

May 9, 2000

To: Terry Burnes  
Planning Administrator  
Environmental Services Agency  
Planning & Building Division - PLN 122  
455 County Center, 2nd Floor  
Redwood City, CA 94063

cc: Supervisor Rich Gordon  
Bijan Sartipi, Caltrans  
Chris Kern, California Coastal Commission  
**Michael Schaller, Project Planner**  
MidCoast Community Council

**FAX: 2 pages**

**To: Michael Schaller,  
SMCo Project Planner  
650.363.4849**

**From: Chuck Kozak, Laura Stein  
MCC Members**

re: Your letter of March 7, 2000 to Bijan Sartipi of Caltrans regarding Highway 1 improvements in Montara and El Granada.

Dear Terry:

Chuck Kozak talked with Mike Schaller Monday night after the Agricultural Advisory Committee meeting, and Mike mentioned the current status of the Caltrans CDP applications for the Highway 1 improvements in Montara and El Granada. This reminded us to finish this letter, which we had started more than a month ago when we first received a copy of the above referenced letter. Mike mentioned that it was now planned to bring these applications before the Planning Commission on May 24th, so we thought it important to offer comments to the issues discussed in the letter.

As you may know, the MidCoast Community Council has been following these proposals closely since they were first submitted for review, and has had discussions of them numerous times at our regular and committee meetings. Highway 1 is the only way in and out of our communities - it is the only way to get from one town to another. It is the only way we get to work, get our kids to schools, go shopping or anywhere else beyond our immediate neighborhoods. MidCoast residents are naturally intensely interested in any plans for the Highway, and what effects it may have on our daily lives and future development on the coast.

First, we are disappointed that the Council was not informed of the meeting described in the letter, nor had any means of participation in this discussion, as well as subsequent meetings we understand occurred with staff, Caltrans, and the Coastal Commission. From the comments described in your letter, we do not feel that the Council's and our community's concerns and opinions were properly represented.

From its first review of these projects, the Council has requested that Caltrans provide an overall traffic plan for Highway 1 on the coast, so that we could better understand how these two projects relate to the total changes proposed for Highway 1. There are proposals for multiple traffic lights within the city limits of Half Moon Bay, there are large developments proposed for along the Highway (Harbor Village, new hotels & developments in Half Moon Bay), there is still talk of a traffic signal in Moss Beach, the Airport Master Plan contains expansion plans for Half Moon Bay airport that would bring heavy traffic demand onto that section of the Highway, etc. We need to know what the plan is for Highway 1 at buildout.

This information was also requested by Jack Liebster of the Coastal Commission in both his initial referral response of 11/23/98: "*... Are there other such signal projects planned? If so, they should be processed together to avoid 'piecemealing'. How will this (and other proposed signal projects) affect the capacity of SR1 to handle through-traffic re LCP policy 2.52 and 2.57(a)(3) and 2.57(c)...*" and in a follow-up memo of 6/11/99: "*... that as one element of related similar projects*

along the same facility (Hiway 1), the cumulative impact of all the signalization projects should be addressed."

In point 5 of your March 7 letter, you address the subject of Public support/opposition as relayed by Mr. Sartipi. We would like to point out that although the Council may have taken positions in favor of the *concept* of safety and traffic improvements in these two areas of the Highway, there has been substantial disagreement with the actual configuration of the proposed improvements. In particular, a community petition against the configuration of the Montara improvements was presented to Mr. Sartipi at our 12/8/99 meeting, when he presented the latest update on the projects. I see no mention of this petition, or other opposition in your report, and I gather from Mike's description of the current project configuration that few, if any, of the concerns (timing of the El Granada signal, impacts on businesses in Montara, alternate configurations, etc.) raised by community members at that meeting have been addressed. Copies of the videotape of this meeting have been supplied to both Mike Schaller and Supervisor Gordon.

The schedule of these projects, as described by Mike, leaves no time for the MCC to review the applications in their final form before the scheduled Planning Commission hearing on May 24th. It may be that our Planning & Zoning Committee could have time to review them at its regular meeting on May 17, but we cannot speak for the rest of the Council in making this determination. Mike did say that he would forward copies of the applications and plans to me as soon as possible. To facilitate what little time there is to review the completed applications, we would also request that the Council receive copies of the source materials described in your March 7 letter that Caltrans has agreed to supply to the County:

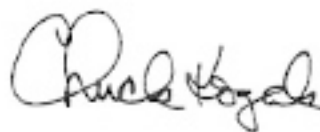
- additional documentation of Caltrans' CEQA/NEPA analyses and review processes,
- additional information as to the traffic and other problems the Montara project is designed to address and how the project has evolved to date, including various alternatives which have been evaluated and rejected and why,
- traffic data produced to clarify the source of traffic which creates congestion at the El Granada project and the potential contribution to that congestion of traffic generated by Mirada Surf, if it were to be constructed,
- summaries of the public involvement process to date for these projects.

We appreciate the County's diligence in following through on this process, especially in its continuing review of Caltrans' environmental documentation and CEQA analysis, and continued insistence on receiving substantiating data on traffic, wetlands, evaluated alternatives, analysis, and justifications to help the County with the permitting process. We understand that Caltrans has a deadline to get these projects into the funding process, and we would not want to see public safety jeopardized because of an incomplete public review process. Our personal opinion is that these projects, without adequate final review by the community and the satisfactory addressing of major issues and concerns, are likely to be appealed to the Board and, if necessary, to the Coastal Commission. This would only delay implementation of these projects and deny the coastal communities adequate and appropriate safety improvements to Highway 1. We will do what we can to facilitate a timely review, but with this tight of a time frame, we can't make any promises. Thanks for your time and attention.

Respectfully,  
MidCoast Community Council members



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