced travel would reduce estimated benefits of congestion relief, while increasing total emissions from generated traffic.

- Low maintenance-related emissions: Sightline assumes a lower total energy consumption from road maintenance and repair than is assumed by several academic studies.
- Assuming no induced travel on parallel roadways: Sightline's model assumes that all new traffic entering a roadway for the first year and half after new lanes are opened represents trips rerouted from nearby routes, rather than genuinely new travel. In addition, Sightline's model assumes that rerouted traffic represents a *permanent* reduction of travel on parallel roadways—an assumption that is inherently conservative, since traffic on parallel roadways is likely to grow as congestion increases on new lanes *(Text updated and corrected June 26, 2008)*.

ENDNOTES

1 For four highway-widening projects analyzed by the Surface Transportation Policy Project in the late 1990s, the "payback" period—the period after which time savings due to added road capacity equaled time lost during road construction—ranged from 2.75 years to infinity. In the latter case, travelers never recouped the time lost to congestion during construction. See STPP, "Road Work Ahead: Is Construction Worth the Wait?" at *http:www.transact.org/report.asp?id=169*.

2 An excellent of the literature on "induced" or "generated" traffic can be found in Todd Litman, "Generated Traffic and Induced Travel: Implications for Transport Planning" at *http://www.vtpi.org/gentraf.pdf*. See especially pages 7 and 8 for estimates of "generated traffic" from highway expansion. Also see page 4 for a discussion of how a congested roadways tend to reach an equilibrium daily traffic volume.

3 Carbon intensities for future vehicle and fuel technologies are impossible to predict, since they depend on regulatory, economic, technological, and geological factors that are outside the scope of this report. Yet even if effective vehicle fuel economy rises to 100 mpg over 50 years, GHG emissions from new traffic on the lane will still total some 60,000 tons—far more than the relatively modest greenhouse gas benefits from congestion relief.

4 For more on the relationship between urban form and vehicle travel, see:

Frank, Lawrence and Company, Inc. (2005). "Achieving Sustainability Through Healthy Community Design." King County, WA. September 27, 2005.

Golob, Thomas, and David Brownstone (2005). "Impact of Residential Density on Vehicle Usage and Energy Consumption." Institute of Transportation Studies,

UC-Irvine. *http://www.its.uci.edu/its/publications/papers/ITS/UCI-ITS-WP-05-1.pdf*

Holtzclaw, John (1998). "Curbing Sprawl to Stop Global Warming," Sierra Club. *http://www.sierraclub.org/sprawl/articles/warming.asp*

Holtzclaw, John (2000). "Smart Growth—As Seen From the Air," Air& Waste Management Association Annual Meeting, June 2000. *http://www.sierraclub.org/sprawl/transportation/holtzclaw-awma.pdf*

Holtzclaw, John, et al (2002). "Location Efficiency: Neighborhood and Socio-Economic Characteristics Determine Auto Ownership and Driving; Studies in Chicago, Los Angeles, and San Francisco." Transportation Planning and Technology, March 2002.

Kahn, Matthew. (2000). "The Environmental Impact of Suburbanization." Journal of Policy Management," Vol. 19, No 4, *http://www.environmentalleague.org/Issues/Land/Kahn_2.pdf*

Newman and Kenworthy (1989b). Cities and Automobile Dependence: An International Sourcebook.

Newman and Kenworthy (1999). Sustainability and Cities: Overcoming Automobile Dependence, Washington, DC: Island Press.

U.S. Environmental Protection Agency (2001). "Our Built and Natural Environments: A Technical Review of the Interactions Between Land Use, Transportation, and Environmental Quality." Development, Community, and Environment Division, January 2001. *http://www.epa.gov/dced/pdf/built.pdf*

5 Note that the end results do not depend heavily on these assumptions. Other configurations of highway expansion lead to virtually identical results.

6 Current average passenger vehicle fuel economy is approximately 21 mpg; see *http://www.epa.gov/otaq/fetrends.htm* and *http://www.washingtonpost.com/wp-dyn/content/graphic/2006/07/18/GR2006071800596.html*. This is likely a conservative estimate of highway vehicle emissions, since it represents only passenger vehicles, while ignoring heavy trucks that emit significantly more CO_2 per mile. Life-cycle CO2 emissions per gallon of gas estimated at 25.6 pounds; derived from *http://www.environmentaldefense.org/documents/3986_CAautocarbonburden.pd*f, p. 11.

7 It is possible that future vehicle and fuel technologies may achieve even better results. However, given that US vehicle fuel economy has stagnated for roughly two and a half decades, any improvement in the fuel economy of the vehicle fleet is, at this point, purely a matter of speculation. If carbon emissions from vehicle travel fall more slowly than Sightline assumes, then Sightline's analysis may substantially understate eventual carbon emissions resulting from highway expansion.

8 City vs. highway fuel economy derived from data downloaded from the US Department of Energy, at *http://www.fueleconomy.gov/feg/download.shtml*. Note, however, that hybrid gas-electric engines are actually more efficient in stop-and-go city driving than in free-flowing traffic—suggesting that the fuel-conserving benefits

of congestion reduction may fall over time as these technologies are used more widely.

9 In a study of 75 US metropolitan areas, just over 40 percent of vehicle travel in 2000 took place at times when major roadways typically experience congestion, and 25.5 percent of all travel took place under congested conditions. See Anthony Downs, Still Stuck in Traffic: Coping With Peak-Hour Traffic Congestion, Washington, DC, Brookings Institution Press, 2004, p. 16. Similarly, data for the Puget Sound region show that roughly 42 percent of total travel on the region's busiest highways in 2005 took place during peak periods (6 to 9 a.m. and 3 to 7 p.m. inclusive); see *http://depts.washington.edu/hov/2005/WkdyVehVol/2005_WkdyVehVol.pdf*. And data from the US Bureau of transportation statistics suggests that 43 percent of all trips nationwide take place during the morning and afternoon peak periods; see *http://www.bts.gov/publications/journal_of_transportation_and_statistics/volume_06_number_01/html/paper_02/table_02_02.html* and *http://www.bts.gov/publications/highlights_of_the_2001_national_household_travel_survey/html/table_a12.html*. Considering both the increases in per-mile emissions caused by congestion, with , Sightline estimates that peak-hour congestion increases fuel-related CO_2 emissions on a roadway by about 15 percent.

10 Sightline's estimates for the carbon intensity of vehicle manufacture are based on a number of published sources, including:

Argonne National Laboratory, F. Stodolsky et al., "Life-Cycle Energy Savings Potential from Aluminum-Intensive Vehicles," at *http://www.transportation.anl.gov/pdfs/TA/106.pdf*.

Environmental Defense, John DeCicco and Kate Larsen, "Automaker Carbon Burdens in California," 2004, available at *http://www.environmentaldefense.org/documents/3986_CAautocarbonburden.pdf*.

Web page, "Life cycle assessment: Toyota's comprehensive analysis of vehicle CO_2 emissions over the life of the vehicle reveals some surprizes [sic]," Automotive Industries, Feb. 2005, at *http://findarticles.com/p/articles/mi_m3012/is_2_185/ai_n12937459*.

Web page, "Automobiles: Electric vs. Gasoline; Seikei University (Tokyo), 2001" Institute for Lifecycle Environmental Analysis, at *http://ilea.org/lcas/taharaetal2001.html*.

Web page, "Report 5: How Do We Contribute Individually to Global Warming," The Hinkle Charitable Foundation, at *http://www.thehcf.org/emaila5.html*.

Web page, "Car Companies and Climate Change: Measuring the Carbon Intensity of Sales and Profits," World Resources Institute, at *http://earthtrends.wri.org/features/view_feature.php?theme=5&fid=53*.

11 Lifetime mileage per vehicle from National Highway Traffic Safety Administration, "Vehicle Survivability and Travel Mileage Schedules," January 2006, at *http://www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/Rpts/2006/809952.pdf*. Note that the 180,000 mile per vehicle figure currently applies to light trucks, rather than

cars, which are typically driven just 152,000 over their lifetimes; to be conservative, applied the higher figure applies to all passenger vehicles.

12 Life-cycle road construction and maintenance emissions estimated from:
Graham J. Treloar et al., "Hybrid Life-Cycle Inventory for Road Construction and Use," Journal of Construction Engineering and Management, Vol. 130, No. 1, January/February 2004, pp. 43-49 , (DOI 10.1061/(ASCE)0733-9364(2004)130:1(43)),
Kwangho Park et al., "Quantitative Assessment of Environmental Impacts on Life Cycle of Highways," Journal of Construction Engineering and Management, Vol 129, January/February 2003, pp 25-31, (DOI: 10.1061/(ASCE)0733 -9364(2003)129:1(25)).

13 As noted in the above review, recent studies have found that three-quarters or more of new road capacity will be filled after the first few years of operation, particularly in crowded urban areas with significant "latent" demand. One California study estimated that 90 percent of new road capacity will be filled within five years. In this context, the estimates used in Sightline's spreadsheet model (i.e., that 10 percent of additional road capacity will be filled per year after a new lane opens) is fairly conservative. See also note 4.

14 See note 4.

15 See note 2.

WHY WIDENING HIGHWAY 1 WON'T WORK

Summary

This paper provides information leading us to to these conclusions:

- Adding lanes to Highway 1 (even HOV or "commuter" lanes) is highly unlikely to relieve traffic congestion, and is therefore not a solution to our traffic problem.
- Traffic congestion *can* be reduced through a variety of non-widening strategies, many of which are less costly, can be accomplished much more quickly than highway widening, and will provide long term solutions.
- Highway widening is highly likely to contribute to significant environmental degradation, especially through increased air, noise and visual pollution.

Widening Highway 1 will do little to relieve traffic congestion.

In Santa Cruz County, peak-hour traffic currently fills segments of Highway 1 to capacity. The segment between Morrissey Boulevard and Soquel Drive (a one-mile segment) has been especially annoying, reaching capacity over a longer time period than any other part of the route, with over 8000 vehicles per peak-hour on the four lanes of the road—over 4000 in each direction. While it may seem intuitively obvious to the average motorist that adding a lane will allow traffic to flow more freely, it is a short term solution at best. Historical data for traffic flow on this section of the route shows that it first reached peak-hour capacity in 1986—sixteen years ago. Since then the demand has increased, with the result that some motorists travel on parallel routes (*e.g.*, Soquel Avenue/Drive), others travel at earlier or later times ("peak-spreading"), others ride the bus, others just join the slow queue, and still others avoid the route entirely.

Approximately 15 percent of those currently traveling on this segment are HOVs (high-occupancy vehicles) with two or more occupants per vehicle; the remainder are SOVs (single-occupant vehicles) carrying only the driver. This fact becomes relevant when we consider whether an added HOV lane might work better than an added mixed-flow lane—see below.

However, our Regional Transportation Commission, having decided to award top priority to Highway 1 widening for available funds, has allocated $22 million to widen the segment between Morrissey Boulevard and Soquel Drive (the "Auxiliary Lanes Project").

Caltrans is currently scheduled to begin work on that segment in December, 2010.

Induced traffic must be taken into account, but so far it has not been.

Congestion

Induced traffic is an important fact—perhaps *the most important fact*—in transportation planning. It is defined as any increase in vehicle miles traveled (VMT), in either the short or long run, that results from an infrastructure change such as increase in road capacity.[1] If a mixed-flow lane were added, it would soon fill up, owing to the existing pent-up demand. Some who now carpool would choose to travel alone, some who now travel on parallel routes would travel on the freeway instead, some who now travel earlier or later would revert to traveling at a more convenient time, some who ride the bus will choose to drive a car, and some who do not travel the route at all will be induced to travel on the newly freed-up road.

Not all of these behavioral effects will contribute to increases in VMT (*i.e.*, can be classified as induced traffic), but all *will* contribute to peak-hour traffic congestion on Highway 1.

The phenomenon of induced traffic has been well documented by recent studies.[2]

The potential for induced traffic is almost never considered by those who make future traffic projections. In particular, projections made for future traffic demand on Highway 1 do not account for induced traffic.[3] General experience in nearby communities (Highway 85 in Santa Clara County, for example, was jammed within a year after it opened in 1994) shows that freeways built to relieve congestion rapidly fill to capacity.

"Build it and they will come" is the phrase often used to describe the situation. Former Bogotá (Colombia) Mayor Enrique Peñalosa recently used other words: **"International experience has made it clear that trying to solve traffic problems by building bigger roads is like trying to put out a fire with gasoline".**[4]

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[1] See R. B. Noland, *Relationships Between Highway Capacity and Induced Vehicle Travel*, Transportation Research Part A **35**, 47 (2001). Noland's paper provides an excellent introduction to the subject of induced traffic, as well as providing extensive detailed analysis showing that it exists, and should be taken into account.

See also Todd Litman, *Generated Traffic and Induced Travel—Implications for Transport Planning*, Victoria Transport Policy Institute, June 8, 2011. This paper is available at `http://www.vtpi.org/gentraf.pdf`.

[2] A summary and other references may be found at `http://transact.org/Ca/congestion.htm`. See also `http://sierraclub.org/sprawl/transportation/seven.asp`.

[3] As noted during the presentation to the Santa Cruz County Regional Transportation Commission on April 18, 2002, and again on May 2, 2002, by Wilbur Smith Associates, the Caltrans traffic projections for 2020, which were made using the "AMBAG" model, do not account for induced traffic.

[4] The full text of Peñalosa's address, recorded April 8, 2002, may be found at `http://socrates.berkeley.edu:7001/Events/spring2002/04-08-penalosa/index.html`.

Even an added HOV lane is not likely to work well to relieve congestion.

HOV ("commuter", or "diamond") lanes have been constructed recently in many locations in the Bay Area, and in southern California. Recent studies[5] demonstrate that for an added HOV lane to be successful, there must be a sufficient number of HOVs already traveling on the route. For the addition of an HOV third lane in either direction to a road with two existing mixed-flow lanes, the fraction of existing HOVs must be on the order of 30 percent of the vehicles. Even at peak hours, the current fraction of HOVs is about half of this, as noted above. Therefore in our situation, an added HOV lane is not likely to perform better than an added mixed-flow lane, and as noted above, the addition of a mixed-flow lane is not likely to relieve congestion for more than a year. Furthermore, the addition of *any* lane is likely to result in a *reduction* of HOVs, since drivers will tend to shift from the less-convenient car-pooling mode to the more convenient drive-alone mode.

Moreover, for an HOV lane to function effectively, *there must be congestion in the mixed-flow lanes*; otherwise drivers will choose to drive alone in the mixed-flow lanes.

Adding HOV lanes is not likely to result in improved bus service.

Intuitively one might believe that the addition of HOV lanes will enable better bus service within the Highway 1 corridor. However, this is not likely to occur. First, bus traffic on Highway 1 is low, with only a fraction of the Highway 17 Express buses traveling between the Soquel Avenue intersection and the fishhook—an insufficient number to warrant the existence of an HOV lane. Second, and perhaps more significantly, studies have shown how reductions in transit service can occur because of increases in road supply.[6] This effect, known as the Downs-Thomson paradox, results when an increase in road capacity makes traveling by auto preferable to transit alternatives. The transit agency then either raises fares or reduces service, resulting in a further decrease in transit usage and perhaps even worse congestion than before the capacity expansion.[7]

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[5] See J. W. Dahlgren, *The Prospects for High Occupancy Toll (HOT) Lanes: Where Should They be Implemented?*, Final Report for MOU 361, Institute of Transportation Studies, Berkeley (2001). Dahlgren models the relative behavior of HOT, HOV, and mixed-flow lanes, noting that "Adding an HOV lane is a good choice only if the initial proportion of HOVs and the initial maximum delay are very high".

[6] See R. B. Noland, *Simulated Relationships Between Highway Capacity, Transit Ridership, and Service Frequency*, Journal of Public Transportation **3**, 1 (2000).

[7] See R. Arnott and K. Small, *The economics of traffic congestion*, American Scientist **82**, 446 (1994).

Widening Highway 1 will not reduce traffic on local streets.

Widening proponents assert that widening Highway 1 will reduce traffic on local parallel streets such as Soquel Drive and Freedom Boulevard. However, both studies and experience demonstrate that road widening reduces local traffic for only a short time, after which local traffic builds up to at least its former level. Hansen and Huang[8] find results that "suggest that increasing [highway capacity] does not reduce traffic on other roads to any great extent, and may even cause it to increase. The latter possibility is not so implausible as it may seem, since local roads and streets serve as complements as well as substitutes to state highways. A large majority of trips involving state highways begin and end on non-state facilities. It appears that this complementary relationship compensates for, or even outweighs, the substitution effect stemming from traffic diversion."

Widening Highway 1 will divert funds from projects that would work more effectively to relieve congestion.

The widening of Highway 1 from the fishhook to beyond Morrissey Boulevard (La Fonda Avenue)—a two-and-a-half mile project known as the "Merge Lanes Project" now completed—cost over $50 million. Widening Highway 1 between Morrissey Boulevard and San Andreas Road, including providing space for a full eight-lane width in some locations, is currently estimated to cost over *half a billion dollars*. An Environmental Impact Report for this project has been under preparation for the past several years, and has cost to date approximately $12 million, has yet to be released. Even this widening is not likely to relieve congestion for more than a few years. *After the road reaches capacity, then what?*

There are much more cost-effective ways to relieve traffic congestion. Many are "demand-reduction" strategies, designed to keep the freeway traffic below the road capacity so it flows smoothly. As described in a report by the Surface Transportation Policy Project,[9] *providing a choice of transportation modes is the key to reducing traffic congestion.*

Transportation choices that need to be provided are:

- **Provide needed funding for buses:** The Santa Cruz Metropolitan Transit District operates the most heavily used bus system in the United States for communities our size, but is under-funded. It is currently planning service cuts and increases in fares, owing to serious recent decreases in state funding.
- **Make use of the 32-mile rail corridor—the Santa Cruz Branch Line:** The rail corridor acquisition was approved earlier this year by the State Transportation Commission, and the final step—the close of escrow—is expected to occur prior to

[8] Mark Hansen and Yuanlin Huang, *Road Supply and Traffic in California Urban Areas*, Transportation Research Part A **31**, 205 (1997).

[9] See `http://transact.org/Reports/tti2001/default.htm`

September 1, 2011. The corridor will then be owned by Santa Cruz County via our Regional Transportation Commission.[10]

Acquisition of the rail corridor will provide the opportunity to construct a bicycle and pedestrian path adjacent to the tracks (sufficient space exists for almost its entire 32-mile length), and to plan for future passenger use on the line. However the needed funding for such improvements has yet to be programmed.

The City of Santa Cruz, in its *Master Transportation Study*[11] completed in 2003, provides initial analyses[12] of transit modes that could use the rail corridor, including Bus Rapid Transit, rail cars, and a path adjacent to the tracks for bicyclists and pedestrians.

Current plans for the rail corridor envision a recreational train, operated by Sierra Northern Railway[13], the new freight operator on this rail line, along with occasional freight trains. In the near term, a rail trail adjacent to the tracks is in the early planning stages, as part of the *Monterey Bay Scenic Sanctuary Trail Network* linking Santa Cruz with Monterey, but for which the needed funding is yet to be programmed.

- **Provide funding for programs that decrease car trips:** Opportunities exist for large employers such as UCSC, Cabrillo College, city and county governments and others to reduce trips by their employees by *as much as 20 percent if meaningful incentives are offered*. Furthermore such measures can be put in place *immediately*, without having to wait for (and be inconvenienced by) lengthy planning and construction periods.

  Locally, Texas Instruments paid employees not to drive to work in the year 2000. That program reduced single-passenger vehicle trips by TI employees by 16,000 for the year 2000. Participants earned from one to three dollars per day for carpooling, bicycling or walking. In Southern California solo drivers were reduced by 17 percent at eight firms studied by Shoup.[14] These programs provided the cash equivalent of a parking space to commuters who did not use a parking space. In Australia, David Engwicht doubled the number of children who walked instead of being driven to school through a system of walking activities and adult escorts. These cost-effective programs greatly reduced traffic congestion around schools, and provided increased health benefits.

  The above-described programs demonstrate that we can provide increased mobility for far less money than the more than $500 million estimate for widening a mere

[10] See http://sccrtc.org/ for news updates regarding the rail corridor.

[11] See `http://www.cityofsantacruz.com/index.aspx?page=113`

[12] See Chapter VI, Section 2 at
`http://www.cityofsantacruz.com/Modules/ShowDocument.aspx?documentid=2996`

[13] See `http://en.wikipedia.org/wiki/Sierra_Northern_Railway`

[14] See D. Shoup, *Evaluating the Effects of Cashing Out Employer-paid Parking: Eight Case Studies*, Transport Policy, **4**, No. 4, 201 (1997).

seven-mile segment of Highway 1.

- **Encourage programs that facilitate flextime and telecommuting employment modes:** Many employees commute to work to spend much of their time at a computer terminal—work that might be more effectively accomplished from an at-home location.
- **Ramp metering:** In neighboring Santa Clara County, ramp metering has been demonstrated to reduce time delays by up to a factor of two. Such cost-effective solutions need to be seriously considered here.

The widening of Highway 1 is causing major environmental impacts.

Among them are:

- **Noise:** The largest noise source in Santa Cruz County is the roar of the freeway. This noise will greatly increase if the highway is widened. Sound walls will reduce the noise for some, but will increase the noise for others, especially those above (and on) the freeway. Arrol Gellner, in an April 24 article in the San Francisco Chronicle, writes that "at least one study has shown that sound walls are marginally effective at best, and that they may actually increase freeway noise in homes some distance away."[15]
- **Air pollution:** Currently motor vehicles constitute the largest source of air pollutants in the county. Widening Highway 1 simply results in more traffic, with major increases in air pollutants.

  A recent study found that "children living near heavily traveled street or highways are at significantly greater risk of developing cancer, including childhood leukemia."[16] This study "showed that homes adjacent to street corridors carrying 20,000 or more vehicles per day had roughly a six-fold increase in risk for children contracting cancer, including childhood leukemia." (Highway 1 carries over 100,000 vehicles per day.)

  What is particularly noteworthy is that the environmental analysis of "Phase 1" (the "Merge Lanes Project" of the Highway 1 widening project (from the fishhook to the La Fonda over-crossing), now completed, took no account of any health related studies, including the above-mentioned one.
- **Aesthetics:** Many trees (the number has yet to be revealed) and much vegetation will be removed. The tree corridor along Highway 1 is a dominant feature of Santa Cruz's beauty and must be protected.

  Sound walls are unsightly; their presence has the effect of transforming the freeway into a concrete channel. The "Phase 1" project that would widen Highway 1 between

---

[15] See `http://www.sfgate.com/cgi-bin/article.cgi?file=/chronicle/archive/2002/04/24/HO239831.DTL`

[16] R. L. Pearson, H. Wachtel and K. Ebi, *Distance-Weighted Traffic Density in Proximity to a Home is a Risk Factor for Leukemia and Other Childhood Cancers*, Journal of the Air & Waste Management Association **50**, 175 (2000).

See also `http://www.colorado.edu/PublicRelations/NewsReleases/2000/534.html`

the "fishhook" and La Fonda Avenue proposes to erect sound walls along the entire two-and-a-half mile length of this segment.

Gellner[10] notes that sound walls continue to be built, with the result that "here, in the most beautiful state in the nation, vast stretches of once-panoramic roadway are pointlessly hemmed in on both sides by monstrous barriers, whose complete visual boredom is only feebly relieved by the occasional use of colored or patterned block."

He concludes his piece: "Should the public support sound wall building programs that, while surely enriching concrete block manufacturers, provide only marginal benefits for a handful of landowners, and at the same time blight freeways used by millions of commuters?"

- **Impact on wildlife:** Any road is a barrier to the movement of wildlife. Hundreds of animals are currently killed by moving vehicles every year in Santa Cruz County, and this number will be increased if a road is widened. Furthermore, the construction of roads is bound to decrease wildlife habitat. Highway 1 crosses several riparian corridors, and little care has been taken to preserve those corridors.

Widening Highway 1 will encourage sprawl.

What do we want in Santa Cruz County? Do we really want land development on our farm land and open space? Do we want large housing developments? A widened freeway would make it easier for Wal-Marts, Home Depots, Targets and sprawling housing development, all of which increase our dependency on the private automobile. Furthermore, local retailers and businesses would suffer from the incursion of big-box stores.

Widening Highway 1 will cause additional pressure for further road expansion.

The more we expand our roads, the more pressure there is to keep expanding them. There are always "bottlenecks" in any road system. A current bottleneck that has become annoyingly evident in recent years is the two-lane, nine-mile segment of Highway 1 in the agricultural area just south of the Santa Cruz County line. The California Coastal Act mandates that Highway 1 be a two-lane road in rural and scenic areas. Expanding Highway 1 to six lanes in Santa Cruz County will increase pressure to widen this nine-mile stretch as well, and political pressure will surely build to remove the Coastal Act restriction for this segment.

Mission Street in Santa Cruz will also be impacted from the increase in traffic, and traffic on Highway 1 north of Santa Cruz will be similarly impacted.

Additional references

1. Paul Hawken, Amory Lovins and L. Hunter Lovins, *Natural Capitalism*, October, 2000. Chapter 2, which may be downloaded as a `pdf` file from `http://natcap.org/sitepages/pid20.php`, contains relevant material, particularly in the latter part of the chapter.

2. Many references may be found at `http://sierraclub.org/sprawl/transportation/`.

— This paper was prepared by The Campaign for Sensible Transportation, P.O. Box 604, Santa Cruz, CA 95061. May 12, 2002. Organizations participating in the Campaign are the Aptos Neighbors Board of Directors, People Power, Sierra Club, Mission Pedestrian, Friends of the Rail Trail and Santa Cruz PRT. Please visit our website at **http://sensibletransportation.org**.

"jka80@juno.com"
<jka80@juno.com>
10/22/2011 04:17 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject NO ON HIGHWAY WIDENING IN PACIFICA

133.1 I live in the Rockaway Beach neighborhood in Pacifica and I want to take this opportunity to express my deep opposition to the proposed highway widening project.

133.2 There is no reason to believe that the addition of lanes to the stretch of Highway 1 where I live will do anything but attract yet more traffic and congestion, not alleviate it. The noise, air pollution, destruction of our viewshed with sound walls, obstruction of movement by wildlife, and degradation of quality of life will make my neighborhood a less desirable place to live.

133.3 As it is, people speeding through Pacifica on Highway one routinely disregard the decreased speed limit (from 55 mph to 45 mph), run red lights with impunity while recklessly endangering the lives of those of us who attempt to cross the highway to the beach side, all in the name of getting to their destination sooner. Pedestrians have a hard enough time crossing that road as it is. More lanes will make it even more dangerous.

We do not want to become casualties in the rush to transform our neighborhood into a speedway for people who have no regard for the people who live adjacent to the highway.

I strongly encourage you to reconsider this project, and to fully consider the negative impacts it will have on the day to day lives of the people who live adjacent to it. I get stuck in the traffic along this corridor from time to time, but the benefits of the proximity and access to the ocean side, the quiet neighborhood where I live, and the views of wildlife possible far outweigh a few minutes of my time in commuting.

133.4 The money would be much better spent providing a reliable transit alternative to driving, better bus service to the BART stations in Colma and Millbrae, and the conveyance of students to their schools on mass transit instead of individual driving trips.

Casey
<caseyuscasey @yahoo.com>

10/22/2011 04:49 PM

Please respond to
Casey
<caseyuscasey@yahoo.com>

To "thomas_rosevear@dot.ca.gov"
<thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Calera Parkway Project/Hwy 1 in Pacifica and Draft EIR - my public comment

Casey Weber
345 3rd Ave.
Pacifica, CA
94044-2204

Attn: Thomas Rosevear
Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4
111 Grand Ave.
thomas_rosevear@dot.ca.gov
Letter sent via e-mail on 10/22/11 at 4:49 p.m.

Oct. 22, 2011

To whom it may concern:

I am a resident of Pacifica, and I oppose the Calera Creek Parkway Project (herein referred to as 'project') in Pacifica, California as proposed in the Draft Environmental Impact Report released in September 2011.

134.1 I am writing not only because of concerns about the validity of the project, but also about proper procedures regarding public input and the use of old data.

Regarding proper procedures, I am requesting Caltrans hold a public hearing. Public meetings are not enough as the public needs its concerns addressed and their comments made part of an official pubic record.

It is my understanding that, according to the California Department of Transportation's (DOT) document on public hearings (Titled on-line as 'Public Hearings – Chapter 11), a public hearing cannot be given a waiver if the project receives Federal-aid funding. Such funding has been proposed for this project.

134.2 Regarding the use of old data by the DEIR, I am concerned that it conflicts with information in the Oddstad traffic report which uses more recent data from 2009 vs. 2005 and 2007.

About my opposition to the project, I do not foresee the widening from four lanes to six as reducing congestion any substantial amount for several reasons as described below.

134.3 In the afternoon, the southbound Hwy 1 lanes go from two lanes down to one just yards south of Linda Mar Blvd. This bottleneck will remain as it is not part of the scope of the proposed project.

Additionally, southbound traffic is required to slow drastically just as it approaches the crosswalk at Fairway. In other words, the posted speed limit requires a reduction in speed, causing traffic to thicken just north of said crosswalk during afternoon and early evening commute hours.

134.4 In the mornings, the northbound traffic during rush hour coincides with parents dropping off their children at Vallemar Elementary school at Reina Del Mar Ave. This is evident by the lack of traffic during the school's summer break and on weekends. If the school's start time is changed or a school busing

134.4 cont.

program implemented, the morning congestion may be relieved.

134.5

Having been a lifelong resident of the San Francisco Bay Area and a licensed driver since the mid 1980s, I have experienced roads, parkways, and highways which widen for a short spanse only to be reduced down to the original number of lanes. Traffic does not immediately increase in speed an appreciable amount at the beginning of the widened section. Shortly after vehicles do speed up, they slow down due to nearing the end of the widened section and the need to cautiously merge.

134.6

Also, I see a number of circumstances or events contributing to the congestion, so simply adding a lane in each direction will not substantially increase traffic flow. In the late afternoon, these include disruptions to traffic as people leave the beaches south of the proposed project area. This causes two situations: vehicles leaving the parking lots along the coast end entering highway 1, and pedestrians leaving these beaches which means they stop highway 1 traffic by using the pedestrian signals at intersections.

134.7

Additionally, a number of local businesses will be adversely affected by the project. In some cases, the businesses will likely be ruined by any taking of their property or a section of their property. At least on private residence will be adversely affected as well. This situation calls for a public hearing as outlined in the above referenced DOT document.

Please, do not go forward with the project and, at a minimum, hold a public hearing. Also, please do not implement any alternative that will adversely harm our local businesses or residents.

Sincerely,

Casey Weber

Cc: Caltrans

April Vargas
<tunnelista@gmail.com>
10/22/2011 11:57 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Calera Pkwy Widening EIR Comments

135.1 Please accept my comments on the EIR for the Calera Parkway Widening Proposal
Alternatives suggested by the public include:
135.2 1. carpooling
135.3 2. reversible lanes - in the middle nb in the a.m., in the day sb in the afternoon.
135.4 3. time the traffic lights.
135.5 4. adjust the school scheduling.
135.6 5. arrange for vans so that kids can ride vans to and from school.
135.7 6. underpass at intersection.
135.8 7. better bus service.
135.9 8. shuttles or vans to major commuter destinations.
9. limit turns onto Highway 1 to allow N/S traffic to flow with less interruptions during commute hours.
10. adjustment of school schedules.

135.10 These suggestions from the public have not received the degree of scrutiny necessary to eliminate them from consideration. There are congestion relief programs within the county that seek to help parents organize carpools to and from local schools. Are the school districts that serve Pacifica aware of these programs and are they taking full advantage of them? Much of the congestion in the area being considered for widening is a direct result of traffic to and from area schools. Spending over $50 million to address a school-specific transportation issue seems excessive and inefficient.
135.11

135.12 For each of the alternatives suggested by the public there should be studies that are sufficient to provide answers to these questions:,
1) What does each cost?
2) How long would it take to implement each one?
3) What is the impact on the community, the environment, the neighborhood?

Without these details, the EIR is incomplete and should not be certified.

Sincerely,

April Vargas
650-207-2729

stan zeavin
<margstan@sbcglobal.net>
10/22/2011 05:10 PM

To <thomas_rosevear@dot.ca.gov>
cc <board@smeta.com>
bcc
Subject DEIR, Calera Parkway, Highway 1 Widening Project

Re: State Route 1/Calera Parkway/Highway 1 Widening Project (from South of Fassler Avenue to North of Reina Del mar Avenue in the City of Pacifica), San Mateo County, CA
04-SM1 - PM 41.7/43.0 - EA 04-254600 – Project ID: 0400000715
State Clearinghouse Number 2010022042
DEIR/EA

Dear Yolanda Rivas,

136.1

These are my comments on the DEIR:

Looking at this project and the statements in the DEIR, there are four areas which are of deep concern to me: health, environment, aesthetics, and cost.

Health:

There are several health issues of concern. I have asthma. Many other Pacificans have various illnesses that will be affected by the project. While the highway is being widened, we will be continually forced to drive through the work zone (there is no other way in and out). How long will this project last and how much dust and debris will be thrown into the atmosphere before the project is concluded? How about noise pollution? Also, there are studies that show that increasing the number of lanes on a highway inevitably leads to more traffic and therefore more CO2 in the air. Has this been considered?

136.2

Environment:

136.3

Your environmental study has many holes. I have been working the Laguna Salada project for several years and the point of view of the environmental study has everything to do with who is paying the scientist. So who made your environmental study and who paid for it? Let's address habitat incursion. Now it is accepted by most ecologists that you can't just herd endangered species from one place to another. Not only is that incredibly time consuming, but they're hard to find (they're endangered!). So when the report cavalierly states that there will be no environmental fallout from this project, where are the numbers to show this? I, for one, don't believe this based on my very real experience with these animals. Furthermore, with the highway being built above these sensitive areas, that particular micro-niche will definitely be affected, firstly by less sunlight, and, secondly, by noise pollution. Paving 4 acres of wetland area is non-invasive? Could you please explain your mitigation plan in detail? It doesn't seem detailed enough as specified by the CEQA.

136.4

Please detail your findings on all the different pollutants your project will create, i.e., noise, air, walls, etc. Have you done this study?

136.5

Widening the highway will actually increase traffic at rush hours, since on both ends you'll be going from more lanes to less lanes and traffic tends to pile up in those situations, is this not true, Caltrans?

Aesthetics:

136.6

I am an avid hiker and have hiked most every trail in Pacifica. To say that the project will have very little affect on the city is simply not true. A widened highway with a possible wall is going to be a very visible eyesore. Whether I'm looking from the beach up or from Milagra Ridge down, there it is. What exactly is the size and location of this wall you're talking about? What about the sense of peace one gets when one looks down on this seaside town and now sees a major highway. Where is the study of the aesthetic impact on Pacifica?

Cost:

136.7

When this country is suffering through tough economic times, justifying a $52 project seems like a bit of overkill. Furthermore where are the studies of alternative plans to this boondoggle? In town meetings several alternatives have been suggested, both interesting and not. Has Caltrans looked into any of these alternatives? If so where are the numbers, the cost, etc? If you haven't, why not? I

136.7 cont.

don't have to list all these plans, we've mentioned them to you. No matter what they cost, it won't be $52, and these plans have the bonus of solving the ½ hour of traffic problems while keeping the integrity of our town.

136.8

This new highway will also send cars right through town. This will certainly have a negative effect on the local small businesses in which we Americans put so much faith. Instead of helping economically, this highway will do the reverse.

136.9

This project is supposed to be a joint effort between Pacifica and Caltrans, yet where is Pacifica's input in this project. Shame on you. Is there a reason we haven't had very many of our ideas taken seriously? From where I sit, it certainly feels like you folks are the boss and we're the vassals.

136.10

In conclusion, please do your homework and, at least, pretend we're your partners. This project is way over-scaled for a town our size. Opposition is strong. The many questionable legal issues must also be addressed.

Sincerely,

Stan Zeavin

Pacifica

Richard Campbell
<campbellpacifica @gmail.com>
10/22/2011 05:15 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Fwd: Calara Creek EIR Comments

Dear Ms. Rivas,

I sent the draft of my comments in the earlier email. Please substitute these for the previous comments sent just a few minutes ago. Thank you.

Sincerely,

Rich Campbell

---------- Forwarded message ----------
From: Richard Campbell <campbellpacifica@gmail.com>
Date: Sat, Oct 22, 2011 at 4:56 PM
Subject: Calara Creek EIR Comments
To: thomas_rosevear@dot.ca.gov

Attached are comments from Rich Campbell
224 Calaveras Avenue
Pacifica, CA 94044
(650) 355-3043

Campbell DEIS comments re Calera Ck.docx

October 22, 2011

Via Email

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4
111 Grand Avenue (Attn: Thomas Rosevear)
Oakland CA 94623
Fax: 510-286-5600
thomas_rosevear@dot.ca.gov

RE: Draft Environmental Impact Report/Environmental Assessment
Route 1/Calera Parkway/Highway 1 Widening Project
Project ID 0400000715; EA 04-254600[1,2]

Dear Ms. Rivas:

I submit the following comments on the adequacy of the Draft Environmental Impact Review /Environmental Assessment (DEIR/EA) performed by the California Department of Transportation (CDOT) in regard to the above-referenced Highway 1 Widening Project (Project).

As a preliminary matter, although I am presently Chair of the Planning Commission for the City of Pacifica, I am writing on this issue solely in my capacity as an individual resident of Pacifica and not in any official capacity. I am not representing any official position of the City of Pacifica or the Pacifica Planning Commission.

I. The Alternatives Analysis is Inadequate

137.1

The purpose of the proposed Project is two-fold: to improve traffic operations by decreasing congestion and improving peak-period travel times along a congested segment of SR 1 within the city of Pacifica." Yet, the DEIS/EA contains no analysis of whether peak-period travel times could be improved in the AM commute simply by staggering the start-times of the elementary schools in Pacifica. It is common knowledge in the City of Pacifica that when the Pacifica School District (District) is out of session, SR 1 through Pacifica operates at a very acceptable level of service (LOS), particularly in the AM period. There is widespread acknowledgment among the City's residents that staggering the start-times of the District's schools would decrease a significant amount of congestion at the corner of RDM and SR 1. For example, it could be the case that if Vallemar elementary school located at RDM and SR 1 began the

[1] The DEIS provided on-line.
http://www.dot.ca.gov/dist4/documents/route_1_calera_parkway/calera_pkwy_deir_ea110801combined.pdf

[2] The comment period was extended to October 22, 2011
https://www.dot.ca.gov/dist4/caleraparkway/docs/Calera_Pkwy_ad111013.pdf

137.1 cont.

school day a mere 10 minutes later than it does now, and the other schools began their school day a mere 5-10 minutes earlier, the congestion at RDM/SR 1 could be greatly reduced, thus reducing the need for this Project. Despite this possible solution to the peak-period congestion experienced at RDM and SR-1 – which most City residents would find obvious – the DEIR/EA contain no analysis of this alternative . The only attention paid in the DEIR/EA to the traffic associated with the Vallemar school is its brief one paragraph consideration of increasing school bus service to Vallemar school, which is an alternative that was not seriously promoted by any significant constituency in the City. Nor was this an alternative the District could seriously entertain in light of significant budget cuts by the State. In contrast, the District could very likely stagger school hours with a minimal expenditure of funds.

For this reason, CDOT must analyze this alterative and present it for public comment in a Supplemental EIR.

II. The Project Need is Unclear

137.2

The need for this Project requires clarification. The current travel time delays (vehicle queues) in the AM Peak Hour going northbound on SR 1 is 5.1 minutes.[3] Under the "No Build" scenario, under conditions that exclude any changes to planned growth and/or any planned transit or roadway improvement projects in the area, this delay increases to 8.4 minutes. Under the "No Build" scenario where "normal, anticipated background increase in traffic" is included, the delay increases to 12.6 minutes, as opposed to 4.5 minutes if the Project is built. Thus, is it the case that the $45 million Project is premised on saving commuters traveling through Pacifica a mere 3.3 minutes to 8.1 minutes of travel time by the year 2035? If so, this "need" must be made more explicit. As it stands, one can only gain an understanding of the "need" by resort to the Tables in section 2.6.2.5.

For this reason, CDOT must analyze this alterative and present it for public comment in a Supplemental EIR.

Sincerely,

/s/

Rich Campbell
Vallemar District
224 Calaveras Avenue
Pacifica, CA 94044
650-355-3043

[3] DEIR/EA Section 2.6.2.4, Table 2.5, pg. 65.

STATE ROUTE 1/CALERA PARKWAY PROJECT

Notice of Availability of the Draft EIR/EA and Public Meeting & Notice of Availability of Project-Level Conformity

Thursday, September 22, 2011

PUBLIC COMMENT CARD

The California Department of Transportation (Caltrans), as owner and operator of State Route 1 and Lead Agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) has completed a draft Environmental Impact Report/ Environmental Assessment (DEIR/EA) for the above referenced project, which is sponsored by the San Mateo County Transportation Authority (SMCTA) and the City of Pacifica.

Comments should be received by 5:00 pm on October 7, 2011, and can be submitted via U.S mail, fax, or e-mail to:
Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4, Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Kathleen McGuire **Email:** pacificasunset@aol.com

Address: 824 Bower Rd **Phone:** 355-4649

Affiliation (if any): Pacifica Resident

COMMENTS:

138.1 Highway One has safety issues during commute to say nothing of the waste of gas and aggravation caused by bottlenecks @ Crespi and @ Reina del Mar. Suggestions below:

1. Re do timing of all lights from Linda Mar thru Vallemar.
138.2 2. Metering lights along roadway during commute hours.
138.3 3. CLOSE Fairway crossing — Very dangerous now.
138.4 4. Modify school hours @ Vallemar School - (School Board.)
138.5 5. On & Off ramps @ Milagra, Eureka Square,
6. Upgrade Manor Crossing or 1 - 3/2 lanes am & pm where needed
7. Fund emergency devices for emergency personnel to regulate street stop lights [Alfred Ottison] so that emergency equip. can move safely & quickly.

The above alternatives might do the job, save Caltrans $, and facilitate traffic flow.

Thurs. Oct. 20, 2011

Attention: Mr. Thomas Roseveal:
and your employer Caltrans:

139.1

Yo! Caltrans - Listen Up!!
Keep Your Filthy Paws
Outta My Seaside Town!
Pacifica ain't no Friggin'
S.A. and We Frogtowners
Wanna Keepit That Way
Cuz - Ya Dear Me, ~~Dat~~ Dum Ot!!!
we love God's natural beauty
and are working to restore it - like
removing ice plant (no thanks to
Caltrans) and other invasive plants.
Also we love the small town feel
of our community and your proposed
widening project of Highway 1 would
ruin the character and businesses
of 2 of our neighborhoods -
Rockaway Beach and Vallemar.

139.2

Also, it would be very dangerous
to pedestrians particularly
children - it's bad enough
already with just 4 lanes -
six lanes? - suicide! Over please →

139.3

I was at your meeting on Sept. 22 at the Pacifica Community Center along with my brother who lives near the Moose Lodge and neither of us was impressed with your proposal or presentation - just more government-uh-bull poop! And Caltrans has the utter gall to call the proposed widening project a "parkway" - parkway, my-uh-"donkey"!!! Not only is it bad for the environment and God's nature it's a total utter waste of taxpayers' money - especially now in a down economy.

I know of what I speak cuz earlier in the day I walked the entire route - from a relatively safe distance - not totally at times - of your proposed "parkway" [redacted] on Sept. 22 before your meeting. My conclusion from my trek? Your proposed project makes [redacted] no sense whatsoever! My advice? Take your "parkway" idea and shove it where the sun don't shine! But it can get nasty there! Adios! Sincerely, Bettie A. Montague

Highway widening

Editor: Pacifica Tribune

I have been following the pros and cons of the proposed Calera Creek Parkway for some time.

Spending upwards of $50 million is the biggest waste of money imaginable. Saving 8 to 10 minutes on the commute is ridiculous. Safety will go out the door when floor boarders reach the end of the speedway. Have Caltrans or any of the parkway supporters asked why most of us love living here? It's because we want a slower paced environment. I have resented very much the current parkway/freeway that divided our town and shopping areas.

How much additional tourism can we count on if cars are screaming by at 55 or 65 mph? Just think of the disruption to our town and residents if this pie in the sky is approved. There won't be any time saving for commuters for years.

Don't we have existing roads, overpasses and bridges that are in dire need of repair? Shouldn't that be the first consideration for the $50 million? Isn't the country in a depression currently, with most states begging for money for repairs?

There are several doable suggestions in the Sept. 21 edition of the Pacifica Tribune. Re-calibrate the stop signals; increase the bus service; synchronize ramp meters during high commute times.

I don't believe that those who supported the tunnel (myself) are also in favor of the parkway.

Not a chance. All I can say is be careful what you wish for. Sept. 28, 2011

Enid Emde
Linda Mar

Highway widening

Editor: Wed Sept. 28, 2011

I would like to make some comments concerning the proposed widening of Highway 1.

There is a column in the Tribune of September 21 in which Courtney Conlon states that the Chamber of Commerce Board of Directors endorses the widening of Highway 1. Unfortunately Ms. Conlon and the Chamber seem to seriously misunderstand some important issues.

The basic premise of Ms. Conlon's column is that traffic backs up on Highway 1 and the CalTrans widening project would solve the problem. Unfortunately this is only part of the story. CalTrans has prepared an Environmental Impact Report for the project, and the EIR discloses some very troubling things. To summarize the situation, even if we approve the EIR right now traffic will remain backed up for many years, and the widening project may never solve the problem.

1) When construction would begin is not clear. However, all governmental approvals for the project could be years off and may never be completed, and right now complete funding for the project is not in place.

2) The EIR acknowledges that once construction is commenced it will be at least two years before it is completed. Many of us have observed highway construction projects. We all know that they often take much longer than originally predicted.

3) What will happen to the commute while construction is going on? The EIR explains that lanes will be narrowed and traffic will be delayed, but CalTrans does not disclose the extent of the delay. Traffic will not be rerouted so that it could proceed in a relatively normal fashion. Let's think about this. Have you ever had to drive through a highway construction project?

If you think the delays are bad now imagine what they will be like during the two or more years of construction. And construction may be years away or may never occur. Would you like to see a quicker solution?

Have you ever ridden public transit in Pacifica? Not very likely because the schedule is so poor. However, the transit system could be improved - drastically improved for a fraction of the $45 million (or more) that widening Highway 1 would cost. And it could be improved as soon as more busses are added. If there were frequent bus service between Linda Mar and BART would you use it? It probably would not take many people riding public transit for the traffic congestion to be substantially reduced or eliminated entirely. This could happen in a few months. All it would take is some political will. However, if everyone keeps focusing on the widening project nothing will be done to improve transit service. If you want a quick solution, talk to your elected officials, starting with the Pacifica City Council.

Hal Bohner
Vallemar Pacifica Tribune

Highway widening

Editor:

While there are many facets to my opposition to widening Highway 1, I'll just go with this one: Six lanes of traffic and a sound wall are the perfect way to destroy what little character our coastal town possesses.

Elizabeth Rubenstein
Park Pacifica

Highway widening

Editor:

I, as many other Pacificans, am strongly opposed to Caltrans plans to widen Highway 1; listed below are my reasons against it.

1. Why spend millions to relieve traffic congestion that mainly occurs because of the schools. This backup occurs probably about a half an hour out of the day. I bet on Columbus Day when the schools here were not in session the commute time for people was cut in half. Why doesn't Caltrans factor this into their equation?

2. Why is Caltrans not trying to work on alternatives to this problem? Why not study a light rail system for Pacifica and outlying areas. See the Outdoor Magazine of this month about the 19 best cities to live in. (All the cities had done something to improve and save their environment with more bike trails, more open space, better public transit). An over crossing for Vallemar area? How about a place where kids are dropped off and a bus takes them to their school? How about the schools starting at 9:30 a.m.

3. I don't want to see sound walls and retaining walls on Highway 1, blocking out Rockaway and businesses on both sides of Highway 1, and I don't want to see businesses displaced and/or disrupted.

4. What happens when we have a supposed wider freeway and more traffic? Are we then going to need a 10-lane highway. Where does it end?

5. Why do people come to Pacifica? For the ocean, for the trails, for the natural beauty, so why is CalTrans trying to ruin this?

6. If people think the traffic is bad for the half hour of the day, wait until there are work trucks coming and going. How do you think the traffic is going to be then? Think it's bad now? I remember recently when there was work being done on the bike trail on Highway 1 and how the traffic backed up because of that. That was small scale compared to what we are in for.This the biggest project in Pacifica's short history. Why is not the city of Pacifica being worked with to look at less destructive ways to address a simple traffic problem!

7. The traffic is going to bottleneck up somewhere else, making your commute just as bad if not worse.

I'm just wondering why Caltrans and the Chamber of Commerce here in Pacifica are trying to say that we need such a disastrous situation. All you gang of NO on widening of highway let your voices and opinions resound to Caltrans and beyond. Let it be heard that we need better solutions than what is being proposed to us for our transportation needs now and in the future years to come.

Remember the lines from Joni Mitchell's song, "You don't know what you've got till it's gone; They paved Paradise to put up a parking lot!"

By the way, this letter is going to Caltrans and other places, so please gang of no get your letters in to Caltrans by 5 p.m., Oct. 22. I also want to let Caltrans know that I do not like the concrete safety barriers they put up on Highway 1. I had no say in those and wish Pacifica as a community had a say in that.

Laurie Goldberg
Vallemar

Love Pacifica

Editor:

While recuperating from a slight illness last week I got bored with TV (so many commercials) so I picked up the nearest book next to me. It was the new Pacifica phone book. Boring? No. I went through it page by page. I have lived in Pacifica since before it became a city. I advise everyone to go through this new phone book and discover what a great place this is. No, I am not running for any office. I just love Pacifica.

Marie West
Pacific Manor

Highway widening ↗

Editor:

I am writing to voice a protest to the widening of Highway 1 in Pacifica. The traffic will only bottleneck when it goes back to two lanes each way. Changing the timing of the lights and moving Vallemar School to another empty school site is a better alternative.

Then the school district can sell the Vallemar site for a much-needed influx of cash and relieve traffic congestion. Also, change Terra Nova High School hours to at least a half hour later because a lot of cars going up Fassler are high school students driving to school and running the red light by at least four or six cars every light change. Most of our traffic problems came from beyond Pacifica as evidenced by the small amount of traffic when Devil's Slide was closed. Maybe you should consider metering the lights for south traffic going north before they get to the Slide area from Half Moon Bay. Find a better way to use taxpayers' money and put citizens to work.

Ida Stuart
Linda Mar

Bettie Montague
Ocean View Seniors Apts
555 Crespi Dr Apt S205
Pacifica, CA 94044-3472

SAN FRANCISCO CA 941
20 OCT 2012 PM 2 L

Pacifica
Don't no
Dusen L.A!

Please
rush
by
Sato
Oct22

Yolanda Rivas,
Branch Chief
Division of Environmental
Planning and Engineering
California Dept. of Transportation
District 4
Attention: Thomas Roseveca
111 Grand Avenue
Oakland, Ca.
94623

3461243717

Please deliver
by Sat.
Oct. 22

Pacifica ain't no Dum
S.A.! Leave my town
alone!!
Don't go mucking it
up - Good Dum Bill!

Victor Carmichael
5005 Palmetto Ave., Pacifica, California 94044

Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623

Subject: Highway 1 Widening

140.1 Virtually no one enjoys being stuck in traffic or slowed down to some frustratingly slow creep especially when running late. As a long time Pacifica resident I certainly have been annoyed many times by the bottleneck stretch between Reina Del Mar Ave and Fassler Ave. So now we finally have a plan *and funding* to alleviate it. What's not to like?

Well here are a few problems:

- For a cost of somewhere between $30 and $35M according to the DEIR the extra two lanes will only save commuters somewhere around 5 minutes.
- Funding that for additional public transportation and more bus shelters are not part of this package.
- 140.2 Roadside businesses and homes will be lost due to eminent domain.
- 140.3 It will be further development-inducing which most Pacificans vote against in election after election.
- 140.4 It appears to be a step toward a future local business-killing freeway *all the way through* Pacifica.

140.5 Being inveterate hater of traffic jams, I was indifferent tending towards support of this project despite arguments from environmentalist types I encountered. But now with more information I have decided this whole thing is an expensive boondoggle with little to no long-term benefit.

Victor Carmichael

cc: SMCTA, City of Pacifica, California Coastal Commission

Oct 21 2011

To Cal Trans;

This is a letter of complaint against the widening of Highway 1 (Sharp Park to Rockaway Beach).

My family have been residents in Valemar Pacifica for over 40 years; my parents moved here for the peace (ironically the meaning of Pacifica) that Valemar supplies. We as a family COMPLETELY OPPOSE the widening of Highway 1.

141.1

Now we will give you some of the reason's; the MOST IMPORTANT one being; is every time I attend a meeting on this subject a very odd term is mentioned. The term is; "Native Artifacts"; being a person of mixed heritage (my Mother & Father both have First Nation blood i.e. Tewa & Iroquois) we always honor & respect our People's **Burial Grounds**. For a People to be referred to as "artifacts" is **outrageous and NOT acceptable** in <u>any way</u>. The real People (the First Nation People's of this area) are in fact Ohlone they deserve respect

of who they are for many reason's; one being is that **they are STILL HERE**.

As a matter of fact they are NOT ok with this widening of Highway 1, because of the fact that **ONCE again** their ancestor's Sacred Burial Grounds is being threatened to be "moved" again & disrespected. This will have dire consequences for First Nation People's right to be treated with respect and dignity. The Ohlone Nation deserves much better treatment than this. I will refer you to Corrina Gould (Ohlone Nation) Coordinator of Shell Mound Walks as well as I.P.O.C aka, INDIAN PEOPLE ORGANISING for CHANGE. Corrina Gould can be reached at 510 575 8408.

141.1 cont.

This is such a derogatory way to treat **any** group of People; I cannot help to say; I wonder how many law suits would happen if Cal Trans decided they wanted to put a freeway through the cemeteries in Colma? You cannot get away with this kind of racist disregard; **you must** realize this area has been already noted as an Ohlone Burial Site & their

141.1 cont.

Ancestor's are **NOT artifacts**! They are Human Beings and should be treated with dignity as all Humans deserve.

141.2

This whole idea is ludicrous; for one thing the only time the traffic gets really jammed is when Valemar School is in session. So many other things SHOULD BE CONSIDERED FIRST; such as timing the lights or overhead walkways, commuter options or school buses and there should be protected BIKE LANES. So please STOP wasting Tax payer's money on a (BAD) idea that is Grievous to the Ohlone Nation and other First Nations Human Beings.

Plus financially & environmentally backwards with NO GUARANTEE **anything** will improve. We have to look at the now; we SHOULD BE encouraging ride shares, buses, bikes with all the problems we have in our nation regarding Oil prices and pollution instead of encouraging MORE CARS. This highway widening is just ignorant on way TOO MANY LEVELS.

141.2 cont.

We will continue to protest this bad idea including getting other organizations involved; a lot of others are sick n tired of **BAD IDEAS** (like cutting down more ancient Redwoods in Richardson Grove on North highway 101) from government agencies. You should be ashamed of yourselves.s

Eileen Carey

James J. Carey

155 Bonita Ave Pacifica CA 94044

roger mascio
<ram1643@gmail.com>
10/02/2011 04:00 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject State Route 1/Calera Parkway Project

142A.1 Thank you for your patience and for holding the Sept. 22 meeting in Pacifica. I am sorry a few people were rude and disrespectful to Caltrans personnel. It looked like a lot of time was put into the design that was presented, but I think it missed the mark. We all know the traffic lights at Fassler and Reina Del Mar cause the traffic delays. Your design did not address this. This design 142A.2 looks like a waste of money and not correct the problem. This will only create a freeway thru beautiful Pacifica. I suggest removing both lights and building under passes or over passes and 142A.3 not widening the road. I am also concerned about the estectics of the proposed design. If you 142A.4 have to install sound walls they will look ugly. We love the look of our mountains and ocean etc. Thank you for reading this . Roger

roger mascio
<ram1643@gmail.com>
10/05/2011 07:45 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject STATE ROUTE 1/ CALERA PARKWAY PROJECT

142B.1

I DON'T SEE MENTIONED IN THE DEIR THAT YOU WILL BE COVERING THE INDIAN MIDEN AT THE WEST SIDE OF HWY 1 AT REINA DEL MAR. DID YOU KNOW ABOUT IT? ROGER

roger mascio
<ram1643@gmail.com>
10/08/2011 08:28 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject route 1 / Calera Parkway

History: This message has been replied to.

142C.1

Did you extend the public comment period beyond Oct. 7th? I am very concerned that the project won't fix the problem and about the aesthetics of the project. The design looks ugly. Roger

"rerpac@aol.com"
<rerpac@aol.com>
09/23/2011 10:51 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Caltrans DEIR/EA SR-1/Calera Parkway/Hwy 1 Widening Project

History: This message has been forwarded.

Dear Mr. Thomas Rosevear,

Attached you will find my comments on the subject Caltrans DEIR/EA and cover letter to my comments that I just mailed prior to sending this e-mail.

143A.1

I attended the public meeting held at the Pacifica Community Center yesterday and it was good having Yolanda there. I had prepared my comments prior to the public meeting and there was no need to change them as a result of attending the meeting. During the meeting there was inquiry as to whether Caltrans would extent the comment period. Yolanda explained that the comment period ending 7 October 2011 was 15 day more than required, but I did not hear any agreement to an extension beyond the current 7 October 2011 deadline. Please provide me with notice of an extension of time for comment should one be given by Caltrans.

143A.2

From the public meeting it is apparent to me that the DEIR/EA process could have been enhanced had public hearings also been held by the City of Pacifica City Council and Planning Commission on the DEIR/EA.

143A.3

I understood from Eileen Goodwin that the presentation materials would be made available to the public at a website, but I don't remember what website. If you know or could find out, would you please point me to wedsite so I can download the presentation materials?

Again, thank you for your assistance in providing me with the additional information that aided me in my evaluation of the DEIR/EA. You and Yolanda were very professional in assisting me.

Sincerely,

Ray Ramos, P.E.
21 Tioga Way

Pacifica, CA 94044 Yolanda_Rivas.pdf

September 23, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4, Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623

RE: Comments from R.E. Ramos, P.E., on Caltrans Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) State Clearinghouse Number 2010022042, State Route 1/Calera Parkway/Highway 1 Widening Project (from South of Fassler Avenue to North of Reina Del Mar Avenue in the City of Pacifica) dated September 23, 2011

Dear Ms. Rivas and Mr. Rosevear:

143A.3 cont.

Thank you for the opportunity to provide my comments on the referenced DEIR/EA and for being so helpful in providing background information that aided me in my evaluation of the DEIR/EA. I would also like to thank you for having the Open House/Public Meeting at the Pacifica Community Center on 22 September 2011.

I have also sent my comments via e-mail to Mr. Thomas Rosevear (thomas_rosevear@dot.ca.gov) on this date.

Sincerely,

Raymond E. Ramos, P.E.
21 Tioga Way
Pacifica, CA 94044

Enclosure (Comments from R.E. Ramos, P.E.)

Comments from R.E. Ramos, P.E., Caltrans on Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) State Clearinghouse Number 2010022042, State Route 1/Calera Parkway/Highway 1 Widening Project (from South of Fassler Avenue to North of Reina Del Mar Avenue in the City of Pacifica) dated September 23, 2011. Page 1 of 9

Reference: S.4 PROJECT ALTERNATIVES

143A.4 **Comment 1 -Should not the purpose indicate that it is to improve peak-period travel times along a congested segment of SR 1 with the city of Pacifica to a maximum Level of Service (LOS) D, which is what the City considers an acceptable LOS?**

143A.5 **Comment 2 -What would Caltrans consider an acceptable LOS?**

Reference: Table S-1, Section 2.2 – Growth

143A.6 **Comment 3 -Would the Narrow and Landscaped alternatives enhance the economic development potential of what is referred to as the Quarry Site that is adjacent to the ocean side boundary of the project zone?**

Comment 4 - If yes to comment 3, then would not this be a growth inducing project?

Reference: Table S-1, Section 2.5 – Utilities and Emergency Services

143A.7 **Comment 5 -Will the landscaped median alternative utilize reclaimed irrigation water from the City of Pacifica wastewater treatment plant through the North Coast Water District and if not, why not?**

Reference: **Table S-1, Section 2.6 – Traffic and Transportation**

143A.8 **Comment 6 -If there are alternatives or conditions not yet considered by Caltrans in this DEIR/EA document, then would Caltrans revise this section?**

Reference: **Table S-1, Section 2.9 – Hydrology and Floodplain**

143A.9 **Comment 7 -Were effects from Climate Change, particularly intensity of storms and rainfall and sea level rise taken into consideration during the preparation of this DEIR/EA and if yes how and where in the DEIR/EA?**

Reference: **Table S-1, Section 2.10 - Water Quality and Storm Water Runoff**

143A.10 **Comment 8 -Will there be monitoring and sampling of the wetlands abutting the ocean side of the project zone as path of the Storm Water Management Plan throughout the period of the construction project of the project?**

Comment 9 -Will there be any monitoring done by Caltrans of the highway runoff into the adjoining wetlands post construction of the project?

Reference: **Table S-1, Section 2.16 – Wetlands and Other Waters**

143A.11

Comment 10 -What indirect impacts on water quality in wetlands and other waters on-site and off-site are possible during and after construction of the project?

Reference: 1.2 PURPOSE AND NEED FOR THE PROPOSED PROJECT

1.2.2.1 Current Conditions indicates: "The latest traffic analysis (July 2008) shows that the current morning (AM) peak period congestion along SR 1 occurs between 7:00 am and 9:00 am, primarily in the northbound (NB) direction with traffic queues extending up to 1.15 miles from the Reina Del Mar Avenue intersection south to Crespi Drive. Morning queues also extend east on Fassler Avenue as much as 2,500 feet and east on Reina Del Mar Avenue as much as 1,000 feet for local traffic trying to enter SR 1 from these cross streets. The evening (PM) peak period congestion occurs between 4:00 pm and 6:00 pm, primarily in the southbound (SB) direction with traffic queues extending up to 2.06 miles on SR 1 from the Fassler Avenue/Rockaway Beach Avenue intersection to north of Sharp Park Road. The signalized intersections within the city of Pacifica are operated by Caltrans, however it has traditionally been Caltrans' policy to adhere to locally adopted operational performance standards. The City of Pacifica has adopted a standard of LOS D1 or better for signalized intersections. The existing signalized intersection LOS condition at SR 1/ Reina Del Mar Avenue operates at LOS E during the AM peak hour and LOS F during the PM peak hour, while the existing signalized intersection LOS condition at SR 1/Fassler Avenue/Rockaway Beach Avenue operates at LOS F during both the AM and PM peak hours (see Table 1.1). Therefore these intersections currently operate unacceptably, based on the City of Pacifica's performance standards."

143A.12

Comment 11 -In a more recent Traffic analysis done for the City of Pacifica, as Lead Agency, for the Oddstad Assisted Living Center Draft Environmental Impact Report, State Clearinghouse No 2010112054, Caltrans in a June 30, 2011, SM001389/Sm-01-41 letter to Ms. Kathryn Farbstein of the City of Pacifica, Planning and Economic Development Department indicates the following: "Please re-evaluate the traffic analysis of State Route (SR) 1/Linda Mar Boulevard, Fassler Avenue, and Reina Del Mar Avenue intersections. As shown and as stated in the Traffic Impact Analysis (TIA), we disagree that the Existing, Background, and Cumulative conditions of the study intersections will operate at acceptable level of service (LOS) B to C during both peak periods. The December 2010, Project Report for SR 1/Calera parkway Project from south of Fassler Avenue to south of Westport Drive compare and address the study intersections included in this project's TIA and concluded that the Existing conditions of these intersections operate at LOS F. We are confident the collected traffic counts used in the Oddstad TIA are low and do not represent typical conditions at these intersections during the day and month.

The San Mateo Transportation Authority in conjunction with the Department and City of Pacifica, have a programmed project to widen SR 1 south of Fassler Avenue and north of Reina Del Mar Avenue from four to six lanes. Purpose of this project is to decrease congestion of this section of the highway and improve the Existing conditions of the above intersections that operate at LOS F. If the intersections operate at an acceptable LOS there is no need for this widening project. Please confirm"

Comment 11 Continued:

143A.12 cont.

I contacted Mr. George White, Director, Department of Planning and Economic Development, City of Pacifica and he indicated their contractor, WRA Environmental Consultants, is in the process of answering the Caltrans DEIR inquiry and will provide the response in the FEIR. The DEIR is posted on the City of Pacifica web-site in the environmental documents tab under the Planning Department. The City of Pacifica DEIR brings into question the need for the Caltrans project and also brings into question the reliability of the City of Pacifica DEIR for the Oddstad Assisted Living Center Project. How does Caltrans reconcile the difference in the LOS's for the intersections within the Caltrans State Route 1/Calera Parkway/Highway 1 Widening Project (from South of Fassler Avenue to North of Reina Del Mar Avenue in the City of Pacifica)in these two DEIRs?

Reference: 1.4.8.8 Signal Interconnect & Signal Timing Improvements without Roadway Widening

The current DEIR/EA section 1.4.8.8 in full text in the following:

"This alternative would install signal interconnect cable between the Fassler Avenue/Rockaway Beach Avenue and the Reina Del Mar Avenue signals to coordinate timing of green phases. A variation of this alternative would also include widening to add a third lane in the northbound direction.

143A.13

The environmental and property right-of-way impacts for this alternative would be minimal. The estimated construction cost for this alternative for signal interconnect only is approximately $0.3 million.14 Signal interconnect would not, however, provide an appreciable benefit due to the distance between the two signals."

Comment 12 -There wasn't much evaluation given to improved traffic control lighting systems at the intersections. I understand that the existing type of signal control is by setting the timing of the change of the signal control system, which is not generally considered state of the art with the newer smarter or adaptive systems that the computer age that provided. Given Caltrans involvement in the San Mateo County Smart Corridors Project, couldn't Caltrans consider deploying some Intelligent Transportation System (ITS) elements along Highway 1, inclusive of smarter/more adaptive traffic signal systems? If smarter/more adaptive signal systems could be deployed along a Smarter Highway 1 Corridor, then there might less of a need to encroach into or impact the coastal zone.

Comment 13 -Could you please provide answers to the following questions: How much additional benefit (i.e. reduction of LOS at peak hours) would there be with the interconnect cable option? Are there smarter more adaptive signal systems that could be evaluated for application within the project zone and outside the project zone south of the project zone that could affect the traffic volume within the project zone?

Reference: 1.4.8.8 Signal Interconnect & Signal Timing Improvements without Roadway Widening Continued:

143A.14

Comment 14 -Please provide answers to the following questions: What alternative traffic signal systems (ATSS) that adjust, in real time, signal timings based on the current traffic conditions, demand, and system capacity were evaluated? What about ACS Lite, SCATS, LA ATCS, RHODES, etc.? Are the current signal systems at Fassler and Reina del Mar intersections basic fixed timed signals on a time of day cycle? Even if the cost of some smarter more adaptive signal systems are greater than $0.3 million referred to in text, might it not be more cost effective to consider smarter systems particularly in light of the $45-$52 million being considered for the built options? Could smarter signal systems be considered in conjunction with the narrow divider built option if analysis determines smarter signal systems alone could not bring the LOS to an acceptable level? Are ATSS's something that could be coordinated between Caltrans and the City of Pacifica to give the City some control during peak hours and during emergency conditions? Could better signalization at the intersection help alleviate congestion and if yes how much?

143A.15

Comment 15 – General to Alternative Section with Pedestrian Overpasses:
Overpasses at Fassler and Reina del Mar intersection should be considered not only as congestion relief measures on Highway 1 but also for safety reasons. Having pedestrian (ADA approved) could enhance traffic flows due to lessening of time for pedestrians to use cross walks at the project zone intersections. Pedestrian overpasses could also offer safer home to school to home routes for Vallemar School and Terra Nova High School.

143A.16

The high school route on Fassler might be able to utilize SamTrans shuttle services up to and from the high school thus lessen VMT on Highway one and also benefit the area by reducing emissions, including Carbon Dioxide emissions.

143A.17

Would it be possible to evaluate an alternative that integrates smart signal systems at intersections along with pedestrian overpasses?

Reference: Section 2.13.5 Climate Change: The existing 2.13.5 section states the following:

143A.18

"Climate change is analyzed in Chapter 3. Neither U.S. EPA nor FHWA has promulgated explicit guidance or methodology to conduct project-level greenhouse gas analysis. As stated on FHWA's climate change website (http://www.fhwa.dot.gov/hep/climate/index.htm), climate change considerations should be integrated throughout the transportation decision-making process – from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will facilitate decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project level decisionmaking.

Climate change considerations can easily be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life. Because there have been more requirements set forth in California legislation and executive orders regarding climate change, the issue is addressed in the CEQA chapter of this environmental document and may be used to inform the NEPA decision. The four strategies set forth by FHWA to lessen climate change impacts do correlate with efforts that the state has undertaken and is undertaking to deal with transportation and climate change; the strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and reduction in the growth of vehicle hours travelled."

143A.18 cont.

Comment 16 -In the absence of "explicit guidance or methodology" as to how to conduct project-level greenhouse gas analysis from U.S. EPA or FHWA, but guidance or methodology did you employ?

143A.19

Reference: Section 3.3.2.3 CEQA Conclusion currently reads: "As discussed in the project analysis above, the Department does anticipate a decrease in CO2 emissions in the project area as a result of the project. However, it is Caltrans' determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and CEQA significance, it is too speculative to make a determination regarding the significance of the project's direct impact and its contribution on the cumulative scale to climate change. Caltrans is firmly committed however to taking measures to help reduce energy consumption and greenhouse gas emissions both at the program level and at the project level."

Comment 17 -Did Caltrans in the preparation of this DEIR/EA utilize the guidance contained in CEQA Guidelines Section 15064.4. Determining the Significance of Impacts from Greenhouse Gas Emissions?

143A.20

Comment 18 – Is the following accurate and if not please provide information as to what is accurate?:
Background for reference in responding to Comment 11 Inquiry to Caltrans: CEQA Guidelines Section 15064.4 – I believe reads as follows: Determining the Significance of Impacts from Greenhouse Gas Emissions read as follows:

(a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

(1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or

(2) Rely on a qualitative analysis or performance based standards.

(b) A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:

(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effect of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

143A.21 **Comment 19 -Caltrans used the CT-EMFAC model to estimate project GHG emissions for the existing conditions (2011) at 126.26 tons CO2, for the future No-Build (2035) at 124.17 tons and for the Future with either Project Build Alternative (2035) at 109.48 tons CO2, as indicated in Table 3.1 on page 191 – Could Caltrans please respond to the following questions:**

143A.22 **(1) Why would the 2035 No-Build CO2 emission result in less tonnage of CO2 being emitted than what is being emitted under the existing 2011 conditions, given the projected increases in congestion projected in the traffic sections of this DEIR/EA?**

143A.23 **(2) Should the DEIR/EA include an explanation of the limitations of the CT-EMFAC model?**

143A.24 **(3) Does the CT-EMFAC model have the capability to estimate all the Greenhouse Gas Emissions that can be expected during the construction period (i.e. construction equipment, increased congestion during construction period, emissions from produced and processed materials used in construction, emissions from maintenance operations on the added lanes and project structures to 2035, etc.)?**

143A.25 **(4) Has Caltrans identified a threshold of significance applicable to the proposed project? If yes, then what is that threshold?**

143A.26 (5) **What other models were considered by Caltrans besides the CT-EMFAC model?**

(6) **Could Caltrans provide, as appendix to the FEIR, the current description of U.C. Davis developed CT-EMFAC model methodology and limitations of use for GHG emission for transportation projects?**

143A.27 **Reference –Section 3.3.2.2 Construction Emissions reads as follows:** "GHG emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

The project includes measures that will reduce GHG emissions during construction, including the following:

- A transportation management plan (TMP) will be prepared and implemented. Among other benefits, the TMP will reduce traffic congestion during construction.
- Unnecessary idling of internal combustion engines will be strictly prohibited."

Comment 20 –In regard to Section 3.3.2.2 Construction Emissions please respond to the following:

(1) In that the DEIR/EA does not provide a quantification of GHG emissions for the construction phase of the built alternative projects, was this because the model that Caltrans used (CT-EMF) didn't have the capability to estimate these emissions?

143A.28 **(2) Did Caltrans consider other models that might have the capability to quantify constructions GHGs, such as a Road Construction Emissions Model that has been referred to by the Sacramento Metropolitan Air Quality Management District?**

Comment 20 –In regard to Section 3.3.2.2 Construction Emissions please respond to the following - Continued:

143A.29

(3) **Did Caltrans consider a manual estimation of construction GHG emissions given limitations of CT-EMF model?**

(4) **Can Caltrans provide a quantification of the construction GHG emissions expected during the construction period? If yes, please provide that quantification.**

143A.30

(5) **What is the period (# of months or years) of construction expected for the built alternatives and when is the earliest start date expected for the project?**

143A.31

(6) **What will the anticipated LOS be during the construction phase of the project at the intersections, on Highway 1and on the connecting roads impacted by the project?**

(7) **What will the expected traffic congestion be in terms of minutes delay as a consequence of the construction activities and what will be the expected delay reductions be because of the TMP?**

143A.32

(8) **How much GHG emissions and other air emissions of concern do you expect to be reduced by prohibiting unnecessary idling?**

Reference - 1.4.8.10 School Bus Service to Vallemar Elementary School on Reina Del Mar

143A.33

Comment 21 -Did Caltrans, SMCTA or the City of Pacifica during the preparation of this DEIR/EA approach the Pacifica School District and/or the Vallemar Traffic Committee about how the school starting times could be changed or staggered to lessen the impact from the nearly 400 students that are transported to and from the school daily (according to a 2/3/10 Memorandum from the Office of the Superintendent, Pacifica School District)? If accommodations could be made with the Pacifica School District and the Vallemar Elementary School that result in less vehicles coming to and from the school does Caltrans believe this would lessen the congestion on Highway 1? How much of the LOS at the Reina Del Mar intersection with Highway 1 does Caltrans believe is caused by vehicles coming to and from the Vallemar Elementary School?

143A.34

General Comment:

143A.35

Comment 22 – I noticed there isn't discussion about the traffic impact associated with vehicles coming and going from the Terra Nova High School that utilize Fassler and Highway 1. Did Caltrans, SMCTA or the City of Pacifica during the preparation of this DEIR/EA do any analysis of the impact generated by the traffic associated with operations at Terra Nova High School? Does Caltrans believe there are ways to lessen the congestion on Highway 1 if fewer vehicles were to travel to and from Terra Nova High School – if yes - what ways do you envision are possible and should there be a section included in the FEIR? How much of the LOS at the Fassler intersection with Highway 1 does Caltrans believe is caused by vehicles coming to and from Terra Nova High School?

Reference - 2.14.4 Avoidance, Minimization, and/or Mitigation Measures

143A.36

The current section indicates: "Although the project would not result in a substantial increase in traffic-related noise, projected noise levels would, however, approach or exceed FHWA's noise abatement criteria at four locations. Two of these locations will approach or exceed FHWA's noise abatement criteria under existing conditions. As a result, the feasibility and reasonableness allowances of noise abatement sound walls were considered, as shown in Table 2.15. The possible locations of these soundwalls are also shown on Figure 2.4." … "Based on the studies completed to date, the Department does not intend to incorporate noise abatement in the form of (a) barrier(s) [or berm(s)] along the project alignment. It is recommended that sound wall #1 not be constructed since the estimated construction costs would exceed the total reasonable allowance for every sound wall height configuration, and because this sound wall would benefit only one receiver. Assuming utility relocation costs for sound wall #2 would be approximately $200,000, it is recommended that sound wall #2 not be constructed since the total estimated construction costs would exceed the total reasonable allowance for every sound wall height configuration.22"… "If during final design conditions have substantially changed, noise abatement may be necessary. The final decision of the noise abatement will be made upon completion of the project design and the public involvement processes."

Comment 23 – Please provide a description of the sound attenuation walls it envisioned during its cost estimation referred to in section 2.14.4 above and answer the following: Given the location for sound attenuation it seems likely the public would be concerned, can Caltrans describe the type and potential impacts of what it currently envisions as possible sound attenuation measures, so the public can have a clearer idea of what Caltrans may be considering?

Reference – Summary S-1 indicates:

143A.37

"The California Department of Transportation ("Department" or "Caltrans"), in conjunction with the San Mateo County Transportation Authority (SMCTA) and the City of Pacifica, proposes to widen Highway 1/State Route 1/Calera Parkway (hereinafter referred to as "SR 1") in the city of Pacifica from four lanes to six lanes through the project limits."

Comment 24 - The Public Meeting Notice for 22 September 2011 essentially says the same, but uses the word "cooperation" instead of "conjuction". I have also heard the word "sponsorship" used. Caltrans is the Lead Agency for this project, how has the San Mateo County Transportation Authority (SMCTA) and the City of Pacifica worked in "conjunction", "cooperated"with Caltrans, and/or "sponsored" the Calera Parkway project for which the DEIR/EA is prepared?

General:

143A.38

Comment 25 -Is there funding current available to be obligated for this project and if there isn't such funding what is Caltrans best opinion as to when the Calera Parkway Project could be awarded and construction started?

143A.39

Comment 26 -How long is the estimated construction period be from start of construction to completion of construction?

General:

143A.40 **Comment 27 -Will the marshalling/storage area for construction materials and equipment be within the project zone indicated in the DEIR/EA and if not where outside the project zone will materials, equipment, and support facilities be located in the City of Pacifica?**

Reference -2.1.2.2 Consistency with State, Regional, and Local Plans and Programs

143A.41 **Comment 28 -How did Caltrans take into consideration the updating of the City of Pacifica General Plan and Local Coastal Plan that is currently underway, along with other plans and programs that are being updated and/or amended?**

143A.42 **Comment 29 -Did the City of Pacifica when working in conjunction with Caltrans review the DEIR/EA and indicate to Caltrans that the City Council concurred in the consistency determinations?**

143A.43 **Comment 30 -When was the City of Pacifica provided with the DEIR/EA for review and input to the preparation of the DEIR/EA? When did the City of Pacifica last review (date) the DEIR/EA prior to its release to the public for comment?**

143A.44 **Comment 31 -Who at the City of Pacifica was the principal contact person that Caltrans worked this project in conjunction with?**

143A.45 **Comment 32 -If the City of Pacifica was a co-sponsor of the Calera Parkway Project what did it contribute to the project?**

143A.46 **Comment 33 – Would Caltrans be amendable to an extension of the public comment period from the 7 October to a date in the later part of November to allow for more public meetings in and by the City of Pacifica, Lead Agency, and other responsible involvees in the Calera Parkway Project for which this DEIR/EA was prepared ?**

"rerpac@aol.com"
<rerpac@aol.com>
08/26/2011 02:47 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Draft EIR/EA (State Clearinghouse # 2010022042) State Route1/Calera Parkway/Highway 1 Widening City of Pacifica

Mr. Thomas,

143B.1

You are identified as a contact for the subject Draft EIR/EA in the document currently out for pubic review and comment until 7 October 2011. Would it be possible for the input and output data files and model report from the CT-EMFAC model projecting GHG emissions referred to on page 191 of the document to be provided to the public? If Yes, could it be transmitted electronically to me or posted at an identified web-site for public viewing. This would help in my review of Chapter 3 of the subject document. I appreciate whatever you can do in this regard.

Thank You,
Ray Ramos, P.E.

jim wagner
<wags903@msn.com>
09/27/2011 04:08 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Hwy 1 fix letter from Pacifica retired Battalion Chiefs

Emergency Services need a Rt. 1 Fix

144A.1

We are retired professional firefighters who have served in Pacifica collectively for over 100 years. We support the Rt. 1 traffic bottle neck solution being considered.

It is imperative that Rt. 1 be widened with improved east-west turning lanes for very sound reasons. Safety, in our opinion, is the number one reason this improvement needs to be facilitated as soon as possible. Our firefighters are dedicated, hard working professionals. We understand the consequences that delays in help can cause. The condition on Rt 1 at this choke point is intolerable.

Everyone has seen the commute traffic congestion. Couple this traffic density with poor road shoulders and you have a problem with emergency vehicles getting through. A break down, accident or flat tire only makes matters worse. We have heard the arguments that "it's only a 15 minute delay". 15 MINUTES! 15 minutes can be the difference between life and death for someone suffering from an accident or heart attack.

For most of the coast, the nearest hospital is north of Pacifica which requires ambulance runs north on Rt. 1. If a fire emergency breaks out during commute times, fire engines are en-route as well. If a large fire is in the north end of Pacifica, equipment has to be sent north to assist or repositioned to the south to provide standby coverage. Firefighters and EMT personnel absolutely cannot afford to be delayed during emergency service calls.

In any event, we believe it irresponsible to wait any longer to implement a Rt. 1 widening to solve traffic congestion we have seen increase for over 20 years.

Rt. 1 is a regional highway and thousands of Pacificans use it as their only way out of town.

For emergency personnel, Rt. 1 is our lifeline to protect Pacifica. We do not want to tell any Pacifica resident we were late to a fire or medical emergency because we were stuck in traffic.
Signed

Jim Bonner, Battalion Chief, Pacifica Fire Dept, retired. 38 years of service
Bob Trapp, Battalion Chief, Pacifica Fire Dept, retired. 33 years of service
Steve Engler, Battalion Chief, Pacifica Fire Dept, retired. 30 years of service

jim wagner
<wags903@msn.com>
10/10/2011 10:36 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Calera Parkway Project Safety Issues

Yolanda Rivas, Branch Chief
Caltrans
111 Grand Ave
Oakland, Ca.

Subject: Calera Parkway Project

Dear Ms. Rivaas,

144A.1

We are retired professional firefighters who have served in Pacifica collectively for over 100 years. We support the Rt. 1 traffic bottle neck solution being considered.

It is imperative that Rt. 1 be widened with improved east-west turning lanes for very sound reasons. Safety, in our opinion, is the number one reason this improvement needs to be facilitated as soon as possible. Our firefighters are dedicated, hard working professionals. We understand the consequences that delays in help can cause. The condition on Rt 1 at this choke point is intolerable.

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Signed

Jim Bonner, Battalion Chief, Pacifica Fire Dept, retired. 38 years of service
Bob Trapp, Battalion Chief, Pacifica Fire Dept, retired. 33 years of service
Steve Engler, Battalion Chief, Pacifica Fire Dept, retired. 30 years of service

EMAIL SENT FROM: (WAGS903@MSN.COM)

Jim Wagner

1005 Terra Nova Bl Ste A

Pacifica, Ca 94044

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

Dear Ms. Rivas;

144B.1

I am writing to strongly encourage you to complete the Calera Parkway Widening Project.

This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions.

We also know businesses have been impacted by the traffic bottleneck. When traffic slows that much, no one wants to stay and shop. They just want to keep moving until they are in a place where they will not risk getting stuck in more traffic. There have been many businesses that have suffered and in some cases closed because it was too challenging for customers to stop and shop there.

Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Jim Wagner

Pacifica Chamber of Commerce, Board Director

October 17, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning and Engineering
California Department of Transportation District 4
111 Grand Avenue
Oakland, CA 94623

Dear Yolanda Rivas and those concerned,

I am writing this letter in support of Pacifica Calera Highway 1 widening.

145.1

I live and work in Pacifica. There are many safety risks while this highway remains in its current state. Emergency vehicles are frequently slowed, sometimes stuck, because they cannot get around the traffic on both sides of this road. The cars have nowhere to go. Emergency response is obviously affected. What if we were to have a natural disaster requiring evacuation? Traffic bottleneck would keep people from getting out.

Please proceed with this project.

Sincerely,

Lisa McIntyre
Pacifica, CA 94044

Lisa McIntyre
2306 Palmetto Ave.
Pacifica, CA 94044

SAN FRANCISCO CA 941
20 OCT 2011 PM 3 L

Yolanda Rivas
Div. of Envir. Planning + Engineering
Calif. Dept. of Trans. District 4
111 Grand Avenue
Oakland, CA 94623

94612+3717

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

thomas_rosevear@dot.ca.gov

Dear Ms. Rivas,

I am writing to strongly encourage you to complete the Calera Parkway Widening Project.

This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions.

We also know businesses have been impacted by the traffic bottleneck. When traffic slows that much, no one wants to stay and shop. They just want to keep moving until they are in a place where they will not risk getting stuck in more traffic. There have been many businesses that have suffered and in some cases closed because it was too challenging for customers to stop and shop there.

Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Judith Kell

Dr. Judith M. Kell

312 Genevieve Avenue

Pacifica, CA 94044

Please know that the small, vocal anti voice does not represent all of us! JK

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

thomas_rosevear@dot.ca.gov

Dear Ms. Rivas,

I am writing to strongly encourage you to complete the Calera Parkway Widening Project.

This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions.

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Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Judith Kell

Dr. Judith M. Kell

312 Genevieve Avenue

Pacifica, CA 94044

Please know that the small, vocal anti voice does not represent all of us! JK

October 14, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning and Engineering
California Department of Transportation District 4
111 Grand Avenue
Oakland, CA 94623

Dear Ms. Rivas;

PLEASE WIDEN THE CALERA PARKWAY !

For years, this project has been necessary. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions. In addition, what if we were to have a natural disaster requiring evacuation? It would be very difficult to get out!

148.1 The people affected should have more "say so" about this issue!

My family's business has been negatively affected because people do not want to stop and shop. They want to keep moving until they are out from the heavy traffic area

Pacifica deserves better. If we can widen that road, it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Spence Yoes
903 Pilar Place
Pacifica, CA 94044

October 14, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning and Engineering
California Department of Transportation District 4
111 Grand Avenue
Oakland, CA 94623

Dear Ms. Rivas;

PLEASE WIDEN THE CALERA PARKWAY !

For years, this project has been necessary. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions. In addition, what if we were to have a natural disaster requiring evacuation? It would be very difficult to get out!

149.1

The people affected should have more "say so" about this issue!

My business has been adversely affected because people do not want to stop in the area and shop. They want to keep moving until they are free from the bottleneck.

Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Pete Yoes
903 Pilar Place
Pacifica, CA 94044

Pacifica, Ca 94044

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

thomas_rosevear@dot.ca.gov

Dear Ms. Rivas;

I am writing to strongly encourage you to complete the Calera Parkway Widening Project.

This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions.

We also know businesses have been impacted by the traffic bottleneck. When traffic slows that much, no one wants to stay and shop. They just want to keep moving until they are in a place where they will not risk getting stuck in more traffic. There have been many businesses that have suffered and in some cases closed because it was too challenging for customers to stop and shop there.

Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Reena Cinellano
Pacifica Resident
10.11.2011

Pacifica, Ca 94044

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

thomas_rosevear@dot.ca.gov

Dear Ms. Rivas;

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Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Taryn Smith
1315 Cresp
Pacifica, CA
94044

Pacifica, Ca 94044

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

thomas_rosevear@dot.ca.gov

Dear Ms. Rivas;

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Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Victoria Gansi

Victoria Gansi
1140 Valencia Way
Pacifica, Ca 94044
victoriagansi@gmail.com
415 591 3528

Pacifica, Ca 94044

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

thomas_rosevear@dot.ca.gov

Dear Ms. Rivas;

I am writing to strongly encourage you to complete the Calera Parkway Widening Project.

153.1

This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions. I have been stuck behind a burning car while no emergency vehicles could get through!

We also know businesses have been impacted by the traffic bottleneck. When traffic slows that much, no one wants to stay and shop. They just want to keep moving until they are in a place where they will not risk getting stuck in more traffic. There have been many businesses that have suffered and in some cases closed because it was too challenging for customers to stop and shop there.

Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Sue Vatterlaus
450 Dondee Way Suite 7
Pacifica, CA 94044
650-291-0470

Pacifica, Ca 94044

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

thomas_rosevear@dot.ca.gov

Dear Ms. Rivas;

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Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Richard Clark

RICHARD CLARK 10/11/2011

Pacifica, Ca 94044

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

thomas_rosevear@dot.ca.gov

Dear Ms. Rivas;

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Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

1412 Cresri Drive
Pacifica, Ca. 94044

Pacifica, Ca 94044

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

thomas_rosevear@dot.ca.gov

Dear Ms. Rivas;

I am writing to strongly encourage you to complete the Calera Parkway Widening Project.

This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions.

We also know businesses have been impacted by the traffic bottleneck. When traffic slows that much, no one wants to stay and shop. They just want to keep moving until they are in a place where they will not risk getting stuck in more traffic. There have been many businesses that have suffered and in some cases closed because it was too challenging for customers to stop and shop there.

Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Marilyn St Germain-Hall
1112 Balboa Way
Pacifica Ca 94044
marilyn@mshunator.com

Pacifica, Ca 94044

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

thomas_rosevear@dot.ca.gov

Dear Ms. Rivas;

I am writing to strongly encourage you to complete the Calera Parkway Widening Project.

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Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Frank Vella

Frank Vella
659 Linda Mar Blvd
Pacifica CA 94044

Pacifica, Ca 94044

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

thomas_rosevear@dot.ca.gov

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Thank you,

Pacifica, Ca 94044

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

thomas_rosevear@dot.ca.gov

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I strongly urge you to proceed with this project.

Thank you,

Pete Fornari
134 Palomia Av.
Pacifica, Ca. 94044

Pacifica, Ca 94044

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

thomas_rosevear@dot.ca.gov

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Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Serzan Ozerhell-Wallace

Please don't let this opportunity pass by!

Pacifica, Ca 94044

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

thomas_rosevear@dot.ca.gov

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Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Neil Sofia

1207 Rosita Road

Mike Ervin

61 Driftwood Circle

Pacifica, Ca 94044

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn: Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

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Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Mike Ervin

Mary T. Brown, Agent
Auto-Life-Health-Home and Business
Lic.#0761332
E-mail: MARY.BROWN.CH0K@statefarm.com
1005 Terra Nova Blvd.,
Suite 2B
Pacifica, CA 94044
Office: 650)355-8756 Fax: 650)355-4665 Toll Free: 866)355-8756

September 1, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning and Engineering
California Department of Transportation District 4, Attn:Thomas Rosevear
111 Grand Avenue,
Oakland, CA 94623

Dear Ms. Rivas;
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Pacifica deserves better. If we can widen that road, it will help Pacifica and contribute to our quality of life here.
I strongly urge you to proceed with this project.

Sincerely,

Mary T. Brown,
Agent
Lic.#0761332

Mary Brown
<mary.brown.ch0k@statefarm.com>
10/04/2011 11:44 AM

To "thomas_rosevear@dot.ca.gov" <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Calera Parkway needed

Mary T. Brown, Agent Lic.#0761332
Auto-Life-Health-Home and Business E-mail: MARY.BROWN.CH0K@statefarm.com
1005 Terra Nova Blvd.,
Suite 2B
Pacifica, CA 94044
Office: 650)355-8756 Fax: 650)355-4665 Toll Free: 866)355-8756

October 4, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning and Engineering
California Department of Transportation District 4, Attn:Thomas Rosevear
111 Grand Avenue,
Oakland, CA 94623

Dear Ms. Rivas;
I am writing to strongly encourage you to complete the Calera Parkway Widening Project. This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions.
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Pacifica deserves better. If we can widen that road, it will help Pacifica and contribute to our quality of life here.
I strongly urge you to proceed with this project.

Sincerely,

Mary T. Brown,
Agent
Lic.#0761332

William A. Moore II
23 Spruce Ct
Pacifica, Ca 94044
9/29/11

Yolanda Rivas, Branch Chief
Division of Environmental Planning and Engineering
California Department of Transportation District 4, Attn:Thomas Rosevear
111 Grand Avenue,
Oakland, CA 94623

Dear Ms. Rivas;

164.1

I am writing to strongly encourage you to complete the Calera Parkway Widening Project.

This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions.

This situation can only get worse with the opening of the tunnel.

Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

William Moore

September 28, 2011

Ms. Yolanda Rivas, Branch Chief
Division of Environmental Planning and Engineering
California Department of Transportation, District 4
111 Grand Avenue
Oakland CA 94623

ATTN: Mr. Thomas Rosevear

Dear Ms. Rivas:

I am writing to strongly urge you to move forward with the Calera Parkway Widening Project in Pacifica.

The project has been needed for years and has been studied by the City for at least 15 years, if not longer. Our Emergency Response professionals are often held up frequently in traffic because they can't get around the traffic on both sides of this road. Cars have nowhere to move so that fire trucks, police vehicles and ambulances can pass. There are documented instances where patients have been at further risk due to the delays, police officers have a longer response time during peak traffic hours, and we know that fires quickly burn out of control. Delays are not acceptable.

165.1

Business owners have suffered due to traffic delays and some along that particular stretch of road have closed because access to their business has been too challenging.

I believe the quality of life in Pacifica will be greatly enhanced by improvement of this roadway. I am one of those who love the pristine small community atmosphere that Pacifica offers, but I am also willing to concede that the traffic situation is just too dangerous at this point. It would be wise to get ahead of the opening of tunnel, which will surely add more cars to this road during the most difficult peak commute hours.

Please consider proceeding with this project as soon as possible, not only for Pacifica, but for regional traffic improvement as well.

Thank you for your consideration.

Flo Derby

Flo Derby
840 Dell Road
Pacifica CA 94044

Pacifica, Ca 94044

9/28/11

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

Dear Ms. Rivas;

I am writing to strongly encourage you to complete the Calera Parkway Widening Project.

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Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Wanda Kirvin
110 Birch Lane
Pacifica CA

Wanda Kirvin
110 Birch Ln.
Pacifica, CA 94044-2792

SAN FRANCISCO CA 941

28 SEP 2011 PM 7 L

Yolanda Rivera, Branch Chief
Division of Environmental Transportation
111 Grand Ave
Oakland, CA 94623

94612+3717

Scott Findlay 650-355-4200
<scottf@sbcglobal.net>

09/28/2011 04:39 PM

Please respond to
Scott Findlay 650-355-4200
<scott@scottfindlay.com>

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Pacifica Hwy 1 widening

This is really needed. Don't let the few vocal distractors dissuade you from moving forward with this project, the majority are in favor and it is badly needed.

Thank you,

Scott Findlay MX-2700N_20110928_165926.pdf

9/29/11

Scott Findlay

301 Loma Vista Terrace

Pacifica, Ca 94044

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

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Pacifica deserves better, if we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Scott Findlay

Scott Findlay

David Weigert
<dweigert@sbcglobal.net>
09/27/2011 10:24 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Widening of Highway 1 Pacifica

Please work to help us widen Hwy 1 once and for all. Thanks
David Weigert
650-619-7047

hwy ltr to trans board 08232011.docx

David Weigert, Claudia Montgomery

1131 Rosita Road

Pacifica, Ca 94044

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

Dear Ms. Rivas;

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Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Cherylyoes
<cherylyoes@aol.com>
09/28/2011 10:43 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Pacifica Hwy 1 - Calera Parkway Widening Project

Dear Mr. Rosevear

I am writing to strongly encourage you to complete the Calera Parkway Widening Project.
This project has been needed for years.

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Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

Again, I strongly urge you to proceed with this project.

Thank you,

Cheryl Yoes
DIAL GLASS AND WINDOW CO.
1704 Palmetto Avenue
Pacifica, CA 94044
(650) 359-5380

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

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Pacifica deserves better. If we can widen that road, it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Sincerely,

Bill Meyerhoff

66 West Manor Dr.

Pacifica Ca. 94044

Melissa Wagner
1 Beverly Place
Pacifica, Ca 94044

Yolanda Rivas, Branch Chief
Division of Environmental Planning and Engineering
California Department of Transportation District 4, Attn:Thomas Rosevear
111 Grand Avenue,
Oakland, CA 94623

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Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Melissa Wagner

Melissa Wagner

Michelle Moore

142 Calaveras Avenue

Pacifica, Ca 94044

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

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Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Michelle Moore

Kristine Foster

1356 Oddstad Blvd

Pacifica, Ca 94044

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

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Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Julia Boyle
210 Juanita Ave

8/25/11

Your Name and Address

Pacifica, Ca 94044

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

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I strongly urge you to proceed with this project.

Thank you,

Julia Boyle
210 Juanita Ave
Pacifica, Ca. 94044

EMAIL SENT FROM: (WWILLYMARY@AOL.COM)

William A Moore
23 Spruce Ct.
Pacifica, Ca., 94044

Yolanda Rivas, Branch Chief
Division of Environmental Planning and Engineering
California Department of Transportation District 4, Attn:Thomas Rosevear
111 Grand Avenue,
Oakland, CA 94623

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I strongly urge you to proceed with this project.

Thank you,

William A Moore

jim wagner
<wags903@msn.com>
10/13/2011 11:25 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject hwy 1 calera creek parkway eir comment

History: This message has been forwarded.

hwy 1 hinton ltr.pdf

Pacifica, Ca 94044

Cal Hinton
1 Hinton Ranch Rd.

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

thomas_rosevear@dot.ca.gov

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I strongly urge you to proceed with this project.

Thank you,

Cal Hinton
Former Pacifica Fire Chief
Former Pacifica Mayor
57 yr. resident
650-359-1924

Ted Garber
895 Rockaway Beach Ave
Pacifica, CA 94044
650 490 0698
tdx9997@gmail.com

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4
Attn: Thomas Rosevear
111 Grand Ave., Oakland, CA 94623
Fax: 510-286-5600
Email: thomas_rosevear@dot.ca.gov

Oct. 25, 2011

I am writing in strong opposition to the proposed highway widening project.

177.1 I live on Rockaway Beach Avenue and I am concerned about the negative effects upon my and other local residents' travel for the unspecified length of time required for the project.

177.2 I also am concerned that less disruptive cures have not been studied and tried (light timing, etc), and no studies have been done to identify causes of traffic. Travel is much easier during periods of no school. How can school traffic be specifically addressed?

177.3 I also do not see how the afternoon rush hour traffic can be helped. There will always be a two lane highway at the city's southern boundary that will cause backups. Your plans, at best, would move the bottleneck slightly.

Again, I am strongly opposed to either of the two proposed plans for Highway 1 widening in Pacifica.

Sincerely,

Ted Garber

Dale Wick
<dwick339@gmail.com>
10/07/2011 03:03 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Pacifica Highway

178.1

I am opposed to the widening of Highway 1 in Pacifica. I live up the hill on Fassler Ave and would be greatly affected, both pro and con. It is such a massive change for such a short distance that I think the costs significantly outweigh the benefits.

Thank you,
Virginia Wick

Susan Lujan
<lujansathome@sbcglobal.net>

10/07/2011 03:23 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Hwy 1 widening in Pacifica

179.1

We would like to express our concern and dismay with the Highway 1 widening plan for Vallemar to Rockaway Beach in Pacifica. We don't understand how this expansive widening will help with commute traffic. Going from a 4 lane freeway to a 6 lane highway for 1.3 miles and returning to 4 lanes will not improve traffic conditions. There will still be traffic lights. It will spread out the traffic for 1.3 miles and create a bottleneck as they merge back into 4 lanes. We have lived in Vallemar for 37 years and are very concerned with the future of this area.

Thank you,
Edward and Susan Lujan
255 Berendos Ave.
Pacifica, CA

Tara Atkins
<tara@missionglass .com>
10/12/2011 08:49 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject hwy 1 letter

Please see the attached letter. Thank you.

Tara Atkins
Accounts Payable
Mission Glass Company
200 Valley Drive #17
Brisbane, CA 94005
tara@missionglass.com
Ph: 415-468-1570 ext.27
Fx: 415-468-0288

hwy 1 letter revised 10102011.doc

Tara Atkins
PO Box 2115
El Granada, CA 94018

October 12, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning and Engineering
California Department of Transportation District 4,
Attn: Thomas Rosevear
111 Grand Avenue,
Oakland, CA 94623
thomas_rosevear@dot.ca.gov

Dear Ms. Rivas;

I am writing to strongly encourage you to complete the Calera Parkway Widening Project.

This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions.

We also know businesses have been impacted by the traffic bottleneck. When traffic slows that much, no one wants to stay and shop. They just want to keep moving until they are in a place where they will not risk getting stuck in more traffic. There have been many businesses that have suffered and in some cases closed because it was too challenging for customers to stop and shop there.

Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Tara Atkins

PUBLIC MEETING

STATE ROUTE 1/CALERA
PARKWAY PROJECT IN
PACIFICA

CERTIFIED COPY

REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS

Date:	Thursday, September 22, 2011
Time:	6:30 p.m.
Location:	PACIFICA COMMUNITY CENTER 540 Crespi Drive Pacifica, CA 94044
Reported By:	Noelia Espinola, CSR License Number #8060

#40442

Advantage ARS Reporting Services, LLC
1083 Lincoln Avenue, San Jose, California 95125, Telephone (408) 920-0222, Fax (408) 920-0188

P R O C E E D I N G S

MS. GOODWIN: So, starting off, we'll start off with Julie Thomas, and she'll be followed immediately by Jennifer Ball. And then the third speaker will be Jim Wagner. And then I'll -- as we start announcing the next ones, I'll just keep adding to that.

So, if you would come down to Irma, she's -- or Irma could go over to Julie. Either way. That's great. If we want to use the sides of the room, that works for me too.

So, Julie, you've got three minutes. Let us know what you're thinking.

1.A

MS. THOMAS: I find this an appalling and frivolous waste of taxpayer money. Where -- you're talking about creating -- it looks like a snake that ate a giant animal, and it's going to be small at one end, huge in the middle and small at the other end. It sounds like the Golder (phonetic) plan, which was a plan to build a six-lane freeway all the way down the coast and build Daly City-style housing all the way through.

1.B

California is closing schools. We're closing hospitals. We're closing food programs. We're closing

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1.B cont.

homeless programs. We're closing absolutely everything that people need, but we have the money to spend 50-plus million dollars on this project.

And the other -- and the other thing is, I have never known Caltrans to come in on budget. Every single project that I have ever heard of has become far above the cost that was told to the public before it was built.

And taxpayers need a break in this state. We do not need this project, which is so small and so ridiculous and such a frivolous waste of taxpayer money. Yes, people need jobs. But let's put them to work building something that people need. Build another -- build another school. Build programs. Build things that people need. Do not build this ridiculous, frivolous highway that nobody needs and that won't provide anything for the people of California.

Thank you.

MS. GOODWIN: Thank you, Julie.

Jennifer. Jennifer followed by Jim Wagner followed by Susan Vellone.

Thank you, Jennifer. Go ahead, Jennifer.

MS. BALL: Well, when you hold it -- why didn't you explain that to me?

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2.A

Okay. I moved here six years ago. My husband said, What do you think about moving to the Bay Area?

And I did a lot of research. You should look at what Pacifica is on the internet, and you will find that this is a town that fights Caltrans for more than 40 years. This town didn't want the tunnel. That tunnel is behind project, it's behind schedule, by a year and a half is my understanding. And you might not blame that on Caltrans, but you hired the people that are doing the tunnel. You fought 380. We fought 380 because you wanted to put it into Vallemar.

My understanding is the same amount of people lived here when this place was incorporated 50 years ago. So why is there so much traffic? It's not us. It's people coming from the south or the north. So we are doing this for other towns. That seems unacceptable to me.

And I support the woman who said we need to support the schools. We do not need to build more in global warming. It's insane. I moved here because Pacifica cares about land like it cares about its children. And it will fight. It will fight to stop you from doing this insane project.

MS. GOODWIN: Jennifer, thank you.

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Jim? Jim followed by Susan followed by Eileen.

Okay. Jim, you're on.

MR. WAGNER: Well, number one, I appreciate the passion of the last speaker. It's tough to follow something like that, but I'll attempt to.

I sit on the board of directors for the Chamber of Commerce of Pacifica, and I've been a local businessman for 22 years here. I have also commuted that stretch of highway with children, go to work and back home, so I understand the frustrations involved in trying to navigate that.

3.A

But one of the things -- and the primary thing that I'm concerned about is the safety of this town. And, in light of that, I have to read this very quickly.

"We are retired professional firefighters who have served in Pacifica collectively for over 100 years. We support the Route 1 traffic bottleneck solution being considered.

"It is imperative that Route 1 be widened with improved east-west turning lanes for very sound reasons. Safety, in our opinion, is the number one reason this improvement needs to be facilitated as soon as possible. Our firefighters are dedicated,

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hard-working professionals. We understand the consequences that delays in help can cause. The condition on Route 1 at this choke point is intolerable.

"Everyone has seen the commute traffic congestion. Couple this traffic density with poor road shoulders and you have a problem with emergency vehicles getting through. A breakdown, accident or flat tire only makes matters worse. We have heard the arguments that it's only a fifteen-minute delay. Fifteen minutes. Fifteen minutes can be the difference between life and death for someone suffering from an accident or heart attack.

3.A cont.

"For most of the coast, the nearest hospital is north of Pacifica, which requires ambulance runs north on Route 1. If a fire emergency breaks out during commute times, fire engines are en route as well. If there's a large fire in the north end of Pacifica, equipment has to be sent north to assist or repositioned to the south to provide standby coverage. Firefighters and EMT personnel absolutely cannot afford to be delayed during emergency service calls.

"In any event, we believe it is irresponsible to wait any longer to implement a Route 1 widening to solve traffic congestion we have seen increase over the

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3.A cont.

last 20 years.

"Route 1 is a regional highway, and thousands of Pacificans use it as their only way out of town.

"For emergency personnel, Route 1 is our lifeline to protect Pacifica. We do not want to tell any Pacifica resident we were late to a fire or medical emergency because we were stuck in traffic.

"Signed, Jim Bonner, battalion chief, Pacifica Fire Department, retired, 38 years of service. Bob Trapp, battalion chief, Pacifica Fire Department, retired, 33 years of service."

MS. GOODWIN: Time's up. I'm sorry, Jim.

MR. WAGNER: And Steve Engler.

MS. GOODWIN: Thank you.

Susan followed by Eileen followed by Bill Collins.

And, Irma, if we can get you to move over a little bit. I don't think Jim can see the cards very well. So if we could kind of get it so that our speakers can see it or maybe you could pull out a little bit and sit more noticeably. Thank you.

Sorry, Susan. We want to make sure you get your full three minutes. Go ahead.

MS. VELLONE: I won't take that long.

4.A

Good evening. My name is Susan Vellone. I'm

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the past president of the Pacifica Chamber of Commerce.

I just wanted to give a little bit of a business perspective -- my name is Susan Vellone from the Pacifica Chamber of Commerce. I'm past president. I just want to give a little bit of a business perspective on my side.

As a business owner in Pacifica for 32 years, I've been flustered by the terrible traffic jams in mornings and late afternoons. Clients have been frustrated, knowing that they will not be able to make their appointments on time and have to reschedule for a later date. This is a direct financial impact on me and my staff and many other service industry businesses that work on time schedules. No client, no money, no tax revenue for the City. That's what happens. When somebody doesn't show up, that's like me walking up to you; you open up your wallet, and I pull out the hundred dollar bill. It does hurt. There is a financial impact. We cannot afford to fall behind with this lost revenue.

4.A cont.

My additional concern, as a wife of a first responder, is the reduced city financial support for the fire and police department within our city. This has caused staff reduction, fewer fire engines, police units, and lengthened response time. Reducing traffic

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congestion during peak hours will improve the flow of traffic and save lives.

On the environmental issues, City Council is keen on eliminating the carbon footprint within our community. There were concerns when Walgreens moved into our city. Questions were asked, if delivery trucks could turn off their engines and not idle. This would keep carbon monoxide from flowing into our clean ocean air. Traffic in the morning and evening, leaving and returning in our community, add up to approximately three hours of cars idling in this segment of this highway.

4.A cont.

And, additionally, I have one question to -- this might be deferred to the legal department. We know that if impacted properties will be moved, that they will get fair market value. Will they also lose future revenue? Will they get a settlement on loss of future revenue?

4.B

MS. GOODWIN: Beth, can you speak to that?

MS. VELLONE: So it's not just on the property that they will lose, that they will be paid for, but all of the future (inaudible).

MS. GOODWIN: We'll give Beth the microphone.

MS. PERRILL: My name is Beth Perrill with Caltrans.

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If a business is impacted by a project such as this, then they would have to claim damages after the project. So you would have to keep complete records before and after the project to prove and show that damages had been incurred.

MS. VELLONE: And how long would that type of process be for a business?

MS. PERRILL: Well, you'd have to compare your records before and afterwards.

MS. VELLONE: Okay. Just curious. Okay. Thank you.

MS. GOODWIN: So, businesses, keep good records. You never know when you might need them.

Okay. Eileen. Followed by Bill Collins. And then our speaker after Bill will be Chris Porter.

MS. COREY: First off, I'd like to say thank you to the strong women that spoke in the beginning, because they were right.

I live in Vallemar with my father, who is a beautiful elder that I look after. And they've lived there -- my parents lived there for over 40 years.

5.A

This is a very bad idea. We already live with congestion. And all the people that are saying they're going to save time, I suggest this: Set your clock 20 minutes early. Okay? It's not that hard. It

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5.A cont.

5.B

5.C

5.D

doesn't take a genius.

The other thing that is blowing my mind about this whole thing is they're talking about 2035. Come on. Are we going to even be here in 2035, the way things are going? The last developer that ran through this town wanted to remove part of a mountain in Rockaway and put a fancy hotel. Hello, tsunami.

So what I'm saying to everyone: Quit looking to the future to be saved. The only thing -- the only people that are going to save you is yourselves.

And we need to start really honoring what we have. Pacifica is known for the beauty of nature. You want to be saved financially? You know, start advertising in the City, start making nicer places for them to come to see. Make nice bike paths.

And the other thing I want to address, too, is the fact that all these meetings are costing taxpayers. I'm really curious who is paying for this stuff. Who is paying for this? Sorry. I love employing people, I really do, but not for frivolous things. This is not going to solve anything.

Also, nobody has addressed the fact that there is a school full of children three blocks away. This is a freeway. I don't care how anybody wants to say it. It will have direct impact on the air these

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kids have to breathe.

As well as the people that live in Vallemar. We already suffer a lot from traffic congestion. I deal with it. I am directly impacted. We live six blocks away from the highway.

So, if I can deal with it, everyone else needs to buckle up and say, Tough patootie. This is life. Deal with it. Life is hard. You got to get used to it.

5.D cont.

And the environment is important, because you know what? We're the environment. Without it, we're screwed.

And I'm really tired of all of this being saved by development. Get a life, people. We don't need development. We need to be taking out our lawns, riding more bicycles, getting healthy. And instead of all these parents that car their kids to school, make them walk. I walked two miles to school a day. Okay? I'm healthy and I'm 57.

Bring it on.

MS. GOODWIN: Thank you, Eileen.

Bill Collins followed by Chris Porter followed by Mitch Reid.

Bill? Bill?

6.A

MR. COLLINS: I'm sorry that the sponsors of

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this meeting spent the first 40 minutes, once again, trying to sell this project on us. I've been to all three meetings, and you always try to sell this and we have to sit and listen to this. I thought we were here -- I mean, I read the EIR. I don't need somebody to tell me about the project again.

But you're not listening to us. At the first meeting, almost seven months ago, my neighbors took the time to offer alternatives.

6.A cont.

I was proud of you. You had a lot of good alternatives, and I thought, Wow, there's a lot of good thinking in this room.

And tonight you saw them on the board. You didn't see carpooling, by the way, but you saw the others listed and dismissed -- it was a whole ten seconds -- with no analysis, no cost/benefit studies at all. And that's an insult to my neighbors that took the time to suggest those ideas.

6.B

So -- you know, for example, the flex-a-lane. The EIR says, Well, we don't want to pay somebody to move the cones during the day, so we're not going to do that. So hire somebody. Hire somebody.

6.C

So that's the way our suggestions are dismissed. And I think it's an affront to the public. I think you're not listening to us. So you can have

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6.C cont.

20 meetings and you can tell the board how many public meetings you had, but you're really not listening to us.

I want to see the studies of those alternatives you dismissed. And if you don't have them, you need to do them. If you have them, I'd like to see them.

Thank you.

MS. GOODWIN: Thank you, Bill.

Chris Porter followed by Mitch Reid followed by Pete Percira [sic].

Chris?

7.A

MS. PORTER: Hi. I'm Chris Porter. I am the president of the Chamber of Commerce this year, and I'm also the general manager of one of the largest companies in this city, Recology of the Coast, that has 19 diesel trucks on the road every day. Okay.

I'm constantly -- I have a letter to the editor that was in the paper yesterday. I'm going to read that.

"I am constantly amazed by the letters and blogs from the people against the widening of Highway 1. A very vocal minority of people always say no. The gang of no makes a lot of noise." And I've heard that already tonight.

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I live less than five miles from my office. I live in mid Linda Mar, and I travel to Park -- to Sharp Park. It takes me 30 minutes to get less than five miles. That's ridiculous. And anyone who says I should leave earlier to go to work -- I'm at work from 7:00 to 7:00 every day. So I have a job.

"The Pacifica Chamber of Commerce supports this Highway 1 widening. Let's for once be ahead of the traffic problem that the tunnel will exacerbate during commute time. About half of all Pacifica commuters are stuck in this traffic jam every day. Add to this the bottleneck of all the commuters from Moss Beach down to Half Moon Bay.

7.A

"The Route 1 traffic solution is merely designed to expand turning so the north-south commute works better. This solution also features deacceleration lanes and acceleration lanes so those making turns get out of the main traffic stream.

"Every other town in this state works to make its residents' commutes easier. Do readers of this letter prefer to sit in traffic, waste gas, hurt air quality, miss appointments, get your children to school late, or have Pacifica proactively solve a problem that has been building for over the past 20 years?"

The garbage trucks, I believe, in traffic, do

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7.A

more to hurt the environment than moving along.

MS. GOODWIN: Pete Percira followed by Bill Meyerhoff followed by Mike Hicks.

Pete?

MR. REID: Hi, I'm Mitch Reid. I live about a block away from here.

MS. GOODWIN: Sorry. Mitch. Sorry.

8.A

MR. REID: Let me start off by saying that I am for a solution. I am for adding emergency lanes. I think we need a little more extra lanes for that aspect. But I am against the two limited alternatives that we're being forced to accept. I believe that there are other alternatives out there.

8.B

8.C

I have some concerns about what is listed in the document already. And right now what I'm very concerned about are the two sound walls, one in front of the Shell station and one where the Indian cafe is. Now, they're not shown in the document except for Page 131, which just shows a slight visualization of it.

Now, this has a visual impact. They have great slides and images of other stuff, but they don't show us what the two biggest visual impacts will show in this town. What will this city look like if we have wider highways and two giant sound walls down at

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8.C cont.

Rockaway Beach? We need to know what those sound walls will look like.

Now, clearly, it says in the document these are potential and possible. There is nothing in the document that says that these sound walls won't be built. They can be built after we make comments on this document. We have not been properly shown this.

8.D

Now, the other aspect is, I'm for a solution. I would like to see the light at Vallemar eliminated. I proposed, in the scope meeting, undergrounding -- not an overpass -- undergrounding the road at Vallemar so bikes, pedestrians and strollers can get under the highway. And also, by eliminating it, there's less cars idling.

8.E

And I believe that we have to look at the cost of this and not just outright reject this on cost. Because let's look at the cost of the tunnel. It's about 300 million. Now, what I'm talking about is about a 300-foot-long underground thing underneath the highway. I don't think it would be that expensive. I would like to see that explored first. I think it would help the environment and the city.

Thank you.

MS. GOODWIN: Thank you, Mitch.

Pete? Pete Percira followed by Bill.

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MR. PEREIRA: Pereira.

MS. GOODWIN: I'm sorry. I can't read your writing. Pereira.

MR. PEREIRA: Yeah. Pete Pereira.

9.A My thinking is that they have gone far enough with this, really. They should really fix the highway from where the freeway ends to Vallemar Boulevard. Get the traffic through here.

9.B And then as far as putting a -- they're talking about putting a median barrier in the middle, with planting. Don't do that. Because you know what happens when you do that? They got to stop and they got to work on this, and they got people working there. And all through the day and night and stuff, you always got traffic congestion. Because that -- besides, it's expensive to keep up that thing.

9.C Put a rubber cement barrier and let the traffic go through here and -- my thinking is that the main thing is get the traffic through and get it fixed for the next 30 years. And the way you do that is fix it from where the freeway ends to where Vallemar Boulevard is, and you'll get the traffic through there.

Thank you.

MS. GOODWIN: Thank you, Mr. Pereira.

Bill Meyerhoff. Bill will be followed by

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Mike Hicks, who will be followed by Mike Ferreira.

MR. MEYERHOFF: Hi. Bill Meyerhoff, board of directors, Chamber of Commerce. Also, repair facility owner.

I'm a product of the Terra Nova High School, local school system. Had a wonderful auto shop teacher that taught me a lot of life lessons. One of the most important things he taught me was safety first. And my focus on this project is safety.

You know, we have wonderful police and fire services in Pacifica, with dedicated, committed employees. It just doesn't do us much good if they can't get to those in need.

10.A

You know, this project is funded now. I'd hate to see us lose this funding and end up with nothing. As I understand, in -- a half-cent sales tax was implemented in 1998 to pay for transportation. I understand that Pacifica also voted in 2004 to extend that half-cent sales tax, with a 75 percent "yes" vote. Thus, the funding.

I think that we need to move forward rather than ignore the serious traffic problem we have. We need this project now. We need it for our safety. We need it for our citizens' sanity.

Thank you.

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MS. GOODWIN: Thank you, Bill.

Mike Hicks.

11.A

MR. HICKS: Yes, my name is Mike Hicks. And I've been commuting down to Silicon Valley for the last 18 years from here. I've gone from 7:00 o'clock in the morning to 8:00 o'clock in the morning to 9:00 o'clock in the morning.

I notice that, basically, when the school is in is when the traffic backs up. Otherwise, when school is out, it's not a problem.

11.B

Hey, I'm all for widening the highway. I think everyone can say that can be a good thing to do, but this is total overkill.

Now, I commute down to Silicon Valley, past 18 years, and I go down De Anza-Mathilda Boulevard, which is the main Sunnyvale boulevard from 280 to 101. I do that every day. It's four miles. It's 14 stoplights. There is Homestead Highway. There is tens of thousands of people that use that commuting that go to Google, Yahoo and Apple.

I can get through there, 13 to 14 minutes. Today I timed it, and I left at 5:00. It took me 13 minutes.

I can't understand why there is two damn stoplights up there, and it takes me more than that

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11.B cont.

11.C

12.A

just to get through Sunnyvale -- or Pacifica. And the reason why is because the Sunnyvale Department of Transportation have got that coordinated where all the lights will turn green, where you can constantly flow through. Why in the heck can't we get those two stoplights coordinated so you can flow through like De Anza-Mathilda Boulevard?

Now, there's another question. They have Highway 85. They spent over $50 million in 1995 putting in another lane there. But all that did was just stack up the cars, vertically to horizontally. And anyone who goes down to Silicon Valley knows you can go faster from 280 to 101 using the surface, Mathilda-De Anza.

You want to talk about emergencies, Jim or whoever you are? Don't use 85 to get a cop or an ambulance through there. Take it through De Anza-Mathilda. You'll go through there just like -- just like a breeze.

So, to me, I think it's overkill, for $50 million, to put this freeway in here.

MS. GOODWIN: Mike, time is up. Thank you.

Mike Ferreira, who is going to be followed by Tod Schlesinger and Laurie Goldberg.

MR. FERREIRA: Good evening, folks. My name

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is Mike Ferreira. I live in Moss Beach, but I'm here tonight in the capacity of conservation chair for the Loma Prieta chapter of the Sierra Club.

I spoke at the March meeting, and I expressed that the Sierra Club has -- is skeptical about widening a project such as this. And I would have to say, now that I see this, I think we've gone well beyond skepticism.

We will comment in writing by October 7th as to our objections to some of the aspects. But, for tonight, I think I really need to bring forward our disappointment in some of the process issues. The very fact that there have not been any public meetings, City of Pacifica, whereby the citizens can speak to their council or planning commissioners to give voice regarding this project. I've asked people in this town to tell me when there was a council meeting where they could do that, and the only thing that comes close to that is 1999. I find that utterly frustrating.

12.A cont.

Because our club has paid attention to Pacifica because it has good environmental citizens. We participate in the endorsement process. We endorse candidates, after interviewing. Have them fill out questionnaires. And we've already asked about this.

And I am immensely disappointed, the club is

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12.A cont.

13.A

immensely disappointed, that October 7th is right around the corner and we have not heard officially from the City of Pacifica what its position is. Pacifica has permit authority, under the Coastal Act, for the portion of this project that is in their local coastal program. Your city should be engaged, publicly and with you, on this project.

That's my primary comment for tonight. We will comment further by October 7th.

Thank you.

MS. GOODWIN: Thank you, Mike.

Tod Schlesinger? Has Tod left? Oh, there he is. Okay. Because I knew I saw Laurie on the on-deck circle. So --

MR. SCHLESINGER: I'm next?

MS. GOODWIN: You're next, Tod. You're next.

MR. SCHLESINGER: I don't need a microphone, do I?

MR. GOODWIN: Yeah, you do.

MR. SCHLESINGER: Yeah, Tod Schlesinger, Linda Mar.

So a few facts and some questions. Because the emotion is nice, but that isn't going to get the job done. So let's deal with some facts.

Is it true or not true that the money that

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13.A cont.

13.B

was allocated for improvements to Highway 1 was originated in 1988? That's my understanding. So you do the math. You got 22 -- this is 23 years later. This is no different than the quarry, the old wastewater treatment plant. Nothing gets done.

So let's look at some alternatives, to mitigate. Because, remember, the tunnel is going to be done before we're going to be done, to get -- if we're done in 2015. It's my understanding is that if this project goes, it will go in 2015.

But here is my questions. Are we going to close the Fairway crossing? It's dangerous. It doesn't serve any purpose.

Are we going to agree that at some point we may utilize the two bus turnouts, one in front of Eureka Square and one in front of Sharp Park, going north and south, that could be ingress and egress?

Are we going to fix the Manor overcrossing?

Are we going to have the onramp at Milagra?

And are we going to coordinate with the school district to get rid of the ridiculous entitlement? Ron Paul just said "endless entitlement." You can't have it, people. You cannot have endless entitlement. You can't have people in Manor and Fairway bringing their kids down to Linda Mar and vice

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13.B cont.

13.C to 13.F

13.G

14.A

versa. It's ridiculous. It's an entitlement that has to go. It's contributing to the traffic, and there's no benefit.

So the questions I'm asking are: Is there a backup plan to mitigate some of the traffic in the event we don't get this? Are we going to close the Fairway crossing? There's no need for it. Are we going to coordinate the signals? Are we going to work with the schools? Are we going to do the Milagra onramp? Are we going to do the rest of the things that we could have and should have done? And then we wouldn't have had this huge impact.

You know, it's the old FRAM filter story, people. You pay $5 for the FRAM filter; you're fine. You don't; it costs you $5,000 to fix your car.

So who do we have to blame for this fiasco? Only ourselves.

Thank you.

MS. GOODWIN: Tod.

Laurie Goldberg followed by Sabrina Brennan followed by Courtney Conlon.

MS. GOLDBERG: Wow. Tod, you really made sense tonight. That was really good. I like that.

I do not like this project. I do not want to see it happen. I think it is a waste of money, like a

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14.A cont.

lot of people said.

I don't like all these suit people. I'm not sure where all these suit people live. I doubt it's in Pacifica. And all this money for these people to be here and cookies and water, whatever.

14.B

I live in Vallemar. I -- it's amazing. I don't know where some of these people who are talking come from. Because when school is out during the summer, there is no traffic problem in the morning. And there's little traffic, probably, in the evening. A lot of it has to do with the schools.

14.C

The timing of the lights is awful. It's terrible. Why are we not talking about that?

14.D

We're wasting money on this being shoved down our throat. I don't know why Caltrans wants to do this. I'm sure the Chamber of Commerce has their own personal feeling about this. They probably want development so we can have more people in Pacifica.

Susan Vellone talked about businesses. Well, she's way in the back -- I think the Park -- in back of the Park Pacifica area. So if she had a business in Rockaway Beach, close by, where they had to move it, I'm sure she would not be supporting this. I'm sure she wouldn't be happy about it.

14.E

I really -- and I agree with the gentleman

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14.E cont.

14.F

14.G

1 talking about we haven't talked about carpooling. In
2 2030, how do we even know what kind of cars we're going
3 to be driving? What kind of transportation are we
4 going to be doing? We don't even know. We might be
5 having cars that float in the air. I mean, how do
6 we -- in 2030, we do not know what our transportation
7 is going to be like.
8 So I think it's ridiculous to say that this
9 is going to be the be-end, end-all for Pacifica. And
10 I -- I really hope that -- like someone said, the City
11 needs to get more involved, the City Council and --
12 like Tod was talking about, we have the lights, the
13 schools.
14 Tod, I was proud of you. You really made
15 sense tonight.
16 There's just a lot of issues that -- just a
17 lot of issues that are not being talked about. They're
18 trying to round this freeway through, and I don't want
19 to see retaining walls or sound walls put up. How
20 disgusting.
21 So that's all I have to say.
22 MS. GOODWIN: Thank you, Laurie.
23 Sabrina followed by Courtney, who will be
24 followed by Aaron Reif.
25 Sabrina.

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15.A

MS. BRENNAN: Hi. I'm Sabrina Brennan, and I live in Moss Beach. And I'm new to learning about this project, although I understand it's been dragging on for many years for you Pacificans.

So I have some questions tonight.

And I also want to mention that I am here as a representative of the Coastside Bicycle Coalition. And I'm going to hold up our new banner. We're going to be at the Half Moon Bay International Marathon tomorrow and also on Saturday. You are invited to join the bicycle coalition. You can find us on Facebook.

And I'd like to start by addressing the woman who works for Recology. And I believe she mentioned she's the president of the Chamber currently. I have a suggestion for her. I understand she has a hard time getting to work in the morning, and I suggest that she ride a bicycle.

Right now in Pacifica there is a need for improved bicycle trails. And it doesn't look like this plan really addresses those issues, and I'm concerned about that.

I asked one of the presenters, before the meeting started, if there are any plans for a striped bike line in this megafreeway project. And I learned that actually there is no plans whatsoever for a bike

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15.A cont.

lane. I find that a little bit hard to believe, but apparently that's the case.

So that's an area where I think there could be improvement. And I think that that can happen with or without this project. Hopefully without.

15.B

So I'm going to start with my questions. So I'm curious about the origin of this project. I don't expect anybody to answer these questions right now. I'm just going to ask them. So I'm wondering where the City Council stands on the project.

15.C

Next question: Have the planners considered a trail project as an alternative to highway widening? It seems to me that a trail project would help alleviate some of the traffic congestion, and it should be looked at as an alternative to the project.

15.D to 15.F

I noticed in some of the documents in the EIR -- in the draft EIR that a roundabout was included -- or two roundabouts were included and some options. Frontage road was an option. Various other things that were not even talked about tonight. Maybe those were talked about at previous meetings. But I would be interested in learning more about that.

15.G

Why isn't the bike lane included? That's the question.

15.H

What about ride-sharing as an alternative?

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15.H cont.

Where are the plans for ride-sharing?

15.1

And what about the plans for providing safe crossings for bicycles and pediatricians? I understand right now there is no plan for an overcrossing or an undercrossing.

Thank you.

MS. GOODWIN: Thank you, Sabrina. It looks like your questions have all gotten in there.

And I would just remind folks that we're here to comment on a document, not on each other. So it's more productive if you can focus on the document. The last couple of speakers have focused on the other speakers. And, really, this is all going to end up in print, so I would just remind you of that.

Courtney, followed by Aaron.

MS. CONLON: Good evening. My name is Courtney Conlon. I'm the CEO of the Pacifica Chamber of Commerce.

16.A

And I would just like to say that we definitely support well-thought-out plans that give a vision and a relevancy to Pacifica.

I have lived here myself 33 years. I live in the middle -- the back of the Valley, between Linda Mar and Park Pacifica. And I have been caught in traffic, just like all of us, coming from the south end of town.

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16.A cont.

All the way through -- once I get through, probably, Fairway Park. And if I had gotten to work 15 minutes earlier, yes, that would have been probably a good thing.

But traffic from 7:30 until 9:00 o'clock every morning, guaranteed -- when school is in, you can be guaranteed that you're going to be lagging and behind schedule. And when I look right at the car next to me -- talk about this being -- okay. We talked it being an economic issue. Yes, we do believe -- the Chamber of Commerce, we do believe this is definitely an economic issue. We also believe it's a safety issue. We also definitely believe it's an environmental issue. Cars that are sitting, idling. The emissions that they release into the ozone. Come on, folks. This is where we really have to understand what is going on.

And then let's talk about a health issue. I worked at Seton Medical Center for nine years, and the people that would come in from stress-related activities. Road rage is one of them. And the road rage that people experience when they are late, when their kids are late for school, when they're late for appointments, when they know that they're missing out on something that they -- yes, they should have left

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maybe a half hour earlier, but things happen in the morning sometimes that you just can't get out.

And I just want to say that I did write a letter in my column this morning, too, in the *Pacifica Tribune* -- and I'm just going to read you some excerpts -- that on behalf of the Pacifica Chamber of Commerce board of directors and myself, that "the widening of Highway 1" in finding a long-term solution is -- "between Rockaway and Vallemar" is about time. It is something that is needed.

16.A cont.

Those of us that have vision for Pacifica -- the tunnel will be coming in the next year or so. After that, the walking trail. The amount of people that will be coming to Pacifica during the summer, when school is out -- think about it, folks. We're going to be impacted.

So let's take advantage of an opportunity of funds that have been put aside for this highway widening.

Thank you.

MS. GOODWIN: Aaron followed by Connie followed by Gil Anda.

Aaron?

17.A

MR. REIF: Hi. I'm Aaron Reif. I live -- right here on the top is where I live. This hits me

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17.A cont.

close to home. And we talk about road rage, I live that far away.

MS. GOODWIN: Now, Aaron, this is being taped. So could you help us with some sort of designation of what that neighborhood is, for our --

17.A cont.

MR. REIF: Sure. I live in Rockaway. I'm about --

MS. GOODWIN: Thank you.

MR. REIF: -- one block away. I'm about one block away from the highway here.

All right. So, look, I'm the problem. The reason you can't get across the highway is because I'm a pedestrian, and I'm trying to get across that street like five times a day. I'm running, riding my bicycle. You know, things that everyone should be doing, but they're not. And I know because I'm out there.

17.A cont.

The reason your kids can't ride to school is because this road right here is super-dangerous, this path for them to take. So you can't cross them across the street.

I feel like, you know, who are the people in charge? You don't even know my town or my neighborhood. Do you live anywhere near here? I cross the street all the time.

This is a monstrosity. It does not belong

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17.A cont.

near my house. I have been here for 20 years. I went to high school here. I am going to die in this house in 50 years. This road is still going to be the same, I promise you.

MS. GOODWIN: Thank you, Aaron.

Connie. Connie Kelley followed by Gil Anda followed by Dana Martise. Martise (pronunciation).

Hi, Connie.

18.A

MS. KELLEY: Just so everybody knows, I really resented being called the gang of no. I really resent that. And I don't think we're a minority, either.

I live in Rockaway Beach. I have a few things to say.

How do you think six lanes will make it easier for fire and emergency vehicles? Because you'll just have more cars in the way.

18.B

What happened to the frontage road?

18.C

I have lived in various places, virtually all over United States in my life. I have been in Pacifica for 23 years. And I really don't see the need for this.

I drive and I take that every day. And you know what? It doesn't seem to matter whether I -- what time I leave. I still get to work at the same time.

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18.C cont.

And it's always within the same time period. But it makes a difference, my attitude, when I'm sitting in traffic. And I can wait that five minutes.

18.D

But I don't understand why they don't have a frontage road that local traffic, parents, could use to get up to Vallemar and up to -- around the Sharp Park area. So, when it's bad, the people who had -- all those people that they figure to come through the tunnel just because there's now a tunnel -- I don't know how we're going to get all that much more traffic.

I -- I just don't understand this. And I don't -- Chamber of Commerce we don't vote for. We didn't vote for this project. We do vote for the people that vote for other people, and I will remember this.

18.E

The speeds -- at least I -- you know, I ended up with a truck in my yard, 15 feet from my bedroom. You know, and they don't even monitor the vehicles that are out there now. They have -- a lot of trucks come roaring down Fassler that are not supposed to be there. Tractor-trailer, overloaded dump trucks, which end up next to me in bed almost. I mean, I really don't appreciate that.

The tunnel will not cause an increase in cars. I go up and down the coast. I have Moss Beach,

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18.E cont.

1 everywhere, all along the coast.

2 So, anyway, firefighters will do better with

18.F

3 a frontage access that can be designated emergency road

4 when needed.

5 You know what? I don't want any of my

6 friends to stay at any of those hotels if they start

18.G

7 doing construction. And I don't think anybody would

8 want to stay any of those hotels. Let alone, who wants

9 to go to a business when you got construction dust

10 floating all over you?

11 I'm sorry. No, no, no. I am in the gang of

12 no.

13 MS. GOODWIN: Connie.

14 Gil Anda followed by Gil -- I'm sorry. Gil

15 Anda followed by Dana followed by Mary Keitelman.

16 MR. ANDA: Good evening. I'm Gil Anda, and

17 my family owns a lot that is going to be acquired in

18 the event that the highway is widened. And it has been

19 encumbered since 1978. And, as far as I'm concerned,

19.A

20 that means that way back then, the necessity was, you

21 know, noticed, that we needed that property for the

22 highway widening.

23 And one unique thing about this highway that

24 differentiates it from -- you know, like over 101:

25 This section of highway doesn't have any alternative

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19.A cont.

frontage roads to go in case it gets blocked.

And I can remember two incidences, where a friend of mine was three hours late coming to dinner because there was an accident. And then also this one time I was like halfway down Sharp Park Road and traffic was completely stopped, and I heard a siren. And it was an ambulance. And it was coming right down the middle of traffic. Everybody kind of had to move zipperlike, you know, out of the way.

So I don't doubt the necessity of fixing the situation.

19.B

One other thing I would like to point out is that among the arguments used against it was generated traffic, induced traffic. This comes from a couple of studies. I believe it's Sightline Institute and Victoria Institute.

19.C

Yes, by all means, I think that this should be examined when we do an EIR. But it should be applied evenly across the board to our alternatives like, you know, synchronized traffic lights. I don't know if they're being applied right now or not.

19.D

But, in other words, what induced traffic is is it asks the question, is this highway going to become obsolete anytime soon. And so -- you know, we should ask that question in an EIR. We should ask it

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19.D cont.

of all the alternatives. And, as far as I'm concerned, this is becoming obsolete as it is, and it will definitely become even more -- ever more obsolete because we -- you know, as somebody pointed out, it's not just Pacifica traffic. It's traffic from north and south of Pacifica.

19.E

And one last thing. Someone mentioned, you know, why are we wasting money on this -- okay. Let me go quickly. Earlier today Barack Obama stood by this bridge. It's a capital project. It's something that will be used to help bring this country out of a recession. And this is a capital project. And I stand with Barack Obama with that.

Thank you.

MS. GOODWIN: Gil.

Dana followed by Mary Keitelman followed by John Curtis.

20.A

MS. MARTISE: I am opposed to the widening of Highway 1. Building more roadway does not solve traffic problems.

I lived in Atlanta from 1968 to '78 and then again from '87 to '95. When I lived there the first time, Atlanta had beautiful neighborhoods because it made a concerted effort to conserve its trees and keep as much greenery as possible. When I moved back,

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20.A cont.

Atlanta was well on its way to becoming the L.A. of the East. It could not chop down its trees fast enough to make room for more housing and more roads.

In particular, Georgia 400 was built. Since Atlanta was expanding so rapidly, Georgia 400 was going to alleviate the congestion coming from people living in popular northern suburbs. The road was built through some of the loveliest neighborhoods in Atlanta. The congestion was not alleviated. More people moved into the northern suburbs, and the road continued to be jam-packed with cars.

Road widening does not solve traffic problems. In the short term, it creates more traffic as the widening takes place. Once completed it invites more cars onto the road, so you wind up where you started. Road widening is regressive. We need a progressive plan to move more efficiently into the future.

20.B

The original widening of Highway 1 bisected the town of Pacifica, helping to turn Palmetto Avenue into a ghost street and making Pacifica just a means to get somewhere else. Half Moon Bay has been able to maintain its image as a charming destination spot, while Pacifica is the middle part of getting from Point A to Point B.

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20.C

No more widening, please. Other solutions to congestion on Highway 1 should be considered.

Thank you.

MS. GOODWIN: Mary Keitelman followed by John Curtis followed by Kathryn Slater.

Mary.

MS. KEITELMAN: Hi. Let's see. I request that a more serious look at the citizen requests for alternatives be addressed. So I would like for a cost/benefit analysis of these following items -- which I'm going to list some of them; there is others -- be done by an outside consultant firm that is a recognized professional in these types of studies.

21.A

And those types of things that we don't really hear here are added bus service around the commute hours. I actually commute to Oyster Point every day, 13 miles. I'd love to use public transit, and I don't because there's not enough options around the time. Basically, there is one time and that's it. You miss it and it's another hour. I would like to see that same service.

I would like a cost study/benefit analysis for seniors and children as well. Our community is aging. Baby boomers want a place that is livable. I

21.B

would like to see small covered bus stop shelters, with

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21.B cont.

little benches, to make the bus commute easier and more comfortable and ordinary to use instead of an inconvenience, standing in the rain.

21.C

I'd like to see school scheduling. I live in the back of the Valley, and the commute is -- there isn't a problem when the schools are out. So just to echo what others have said.

21.D

I would like to see some competent traffic light timing performed. We live close to Silicon Valley. I'm sure there's enough talent nearby to find that.

I would like to see that turn signal rule for commute hours addressed.

21.E and 21.F

I like the idea mentioned earlier about an underground area for bikers and walkers. I would like to see bike paths throughout. As we age, we are not going to be in our cars. Especially when we get really old. We're still going to want to get out to our doctors, our lawyers, our friends, our library, the parks, out -- I would like to make one final comment. I'm not having enough time to do everything. I'll send it -- formal communication in writing.

21.G

This -- if we have enough -- more bus service, that will be long-term jobs for the community, which will add to the quality of life. Anybody who

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21.G cont.

drives a bus, it's a decent job. And it's somebody who is going to live nearby.

That same goes for all those bus shelters. Those are construction and maintenance jobs. Those add to the health of the community. What -- people are saying six lanes, but it's more like twelve.

MS. GOODWIN: Thank you, Mary.

John. John will be followed by Kathryn Slater, who would be followed by Dinah or Dinah (pronunciation) Verby. Dinah. Dinah Verby.

John.

MR. CURTIS: Hi. Thank you.

22.A

First of all, I'm insulted by Caltrans presenting us with a plan that is really only a variation. One is what color of park benches do we really want versus the other, the whole landscaping issue. Essentially, what they're doing is presenting you with two freeway plans and saying, If you don't take this, then you get nothing and it's going to be your fault. It's that easy out.

It's that same arrogance that compelled Caltrans, during the Devil's Slide cascades, and led the public to have to take Measure T to the vote. And, by the way, Pacifica did vote for the tunnel. It took decades to stop Caltrans on 380 in this town and get it

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22.A cont.

22.B

22.C

unadopted. There is a long litany of abuses.

I would like to correct something that I think a lot of people aren't clear about. The council -- City Council is very limited at this point -- and the Planning Commission -- about what they can do and say as an official body, because they are not the lead agency. The EIR has not been certified. There will come a time, but it's not right now -- I don't believe so -- in normal process.

The thing that -- a couple of things that bother me here is, you'll notice that they're bridging -- by the way, we fought the 380 because we didn't want to be just an off ramp to Half Moon Bay, you know, just to breeze on through, which was basically what happened with the northern portion of town and the freeway that killed Sharp Park.

This is going to severely hurt businesses of Rockaway Beach, making it very difficult for anyone to turn in that want to manipulate their way in there. I can't understand why the Chamber is slitting the throat of some of their members. For what reason? I don't get it.

You notice that the plan bridges a portion of the wetland and then puts these massive retaining walls along the west side of the road.

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Now, when this all first started, I had talked to Joe Hurley years ago about an alternative that I thought would work.

22.D

The real problem here, by the way, is not Fassler. It's Reina del Mar. And anyone who's a commuter knows that you can't pulse enough people through the intersection. That's why people are trying to get down Fassler and -- okay.

So, my point is, there are alternatives.

22.E

I tried to get the Calera Creek daylighted as part of this project, because that's the way God created it, to restore habitat. They said, for a while, this was not happening. After a while, they said, Well, there's no habitat now.

22.F

Yet Fish and Wildlife met with the City of Pacifica. I was there. Several people, council members and other people in the audience, were there. And they determined there is significant habitat over there and made the police station put that habitat in.

So what's being done here is things are being manipulated.

MS. GOODWIN: Thank you, John.

Kathryn followed by Dinah Verby followed by William Leo Leon.

Kathryn.

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23.A

MS. SLATER CARTER: All right. My name is Kathryn Slater Carter, and I want to thank everyone for attending this public hearing and having the public hearing. I've been to previous hearings on this. I will note that I was not notified of this hearing except by Mary Keitelman, who sent me an e-mail.

I have commuted this route since I moved to Montara in 1978, working in Daly City. I own an office building in the north end of Pacific Manor.

23.B

I think there is a bunch of red herrings about this being the only alternative for safety. And I agree with Mitch and many of the other speakers. I think that the alternative of bad or worse is asking for a third choice.

23.C

I think we need to make it scenic. I'm surprised that the Chamber of Commerce is talking -- is allowing sound walls and retaining walls. This is not scenic.

23.D

And I do know about visibility of businesses. And we businesses will die if people can't see it and can't access it adequately. It has enough problems as it is.

23.E

Why not engage the same consultants who have been working on the midcoast? And their recommendation has been to put in -- instead of stoplights, to put in

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23.E cont.

23.F

23.G

23.H

roundabouts all the way from Moss Beach through El Granada and possibly into Half Moon Bay, instead of stoplights. That keeps the traffic moving and allows people to -- to move along.

My experience, like others, is that the northbound morning congestion is the worst during school. Perhaps some special turn lane to get people into the school from the highway and then back out again would help.

But what I see the plans are is that you're going to have people racing to get from the three lanes into the two lanes so they can be fastest. This is simply going to be a wider parking lot.

I suggest also that folks here, including the City Council, write to the Coastal Commission and support limited growth for the San Mateo County Local Coastal Program update which is in process. It's supposed to be finishing right now. It will take the housing down from upwards of 200 houses a year down to 40 a year. This will help with the traffic problems too. Don't continue the original bad plan.

Thank you.

MS. GOODWIN: Thank you, Kathryn.

Dinah. Dinah Verby followed by William Leo Leon followed by Alice Whealey.

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MS. VERBY: Hi, Dinah Verby. I live in Vallemar. I am admittedly coming into this process fairly late, I think, compared to a lot of you.

And I still have not completed my review of this draft EIR, but I do have a lot of concerns. One of them being for the businesses, for our local businesses. Because I was really troubled by the response I heard earlier about the impact of revenue loss on some of our local businesses who will be impacted by this project.

24.A

And the response was, they're going to have to wait until the project is over -- which I believe is going to be at least two years or longer -- before they can even submit a claim for potential lost revenues. Well, I don't believe most businesses will be able to survive for two years and wait and see if they might be compensated later on. And, if I were a business, I would really, really be seriously concerned about that.

Other issues I have are, again, with the process. I mean, I know there have been some public meetings. I'm also concerned that there does not appear to be a point in the process that I know of, before certification of the final EIR, where our city will weigh in as a city, as a -- an elective body, with comments. Whether they have technical jurisdiction,

24.B

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24.B cont.

whether they're the lead agency or not, I really think that our city representatives owe it to the public to conduct a public hearing.

24.C

And, for that reason, one of my main comments tonight is I would like to request that the public comment period for this project be extended. Not only because there are a lot of folks who really are still clueless and have no idea what's going on but because I really do believe that our elected city officials should be weighing in on this process. To say that this is the biggest project that is going to be hitting our city in decades and to say that there is -- there is nothing to be done until after this process is finished and the EIR is certified is extremely troubling to me.

24.D

I myself have not decided whether we need to widen the highway, but I am concerned that there are better alternatives.

24.E

I'm aware of a study, a conflicting traffic study, which shows traffic levels at B and C during morning and evening peak hours. And that's the Oddstad Assisted Living Center project. That says, to me, that there's a conflict in the data that is being relied on. There is a serious inaccuracy in the data that is being relied on to support the whole premise of this project.

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24.E cont.

That definitely needs to be studied further.

Thank you.

MS. GOODWIN: William Leo Leon followed by Alice followed by Pete Shoemaker.

MR. LEON: Hello. I'm Leo. I just want to say that I'm in favor of finding solutions both for traffic congestion in Pacifica but also for the entire coast.

And what that means is -- like most people, I worked my whole working life. But the last three years of my career I was fortunate to work in El Granada, living in Pacifica. So I kind of had the reverse commute, from Pacifica to El Granada.

25.A

But many times, because -- I was retired as a Postmaster. We would have meetings in San Francisco. And I would be coming up from El Granada through Pacifica, where I originated, born in San Francisco. And what I noticed was single-driver cars lined up all the way up Devil's Slide, coming into Pacifica during the commute time and then backing up from Fassler all the way down to Linda Mar Boulevard.

The reason I say that is because I really think we need to look at the traffic from a regional standpoint. We're trying to fix a regional problem with a local solution. We really need to have the

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25.A cont.

25.B

25.C

25.D

1 whole region participate in this solution. And we need
2 to know the traffic contribution from the south and
3 from Pacific separately and independently so that we
4 can determine what kind of actions we need to take,
5 intelligently, and what kind of initiatives to come up
6 with. We can't just rely on a local traffic study. We
7 have to expand our view and have a more realistic view
8 of what the situation is.
9 As the earlier speaker alluded to, I'm aware
10 of a peer review traffic study, much more current than
11 what we're relying on here. A peer review -- so it has
12 been looked at that has improved levels of traffic
13 service. That tells me we need more current data. We
14 need to expand.
15 Now, as far as the EIR, I think it's kind of
16 in conflict with itself. I'm just going to read one
17 portion of S.3.
18 Okay. S.3. "Improve peak-period travel
19 times along" Highway 1, "at a reasonable cost, while
20 avoiding or minimizing impacts." One of the problems
21 with EIR is it doesn't give you the dimensions.
22 Currently, the roadway is 66 feet. One alternative is
23 128 feet wide. The other is 144.
24 So, what I'm saying, basically, is how can we
25 add cost to a project and increase the take of habitat

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25.D cont.

25.E

and business space and roadway frontage for the sake of a median? It just doesn't make sense. Why would we do that? All of Highway 1 is under consideration as a scenic highway. Do we need to be planting trees or shrubs?

MS. GOODWIN: Time's up. Thank you.

Alice. Pete Shoemaker followed by Steve Sinai.

Alice.

Pete, if you could get ready. We still have many speakers, and we're getting very close to our adjournment time. Thank you.

MS. WHEALEY: I live in Pedro Point. I was forced to take my child to Vallemar, first year I moved here, because Cabrillo was not open. I have also commuted along the road. So I know what I'm talking about.

26.A

The congestion on Highway 1 is caused mainly by the traffic lights from Linda Mar to Reina del Mar, not by the width of the road. This is shown by the fact that traffic moves along much better once the cars head north of Reina del Mar, even where the road is only four lanes. So adding lanes on either side is not going to solve your problem.

26.B

It's absurd to spend this much money and

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26.B cont.

cause this much environmental and social disruption to simply add a lane on either side. If you're going to spend that much money -- or possibly more -- and cause that much disruption, it should be a project that will actually relieve congestion. And that would require getting rid of some of the traffic lights.

26.C and 26.D

If Caltrans refuses to get rid of the lights -- especially at Reina del Mar, if not some of the other intersections -- a school bus would be a much cheaper and better solution. As everyone has observed already, traffic is far better when school is not in session and parents are not competing with commuters to get along Highway 1.

Someone also brought up the issue of taking away this -- you know, the possibility or the -- being forced to -- parents having to take their kids all the way across the city, causing problems to commuters as well as themselves.

26.E and 26.F

So, all of the alternatives. I heard frontage road. I don't know much about that. But definitely a school bus would be a far superior, cheaper alternative, if you're going to be cheap.

26.G and 26.H

But, if you want to spend a lot of money, you need to do something about the lights. Adding lanes on either side is not going to relieve your congestion.

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26.I

And, of course, as everyone has pointed out, it causes a lot of environmental and social disruption.

MS. GOODWIN: Thank you, Alice.

Pete Shoemaker followed by Steve Sinai followed by Julie Lancelle.

27.A

MR. SHOEMAKER: I think we have a problem we have to deal with. I think doing nothing is not an option. We can't stick our heads in the sand. We need a process that is sane, that is reasonable and lets people think that they're being well represented. I want to focus on that.

So just a question. The -- Caltrans is the agency that is responsible for issuing the EIR report, correct? Caltrans is the issuing agency of the EIR? Caltrans is also the certified agency of that same report, correct?

MS. GOODWIN: That's correct.

27.A cont.

MR. SHOEMAKER: Does anybody else here see a conflict of interest? If I was in an election, would you have -- would you feel comfortable at that point with people in the election counting the votes? This violates any kind of reasonable sense of fair play, and it -- can you see, from our point, that we feel like our comments are just going to be like, you know, invalid or not viable?

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27.A cont.

And so the process itself, if it continues this way, is just going to raise the hairs on everybody's head. So it violates any sense of reasonableness that the same agency that certifies this thing -- and it feels very much like a ramrod. If you're going to do that to us, you're going to get really big, strong, organized opposition to it.

27.B

So nobody wants it. We've been through it too many times.

So I need to have you address this process to us. Common sense. Person to person. Sit down and have a beer with me. Because this is a fair process because -- and Pacifica (inaudible) Planning Commission and the city. And, yes, we do have a voice. And then we can probably work something out and sanity will prevail. Otherwise, we're going to have a pitched battle that you know how it's going to go. And Caltrans does not have a good record on pitched battles here.

Nobody wants it. And so talk to us -- person to person, adult to adult -- why this is a fair and reasonable process, and we'll get somewhere.

MS. GOODWIN: Steve followed by Julie followed by Glen Baker.

And I still have about eight speakers. If

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there is anybody else, if you would please fill out your card now. Because we were scheduled to end it at 9:00. If I don't have too many more cards, I will go over and keep going with the three minutes. Probably -- right now we'll probably be adjourning at 9:10, if everyone is comfortable with that. But it -- we can't keep going all night. So, if you have a couple more speakers, please get them in now or just leave the card in writing with us this evening.

Okay. Thank you.

Steve.

MR. SINAI: Hello. I'm Steve. I'll go really fast.

I just want to say that I support this project. It doesn't necessary have to be a widening. Whatever works is fine.

28.A

But of all the alternatives I've been hearing -- I know that you can't have 80 buses going through with full -- you know, full carpools aren't going to work. Nobody works 9:00 to 5:00 anymore. Issues like that.

Building trails? We have enough trails. How is that going to reduce the traffic?

28.B

I -- personally, I live north of the problem. I will not go south during commute hours, which means I

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28.B cont.

1 won't purchase Denny's or I won't go buy two dozen
2 doughnuts at the doughnut shop at Linda Mar for my
3 coworkers.
4 You know, it's just been years and years and
5 years since we've done anything to help businesses in
6 this town. I have been -- there are a lot of the same
7 people -- I think there are a lot -- I see the same
8 people who were complaining just several years ago
9 about how fast traffic was on Highway 1 now saying
10 traffic is not a problem at all. I'm hearing people
11 saying things like, There's no traffic going through --
12 coming through the tunnel, so we don't need this.
13 Other people are saying, Oh, traffic is going to be
14 jammed coming through the tunnel. You know, just the
15 nonsense with all of this stuff.
16 Most people read the EIR, and a lot of their
17 concerns are addressed in that. A lot of the
18 alternatives that I'm hearing were already taken care
19 of.
20 Again, we can't -- we need to do something to
21 improve this town. We just laid off a bunch of city
22 employees. You know, we can't just go bankrupt.
23 That's it. Thanks.
24 MS. GOODWIN: Steve, thank you.
25 Julie. Followed by Glen Baker followed by

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Theresa Dyer.

MS. LANCELLE: Hi. Thanks very much.

I just wanted to just give a little history. Someone said something about how this project kind of was based on a project from 1988. But, actually, the project in 1988 was an extension of the freeway all the way through Rockaway Beach Avenue, with an off ramp and onramp to accommodate a big development there. So this is different than that project. Thank God.

And -- but, nonetheless, I want to -- I want to just say the following. You know, I -- I would like to see Caltrans and the Transportation Authority work with the local community and take some of this vast amount of money and spend it on facilitating a public process in Pacifica to engage and discuss the issue. This highway has always been a big issue for us, and I think we can figure it out. A lot of good ideas have come up tonight. But we do need to have a process. We always seem to be at the effect of decisions that are made for us with regard to this. And I really want to ask Caltrans and the Transportation Authority to engage us in something that may be new for them but I think would be very productive. There have been, in other communities, at other times, community dialogues, which are very inexpensive compared to the project price tag,

29.A

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29.A cont.

to address the issues that people are bringing up tonight.

Because we do actually have a safety problem on Highway 1, on that stretch between Fassler and Reina del Mar. I don't know how many of you were out and about when there was the flood suddenly on Highway 1. I know I was in the Linda Mar Valley that day, and every road going out of Linda Mar was stopped. There was no way to get out. The traffic was completely stopped on Highway 1. And all I had to do was think about whether this was really a disaster, you know, how screwed I would have been and everyone else who was out -- you know, on the roads that day.

29.B

So we do need to do something about the shoulders there. There needs to be a solution. You know, because the shoulders right now are so small that they can't accommodate emergency vehicles. So that's a real problem.

The school transportation solutions, we all -- people have commented on the difference during the summer. The schools make a difference. We need to really engage and collaborate with the whole community and the school community to develop these solutions that people have brought up tonight.

29.C

And this is a unique opportunity. It's not

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29.C cont.

an engineering problem. It's a human problem that we need to solve.

Thank you.

MS. GOODWIN: Thank you, Julie.

Glen Baker. Followed by Therese Dyer followed by David Cole. And if folks could be ready.

Did Glen leave? Do you know Glen? Is he gone?

VOICE: Gone.

MS. GOODWIN: Okay. Therese Dyer. Is she still here?

David Cole, Todd Bray or Brat.

VOICE: Brat [sic].

MS. GOODWIN: Brat. Thank you. I wish I had an overhead. I think I -- he kind of quit right in there, the last letter. Brat.

Okay. Therese, you're on.

30.A

MS. DYER: Okay. It seems like at these congregations we always get the same people. All the faces are familiar, you know. I guess all the nobies show up, and the yesbies either approve it or stay home.

But I'm one of the yesbies. And I don't usually agree with Julie Lancelle, but I do tonight. Whatever she said. Okay.

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30.A cont.

Now, for all of you that live in Vallemar, Rockaway Beach or wherever your home is located, I invite you to come up to 1408 Crespi Drive, where I live. And I'll give you cookies and coffee and see how long it takes you to get from my house back to wherever you're going. Because I'm glad I'm not a commuter, I'll tell you. It's terrible.

And right now we're being selfish for our own personal views, where we live or where we work or what's inconvenient for us or what is good for the frogs or the snakes. We don't take the whole community in challenge. And, you know, we're like a 30,000 population. So I don't know where the rest of them are. They couldn't fit in here anyway. But they do write letters to the editor and other things.

And I'm a "yes" on this. If -- there were a lot of comments tonight, positive. And I'm sure they're going to get back with you.

But I'm just wondering how much money -- it's cost-productive -- that we're spending on tonight and all the other nights that we show all the film and everything else.

These gentlemen are not donating their time. They're experts. And that's who we should be going to for answers. And if they don't have them, well, then

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30.A cont.

the cart -- the cart's before the horse. Because they should have asked the people before they drew up the plans.

MS. GOODWIN: Thank you, Therese.

David Cole followed by Todd Brat followed by Remi Tan.

VOICE: Dave Cole gave me his time.

MS. GOODWIN: Okay. Did David leave?

All right. Todd, you're on. Followed by Remi followed by Dan.

Okay. We're getting awfully close. We're starting to lose focus here, folks.

I have three more cards. Does anybody else want to speak? Please get the card in, and that will be the -- right now our last speaker is Dan Haggerty.

Okay. Todd, you're on.

MR. BRAY: Okay. It's Bray, B-r-a-y.

MS. GOODWIN: Oh, it is. Okay.

MR. BRAY: Sorry about that.

31.A

So the traffic guys are aware of RKH Associates. They're like -- they do traffic stuff. You guys are -- the Caltrans guys are familiar with that. I was talking with Mr. Hopper, the "H" of that company, because they've just completed studies in 2011. I noticed, through your presentations tonight,

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31.A cont.

31.B

32.A

your most current data is only 2007. So they've just done this thing in 2011, and it was Level of Service E. So I think that's something you should think about.

I would also like to ask you to continue the public comment period for an extra four weeks or so, to allow the City to find out exactly what it is in all of this process here. Because it's -- the EIR identifies it as a cosponsor, but there's no paperwork to back that up whatsoever. So I'm asking, along with a couple of other people, to continue the process, the comment process, for a month or so.

MS. GOODWIN: Thank you, Todd.

Remi followed by Dan.

Remi. Thank you.

MR. TAN: Yeah, I think Caltrans needs to look at these alternatives that they have dismissed a little more closely. It seems like there is a lot less costly solutions to widening the highway that may work.

And the first thing I can think of is adding more buses. And when I read that EIR, I couldn't believe they came up with something like 80 buses an hour, which is a bus every, you know, 20 seconds. I mean, just even consider that. It's a joke. But I think they need to actually consult with a transit engineer who understands public transportation.

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32.A cont.

Because it seems like, if you do six buses an hour, ten minutes between buses, or even 12 an hour, which is five minutes per bus, you could get a lot of commuters out of the cars. Because the bus is very convenient and a lot cheaper than driving, with gas at $4 an hour [sic], or parking down at whatever BART station. That is something to consider.

32.B

The other thing to look at is the school district. That school, Vallemar, down in Reina del Mar -- the school starts exactly at the peak of rush hour, where everybody is leaving, trying to get to work in San Francisco, predominantly, at 9:00 o'clock. So we need to work with the school district to try to shift the timing of the school start time out of that peak hour. And that is the only school that starts around 8:19 to 8:30. The other schools start at 9:00 o'clock, IBL and Cabrillo. So it's something we need to work with the community, with Vallemar school community and the district, to get that working.

32.C

And this doesn't cost any money. Either of those two solutions don't cost any money. Buses with enough ridership will pay for itself. Talking to the school district, nothing.

32.D

The other thing is, you know, you can look at timing the lights and getting it off this five-minute

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light cycle. That stops traffic for a very long time. I've seen them slip light cycles one minute. As long as the traffic moves, the parents can get into the school -- you know, in and out pretty easily. So you ought to try that and look at synchronizing the traffic lights.

32.D cont.

You go to San Francisco. You got -- down on Oak Street they're synchronizing. You can drive all the way -- halfway across town without stopping.

And these are cheap, easy solutions before having to widen the highway out to three lanes, which you know it's not going to work because past Reina del Mar it goes back to two and three and then two, down to one.

MS. GOODWIN: Thank you, Remi.

And the final speaker, unless I get another card in about a minute, is Dan Haggerty.

Dan?

33.A

MR. HAGGERTY: Good evening, everyone. Dan Haggerty from El Granada. I've lived there in El Granada for 22 years now and made the trip up and down this spot that we're talking about many times. Been stuck in traffic.

I -- I personally believe that there should be further studies on alternate traffic relief. I'm a

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33.A cont.

33.B

1 construction worker, and I certainly value a
2 construction job, in fact, right now. But I think that
3 there is quite another -- quite a large amount of other
4 projects that could also be construction-related that
5 can also relieve traffic on Highway 1.
6 One, for example, could be, you know, better
7 bicycle connectivity, trails, to get more people off
8 the road. And, you know, possibly a public
9 transportation bus system that can load up bicycles,
10 you know, and can ride there, load up and then get on
11 and, you know, do the travel and get off. And you got
12 a ride for the last mile, to wherever your destination
13 is.
14 So I think that studies along those lines
15 should be, you know, given more attention.
16 Thank you.
17 MS. GOODWIN: Thank you, Dan.
18 Okay. Seeing no other speakers, we stand
19 adjourned.
20 But, before we leave, I'm wondering, Yolanda.
21 There were a couple of questions about extending the
22 comment period. What is the process for Caltrans to
23 communicate that if the comment period is extended?
24 How would people know or how would that decision get
25 made?

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1 You want to come up and address the group?
2 MS. RIVAS: Like the handout says that you
3 got when you came in, the comment period is 60 days.
4 That is already 15 days beyond the statutory
5 requirements for the comment period.
6 And people are always welcome to provide
7 comments. But to see the -- your comment actually
8 published -- addressed and published in the document,
9 it needs to be in by October 7th. But you're always
10 welcome to submit comments, and you will get a
11 response.
12 MS. GOODWIN: Okay. Thank you very much.
13 You've been a terrific group tonight. I really
14 appreciate your respectfulness with each other and with
15 the process.
16 Good evening.
17 (Public meeting concluded at 9:04 p.m.)
18
19 -o0o-
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21
22
23
24
25

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I, NOELIA ESPINOLA, do hereby certify:

That the foregoing public meeting was taken down by me in shorthand, and thereafter reduced to computerized transcription under my direction.

And I hereby certify the foregoing transcript is a full, true and correct transcript of my shorthand notes so taken.

I further certify that I am not interested in the outcome of this hearing.

Dated: October 10, 2011

NOELIA ESPINOLA, NO. 8060

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1

STATE ROUTE 1/CALERA PARKWAY PROJECT

Notice of Availability of the Draft EIR/EA and Public Meeting & Notice of Availability of Project-Level Conformity

Thursday, September 22, 2011

PUBLIC COMMENT CARD

The California Department of Transportation (Caltrans), as owner and operator of State Route 1 and Lead Agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) has completed a draft Environmental Impact Report/ Environmental Assessment (DEIR/EA) for the above referenced project, which is sponsored by the San Mateo County Transportation Authority (SMCTA) and the City of Pacifica.

Comments should be received by 5:00 pm on October 7, 2011, and can be submitted via U.S mail, fax, or e-mail to:
Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4, Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Julie Thomas **Email:** jthmosaic@AOL.com

Address: 26 S Piedmont **Phone:** _____

Affiliation (if any): _____

COMMENTS:

_____

_____

_____

_____

_____

_____

_____

_____

_____

2

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111 Grand Avenue
Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Jennifer Ball **Email:** fingerpuppetsrock@gmail.com

Address: 1575 Grand Ave. **Phone:**

Affiliation (if any): for common sense

COMMENTS:

I moved here to support Pacifica's stand against developers and unnecessary construction.

Go Away.

3

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111 Grand Avenue
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thomas_rosevear@dot.ca.gov

Name: Jim Wagner **Email:** Wag5903@msn.com

Address: _____ **Phone:** 650-738-4900

Affiliation (if any): _____

COMMENTS:

Safety issues

4

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Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: SUSAN Vellone **Email:** fgissue@hotmail.com

Address: 65 Driftwood Ck. **Phone:** 650-355-3324

Affiliation (if any):

COMMENTS:

Traffic! Eminent domain / biz / fair market value + loss of revenue.

R.O.W.

5

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Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: eileen corey **Email:** eileenpug@att.net

Address: 155 Bonita Ave **Phone:**

Affiliation (if any): Our Family & Neighborhood of Valemar

COMMENTS:

5.E This is a bad idea. It will end up just causing more of a bottleneck.

5.F It will cause "freeway" noise & more congestion for people that live in Valemar, which my father has lived for over 45 years. This is backwards idea.

6

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Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

— Question

Name: Bill Collins **Email:** 94116bec@gmail.com

Address: 531 Johnson Ave **Phone:** _____

Affiliation (if any): self

COMMENTS:

7

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Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: CHRIS PORTER **Email:** _____

Address: 29 ALVISO **Phone:** _____

Affiliation (if any): CHAMBER OF COMMERCE

COMMENTS:

8

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Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: MITCH REID **Email:** ECOPOP@EARTHLINK.NET

Address: BOX 269 **Phone:**

Affiliation (if any):

COMMENTS:

I WOULD LIKE TO MAKE A COMMENT TONIGHT

9

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111 Grand Avenue
Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Pete Pereira **Email:** _____

Address: 16 Ortega Ct **Phone:** 650 359 0901

Affiliation (if any): _____

COMMENTS:

Owner of Property Valmar Station to Lumbergard.

10

STATE ROUTE 1/CALERA PARKWAY PROJECT

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111 Grand Avenue
Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Bill Meyerhoff **Email:** _____

Address: 66 West Manor Dr **Phone:** 650-993-6660

Affiliation (if any): Chamber of Commerce

COMMENTS:

11

STATE ROUTE 1/CALERA PARKWAY PROJECT

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Thursday, September 22, 2011

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Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4, Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Mike Hicks **Email:** _____

Address: _____ **Phone:** _____

Affiliation (if any): _____

COMMENTS: Environment & Traffic

12

STATE ROUTE 1/CALERA PARKWAY PROJECT

Notice of Availability of the Draft EIR/EA and Public Meeting & Notice of Availability of Project-Level Conformity

Thursday, September 22, 2011

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Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Mike Ferreira **Email:** _____

Address: _____ **Phone:** 650-563-4030

Affiliation (if any): Sierra Club

COMMENTS:

STATE ROUTE 1/CALERA PARKWAY PROJECT

Notice of Availability of the Draft EIR/EA and Public Meeting & Notice of Availability of Project-Level Conformity

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13

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Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: TODD SCHLESINGER **Email:** _____

Address: 1546 Victoria Wy **Phone:** _____

Affiliation (if any): —

COMMENTS:

14

STATE ROUTE 1/CALERA PARKWAY PROJECT

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111 Grand Avenue
Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov Laurie Goldberg

Name: ~~Laurie Goldberg~~ **Email:** Vallemar58 at sbcglobal.net

Address: 108 Vallecito Lane Pacifica Calif **Phone:** 650 738-2376

Affiliation (if any): None private very concerned citizen

COMMENTS: no widening is my position
The reason we have traffic problems is because of the schools and the timing of lights. We need more buses not widening the road.
If you widen the highway how about the houses
How about the environmental habitats.

15

STATE ROUTE 1/CALERA PARKWAY PROJECT

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Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Sabrina Brennan **Email:** sabrina@dfm.com

Address: 165 La Grande Ave. Moss Beach, CA 94038 **Phone:** 415-816-6111

Affiliation (if any): Coastside Bicycle Coalition

COMMENTS:

The Coastside Bicycle Coalition does not support the State Route 1/Calera Parkway Project as planned.

16

STATE ROUTE 1/CALERA PARKWAY PROJECT

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Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Courtney Conlon, CEO **Email:** courtney • pacificachamber.com

Address: 225 Rockaway Blvd. #1 **Phone:** 355-4122

Affiliation (if any): Pacifica Chamber of Commerce

COMMENTS:

17

STATE ROUTE 1/CALERA PARKWAY PROJECT

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Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Aaron Reif **Email:** a_reif@yahoo.com

Address: 480 Rockaway **Phone:**

Affiliation (if any):

COMMENTS:

* Green Phase is disrupted by Pedestrians twice @ Rockaway. I'm the problem!
* Current Pedestrian Impact (Forced to cross twice @ Rockaway)

17.B

* Future Ped impact w/ more lanes to cross (Forced to cross more lanes)
- Underlying Issue is this is where the freeway ends...

17.C

* Personal Impact - work done @ night will be too disruptive to my sleep.

- I am against any change.

17.D

- study in 2005 and 2007 for traffic count → 7 years old!
* green phase is disrupted by pedestrians!

18

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Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Connie Kelley **Email:**

Address: 492 Donaldson Ave **Phone:** 650 359-9113

Affiliation (if any): —

COMMENTS: NO WIDENING! I want to VOTE ON THIS!
Lining pockets with $52 Million (est.) for an UNWANTED project, especially when an access road for local traffic + emergency vehicles would suffice. Cloverleaf Insane, 30' wide median wasteful, this project would destroy all local businesses - No guests of mine would ever be staying near a construction zone like this and the excess noise + speed regardless of posted speed, 4 lanes to 6 to 4 to 2

18.H

DAS 4

19

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Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Gil Anda **Email:** _____

Address: _____ **Phone:** _____

Affiliation (if any): _____

COMMENTS:

_____

_____

_____

_____

_____

_____

_____

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_____

_____

20

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Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Dana Marquse **Email:** _____

Address: 655 Brighton Rd **Phone:** _____

Affiliation (if any): _____

COMMENTS:

opposed to widening of Hwy One
widening is a short term solution
to congestion on roads. Eventually
the congestion returns. need to
work on long term creative
solutions

21

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111 Grand Avenue
Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Mary Keitelman **Email:** mkeitelman@hotmail.com

Address: PACIFICA **Phone:** _____

Affiliation (if any): _____

COMMENTS:

22

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111 Grand Avenue
Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: JOHN CUPTE **Email:** —

Address: 903 OCEAN BLVD #100/PACIFICA 94044 **Phone:** —

Affiliation (if any): —

COMMENTS:

23

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Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Kathryn Slater Carter **Email:** KSC@sonic.net

Address: ~~33~~ PO 370321 **Phone:**

Affiliation (if any): Montara 94037
property owner, commuter

COMMENTS:

I support none of these alternatives. We need a solution that moves traffic - not one that creates an ~~[illegible]~~ area where drivers compete to see who is fastest leaving the light after the expanded parking lot.

24

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Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Dinah Verby **Email:** dinahv@earthlink.net

Address: 338 Reichling Ave **Phone:** 650-359-0836

Affiliation (if any):

COMMENTS:

Please extend public comment period, as many residents and affected businesses have not really been informed regarding impacts of the project.

25

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Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: William Leo Leon **Email:** Leo-Rollene@hotmail.c

Address: 768 - Edgemar Ave **Phone:**

Affiliation (if any): Planning Comm.

COMMENTS:

Regional Focus - Study
Concerns w/ alternatives
Size of Build, COST, IMPACTS, Loss of Business.
Envirom.
Suggest pursue another alternative

26

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Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Alice Wheatley **Email:** aaw216@hotmail.com

Address: 216 Stanley Pacifica **Phone:** 359-0514

Affiliation (if any):

COMMENTS:

The congestion along Hway 1 is caused mainly by the TRAFFIC LIGHTS along Hway 1 not the width of the road. This shown by the fact that traffic moves along much better N. of Reina del Mar where the lights END, even where the road is only 4-lane. It is absurd to spend this much money & cause this much environmental & social disruption to simply add a lane on either side of the lane. If you're going to spend that much money and cause that much disruption build something that actually will relieve congestion — a graded project that removes the traffic lights. If you're going

a school bus down parents.

27

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111 Grand Avenue
Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Rose Shoemaker **Email:** _____

Address: _____ **Phone:** _____

Affiliation (if any): _____

COMMENTS:

Approval Process

28

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Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Steve Sinai **Email:** ssinai@yahoo.com

Address: 450 San Pablo Terrace, Pacifica 94044 **Phone:** 650-359-8482

Affiliation (if any):

COMMENTS:

29

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Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Julie Lancelle **Email:** musizgal@knosys.com

Address: 224 Modoc Place Pacifica **Phone:** 650/355-2545

Affiliation (if any):

COMMENTS:

30

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Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: THERESE DYER **Email:**

Address: 1408 Crespi Dr. Pacifica **Phone:** (650) 355-9568

Affiliation (if any): 50yr. resident 2011-2012 Grand Jury

COMMENTS:

I've been waiting for 50 yrs to get an expansion, I live on Crespi & my sympathy goes to all the commuters every year

30.B

I have a question regarding the landscaping on hwy 1 looks terrible, how about a concrete wall or drought low growing shrubbery. How much does it cost to maintain all the cypress trees & fence growing shrubs?

31

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Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: TODD BRAE **Email:** _____

Address: 468 DONALDSON **Phone:** 650 355 6788

Affiliation (if any): SELF

COMMENTS: LOS E RXH CONFIRMED

32

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Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: REMI TAN **Email:** remitan@sbcglobal.net

Address: 555 FALCON AVE PACIFICA **Phone:** 650 355-2587

Affiliation (if any): Pacifica Green Building Task Force
Pacifica climate action task force

COMMENTS: NEED TO CONSIDER & TRY OUT LESS COSTLY & IMPACT OPTIONS 1ST

1. QUESTION CALTRANS ASSUMPTION THAT NEED 80 BUSES/HR TO MITIGATE TRAFFIC. SEEMS LIKE MORE BUS SERVICE AT 5-10 MINUTE (6-12/HR) IS ADEQUATE & OFTEN ENOUGH TO ENCOURAGE MOTORISTS TO USE BUS. - A TRANSIT CONSULTANT SHOULD REVIEW & PUT INPUT INTO EIR. ~~ALSO~~

2. MORE TRAFFIC LIGHT STUDIES NEEDED - 5 MINUTE LIGHT CYCLE AT REINA DEL MAR DOES NOT WORK - ~~STOPS~~ STOPS TRAFFIC TOO LONG. WHEN CALTRANS CHANGED TO 1 MINUTE CYCLE BACK UP DISAPPEARED. → CALTRANS NEED TO STUDY LIGHT TIMING & SYCHRONIZATION TO UNDAMAR

3. WORK W/ SCHOOL DISTRICT TO SHIFT STARTS TIME FOR VALLEMAR EARLIER OR LATER THAN PRIME (8-830) COMMUTE HOUR, FUND SCHOOL BUSES.

33

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Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: DAN HAGGERTY **Email:** COASTDEMDAN@GMAIL.COM

Address: 154 MADRID AVE HMB, CA 94019 **Phone:** 650-726-7835

Affiliation (if any): RESIDENT

COMMENTS:

PLEASE REQUIRE ADDITIONAL STUDIES ON RELEAVING TRAFFIC.

STATE ROUTE 1/CALERA PARKWAY PROJECT

Notice of Availability of the Draft EIR/EA and Public Meeting & Notice of Availability of Project-Level Conformity

Thursday, September 22, 2011

Did NOT Speak

PUBLIC COMMENT CARD

The California Department of Transportation (Caltrans), as owner and operator of State Route 1 and Lead Agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) has completed a draft Environmental Impact Report/ Environmental Assessment (DEIR/EA) for the above referenced project, which is sponsored by the San Mateo County Transportation Authority (SMCTA) and the City of Pacifica.

Comments should be received by 5:00 pm on October 7, 2011, and can be submitted via U.S mail, fax, or e-mail to:
Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4, Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: DAVID COLT **Email:** COLTS CONCRETE @GMAIL

Address: 411 HARVY WAY **Phone:** 650 222 3209

Affiliation (if any):

COMMENTS:

34.A

BULLSHIT School Buses

STATE ROUTE 1/CALERA PARKWAY PROJECT

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Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

Name: Glenn Baker **Email:** Glenn@gloras

Address: 244 Avalon DR **Phone:** Dennis 650 355-7[illegible] G 922-3576547

Affiliation (if any): NO

COMMENTS:

IM For A 3 Lane HAV For Road it lost Petal
IN Pape Tat out Some of Tree I Dot Thinks
Hed the is Tolly
Tree we Have A Lot o Rock
My Heres is Cloud in HMO A Two E Ilcan at do
You Think You Nea NAOTHER Loot OR Whi
I Dons is is Kite Bot what Clouds is?
22 I Dot Hen
Pat bam

35.A

STATE ROUTE 1/CALERA PARKWAY PROJECT

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Thursday, September 22, 2011

PUBLIC COMMENT CARD

36.A

Not On My Town Caltrans - This Isn't S.A.!
So Please Dump The Widening Project!

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Oakland, CA 94623
Fax: (510) 286-5600
thomas_rosevear@dot.ca.gov

36.A cont.

No more government waste like this - quit boondoogles and wasting taxpayers' money on pure bull poop!!

Name: Bettie A. Montague **Email:**

Address: 555 CRESPI DR-5205 PACIFICA, CA. 94044 **Phone:** 650-359-3392

Affiliation (if any): Pacifica Beach Coalition
Pacifica Environmental Family

COMMENTS:

I say Absolutely No to your proposed Highway widening project It's a boondoogle and costs Way Too much - $50 million + and will get ever more expensive as time goes by. It's especially insane in this down economy - Get Real Please!

36.A cont.

It's bad for the environment and threatens wetlands and endangered species It impacts residences and businesses along Highway 1 in Pacifica in a negative way It will be dangerous for pedestrians and bicyclists - it's too dangerous for pedestrians...!!

36.B
36.C
36.D