

MidCoast Community Council

P.O. Box 64 Moss Beach CA 94038

March 31, 1994

Honorable Tom Huening, President
San Mateo County Board of Supervisors
401 Marshall Street
Redwood City, CA 94063

Dear Supervisor Huening:

On March 23, 1994, The MidCoast Community Council held the last of a series of public discussions about the proposed Caltrans Devils Slide Bypass project. The meeting was well attended by MidCoast residents opposed to the project. No one in attendance spoke in favor of it. Caltrans, although invited to participate, declined to send a representative.

At the end of the public discussion, the Council voted 4-1 to oppose the Caltrans Bypass project, and to advise the Board of Supervisors that it is the community's consensus that Caltrans be urged to explore alternatives such as the Highway One Marine Disposal alternative. It was also agreed that Caltrans needs to be encouraged to participate in the public discussion and education process.

The sentiments of the council members echoed those expressed in a memorandum from council member Bob Brown, who was unable to attend the meeting due to his commitment to the City of San Mateo. It was agreed that Mr. Brown's memorandum should be forwarded to the Board, therefore, it is attached.

In summary, the MidCoast Community Council is on record in its opposition to the Caltrans Bypass, and requests that the Board of Supervisors take our community's opposition to this project into consideration. We appreciate your attention in this matter.

Sincerely,


Angela Meyer
Council Chair

copies: MCC
Hon. Ted Lempert

MIDCOAST COMMUNITY COUNCIL

Serving the Communities of
Princeton, El Granada, Moss Beach, Montara and Miramar

DATE: March 13, 1994
TO: MidCoast Community Council members
FROM: Bob Brown
RE: **Devil's Slide Bypass**

My apologies for missing the important March 23 meeting, but I would appreciate having this brief memo read into the record:

My Fellow Council Members:

I would first like to thank members of the Committee for the Permanent Repair of Highway 1 for their painstaking efforts to educate the Council and the community on this issue. I regret that Caltrans has been unwilling to offer us the same courtesy, which is unfortunate since so much of the debate about the road alignment centers on very technical engineering information and opinions.

I firmly believe that improvements are necessary to Highway 1, and have arrived at the opinion that the bypass over Montara Mountain is not a desirable alternative for the following reasons:

1. The proposed roadway alignment will scar the mountain in an unacceptable manner, including cut and fill slopes as high as 300 feet.
2. The proposed alignment will significantly impact the recreational experiences currently available in McNee Ranch and San Pedro Valley Parks, with the roadway bisecting many of the most popular trails in six locations and eliminating the open space value of the upper reaches of the parks.
3. The proposed alignment will place the roadway in the midst of the mist - replacing a narrow, winding road with one in frequent fog.

At this point I do not feel that the marine disposal alternative has been given adequate consideration from the standpoints of technical feasibility and fiscal prudence. I have experienced numerous situations where a particular engineering solution is pursued singlemindedly, with viable alternatives discarded prematurely.

I believe the Council should go on record as being opposed to the bypass over Montara Mountain, and urging Caltrans to reexamine the marine disposal alternative and to expend much greater efforts in public involvement and education than has been demonstrated in the past.