



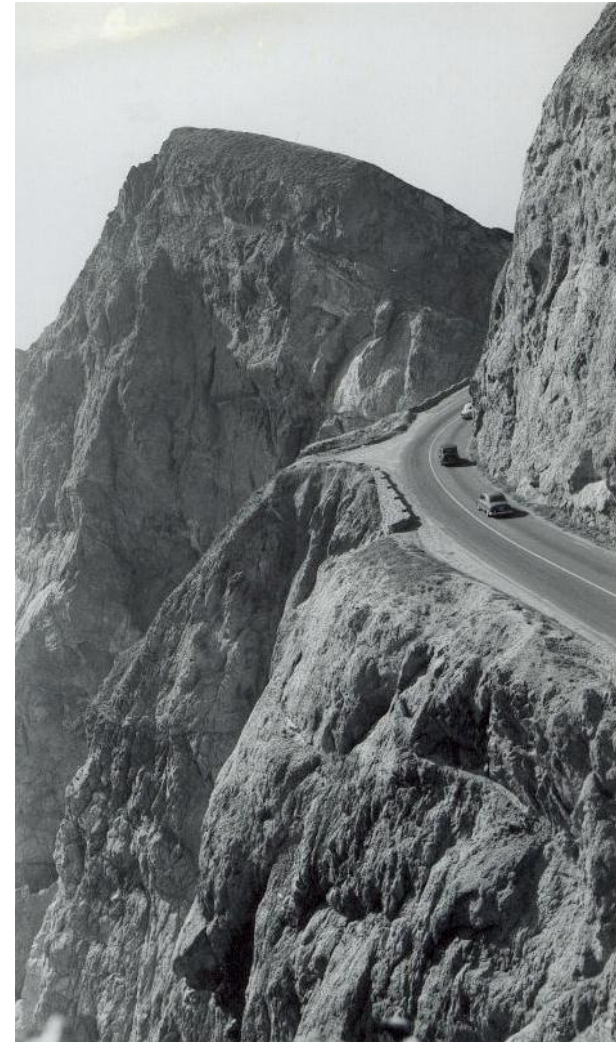
**CALIFORNIA COASTAL COMMISSION
DEVIL'S SLIDE TUNNEL PROJECT FIELD TRIP
DECEMBER 13, 2012**

The Devil's Slide Story

1937 - Two decades after the Ocean Shore Railroad gave up trying to maintain a rail line across the slide in the early 1900s, Highway 1 was built across the unstable Devil's Slide landslide.



1950s/60s – Continuing slips in the ancient landslide pushed road engineers to search for other solutions to keep Hwy 1 open, including the purchase of adjacent land to construct a 6 lane wide, 7.5 mi. long Devil's Slide bypass, over the mountain and behind the slide plane.



Early 1970s - A “freeway revolt” ensued; combined lawsuits filed after the passage of NEPA and CEQA, stopped the bypass when it was only several weeks away from starting construction.

1976 - During his first governorship Jerry Brown appointed Adriana Gianturco as head of Caltrans, and the agency's focus moved away from building new freeways, which moved to the back burner until the 1980s.

1978 - Thinking the bypass dormant, the CA Dept. of Parks and Recreation purchased the area surrounding the highway corridor for a state park (Montara Beach State Park, McNee Ranch segment).

1983 - After a lengthy Highway 1 closure, the bypass was resuscitated, emergency federal funds secured.

1985 - Caltrans submitted the bypass ("Adopted" alignment thru Montara) to the Coastal Commission, which denied it twice by a 6-6 vote.

1986 - The Commission approved a shorter modified bypass ("Martini Creek" alignment) by a 7-5 vote; litigation ensued.



1995 - Another major storm closes Devil's Slide



1996 - A tunnel feasibility study in 1996 showed that constructing a tunnel landward of the Devil's Slide landslide was possible.

November 5, 1996 - A County ballot initiative was approved by a 74% vote which designated the tunnel as the County's preferred alternative in the LCP ("Measure T" - the Devil's Slide Tunnel Initiative).

November 9, 1996 - Shortly thereafter, Caltrans agreed to support the tunnel.

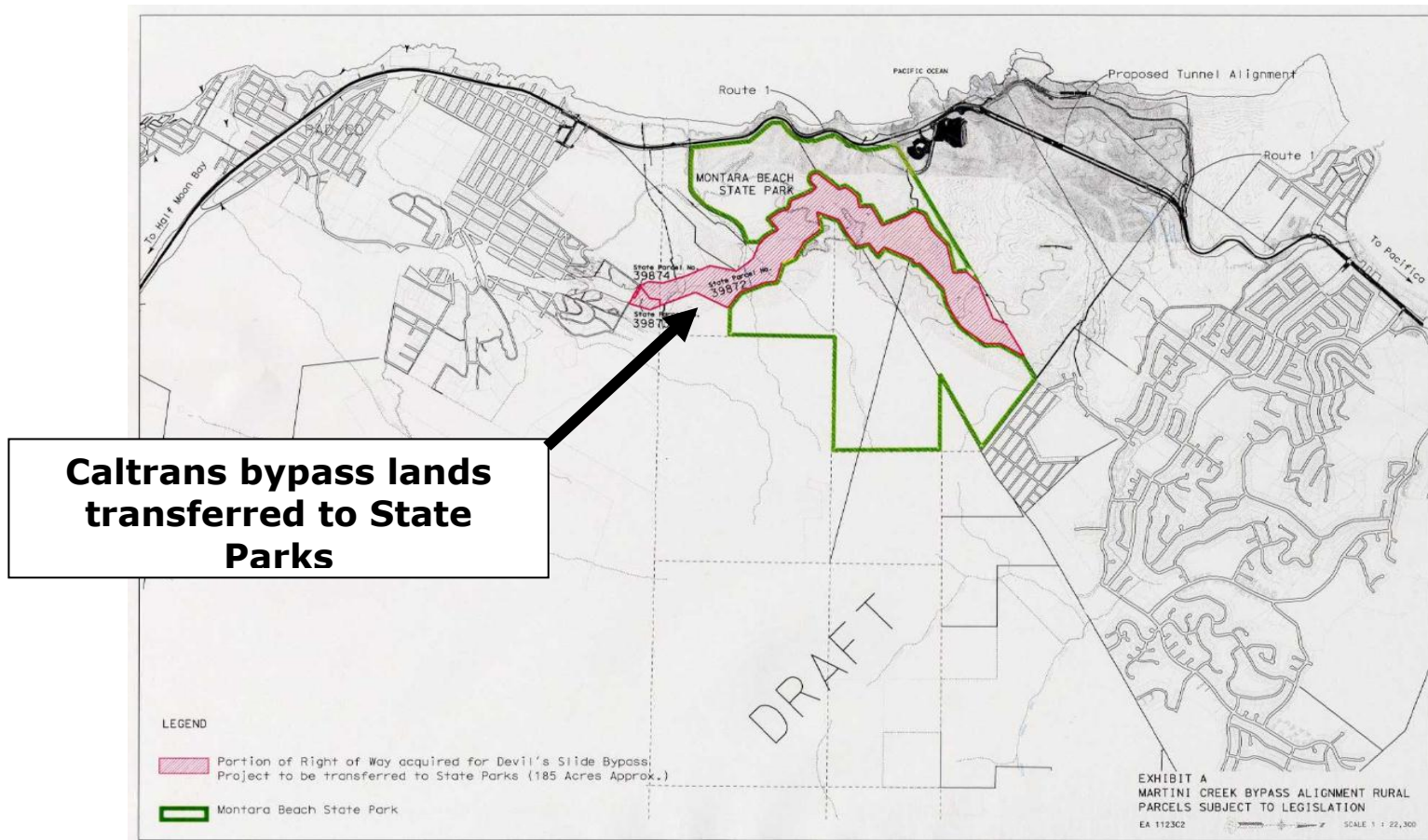


January 9, 1997 - The Commission certified the tunnel alternative as an amendment to the San Mateo County Local Coastal Program.

October 10, 2000 - The Commission concurred with Caltrans' consistency certification for the tunnel.

May 26, 2004 - The San Mateo County Planning Commission granted CDP for the tunnel. Commission staff worked extensively with County staff to continue their long term partnership in ensuring various Coastal Act policies, particularly public access and protection of environmentally sensitive and scenic resources, are implemented through the CDP. Although the County's action was appealed, on September 8, 2004, the Commission found No Substantial Issue raised.

2004 - Concurrent legislation passed to transfer portion of the Caltrans bypass lands north of Montara to State Parks.



The Ongoing Devil's Slide Tunnels Project

On **May 6, 2005**, Caltrans broke ground for the new tunnel.



Scenic Resources

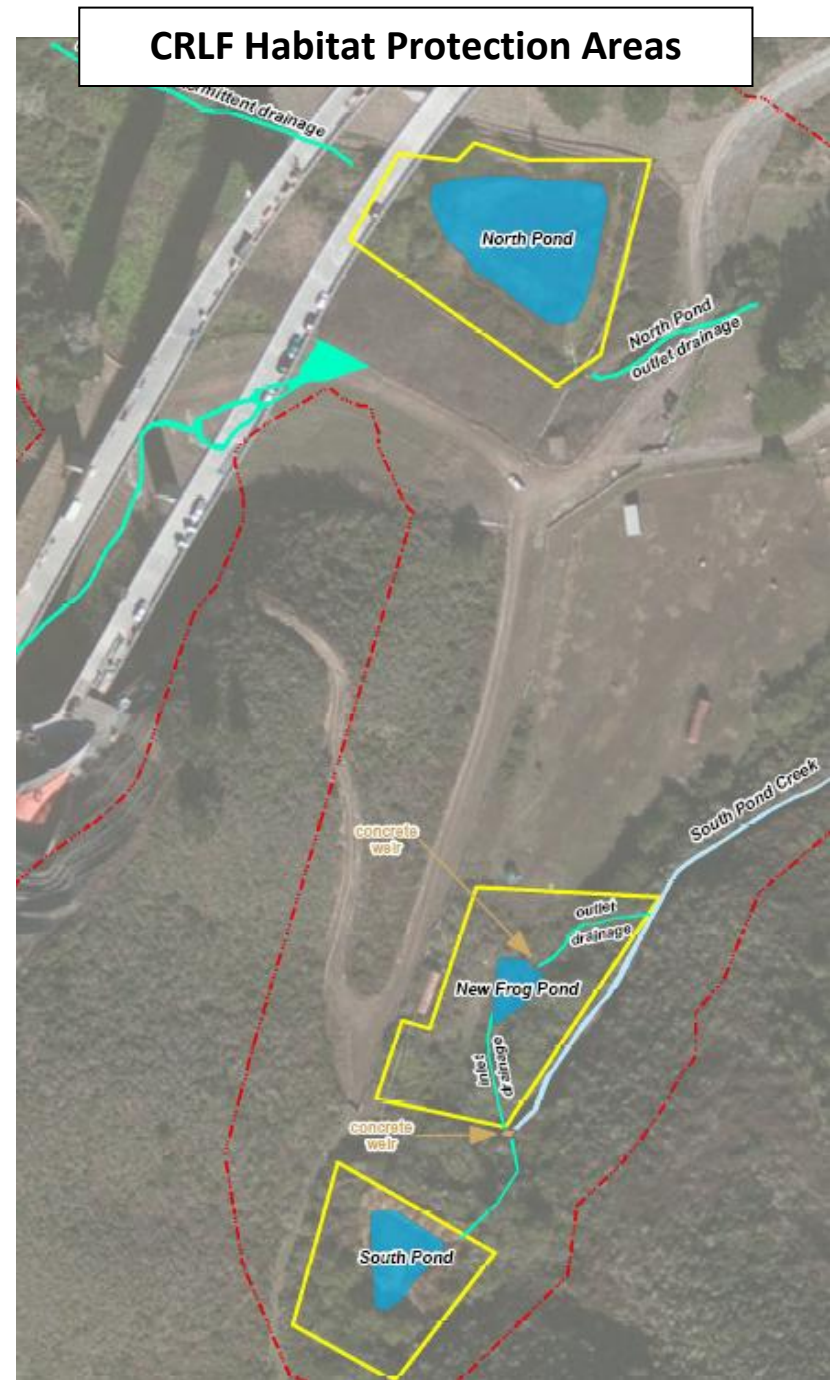
The Devil's Slide Tunnel Project includes several design elements to maintain scenic rural character of the area, including use of colorized and textured materials, sod roofs and some of the first see-through bridge railings developed through collaborations with the Commission.

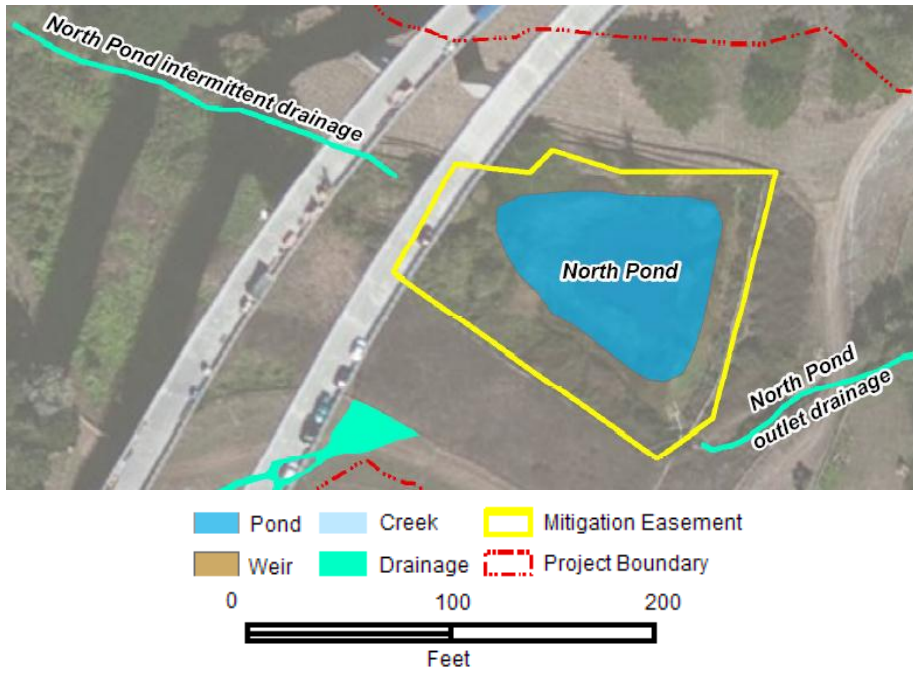




Environmentally Sensitive Habitat Areas (ESHA)

Additionally, the project includes extensive wetland mitigation to the south near the Charthouse, which is slated to be managed by the Golden Gate National Recreation Area, as well as several ESHA mitigation sites in the canyon below the bridges. Caltrans incorporated advanced mitigation efforts as part of the overall project, with special emphasis on California Red Legged Frog (CRLF) habitat. In addition, biological monitors and ESA fencing have confined construction areas to avoid ESHA impacts. Commission staff continues to work with San Mateo and Caltrans staff in the review of mitigation monitoring plans aimed at tracking performance.





California Red Legged Frog (*Rana draytonii*)



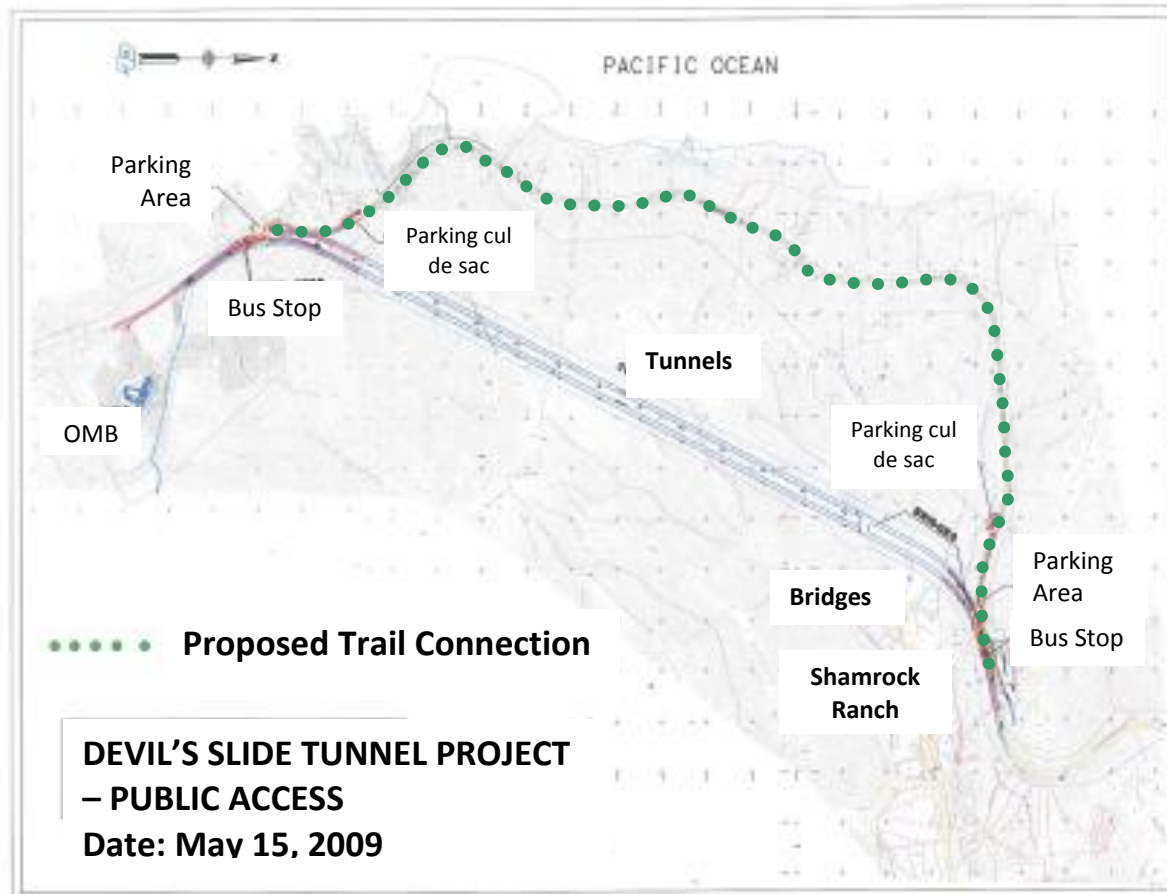
California Coastal Trail

Significantly, the project also includes the relinquishment to San Mateo County that section of Hwy 1 along the coast that will no longer be needed for motorized transportation and will become an important link of the California Coastal Trail (CCT). Per the conditions of the CDP, the County has led a Devil's Slide Coastal Access Task Force (DSTF) over the last several years that includes a variety of partners, including Commission staff, to guide the planning and operations of the new CCT facility.

Under the CDP, visitors will enjoy 1.3 miles of scenic views on this paved, two-directional and multi use trail that will be open for free public access year round. On a clear day, Devil's Slide boasts views of the Farallon Islands and is the nesting area for several seabird colonies.

Caltrans will be providing a number of features in support of the CCT, including parking and turn around areas, bus stops, pedestrian signal lights, trash receptacles, guardrails, barriers, entry gates, water hookups, and signage. The County of San Mateo Parks Department is responsible for opening and operating the trail within one year of the completion of the Devil's Slide Tunnel Project, which means that the trail will open early 2014. The County recently budgeted 2 million dollars in support of these activities.

Note that large winter storms caused another major slip out of Hwy 1 in 2006. Caltrans installed massive rock bolts to maintain roadway while tunnel construction continued; this structural reinforcement will help to bolster the longevity of the CCT along this precarious ribbon of the coast.





As public access mitigation for necessary road and access closures during the repair period, Caltrans also agreed to provide a trail easement across their properties to the south. This will support a planned one-mile trail connection from the south tunnel area across a large drainage named “Green Valley” to McNee Ranch and Gray Whale Cove State Beach.

Further, with support from the Coastal Conservancy, a number of DSTF members, including Caltrans, the County of San Mateo, City of Pacifica and the National Park Service (NPS), are working on a trail connection from the north tunnel portal trailhead to the adjacent Pedro Point Headland uplands and to the south end of Pacifica where it will connect with existing segments of the CCT. Completion of all of these segments will result in approximately 7 miles of continuous CCT from Gray Whale Cove State Beach north to the Pacifica Pier.

Finally, earlier this year, the Commission certified provisions in the San Mateo County Mid Coast LCP update that will guide the County to work in partnership with Caltrans and other affected agencies, to develop a Linear Park and Trail Plan (LPTP) for the final Devil’s Slide Bypass Alignment segment that passes through the township of Montara.

