

**From:** John Keener [REDACTED]  
**Sent:** Thursday, July 31, 2014 9:26 AM  
**To:** MTC Info  
**Subject:** Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis

The following is an expanded version of the 2 minute verbal comment I gave to the board on July 9, 2014.

Hi I'm John Keener of Pacifica.

I'm here to comment on the Calera Parkway project, known to we locals as the Highway 1 widening, on on MTC documents, as SR-1 Fassler to Westport widening. It is intended to increase capacity, and thereby reduce traffic congestion.

The group I'm associated with, Pacificans for Highway 1 Alternatives, is opposed to the Caltrans plan to widen Highway 1.

Reason #1 is we don't believe it'll reduce traffic congestion. At either end of the 1.3 mile widening project, 3 lanes will merge down to 2 lanes, generating their own little traffic jams. The project doesn't address the traffic lights which everyone believes are the real cause of congestion. If the Calera Parkway project doesn't relieve traffic congestion, it will not contribute to a decrease in air pollutants as modeled by Caltrans.

Reason #2 is that the footprint of the project is huge, much larger than is necessary. To add a lane in each direction, Caltrans will more than double the width of the roadway. This is because Caltrans has designed in a number of features which don't add to the capacity.

Reason # 3 is that it will cause years of constructions delays, on the ONLY route for commuters heading out of town, and I emphasize it is the ONLY route.

Reason #4 is that it'll be less safe – even longer pedestrian crossings at the intersections, which schoolkids and walkers use. Paradoxically, those longer pedestrian crossings will necessitate longer delays in the timing of the traffic lights to allow safe passage.

This spring, I went door-to-door with a petition to our City Council asking them to hold hearings on alternatives. I knocked on 1,100 doors, and the exercise became an informal poll on the widening in Linda Mar, a neighborhood that relies on Highway 1 as its only access to the north for commuting to work. About 60% of the people I talked to signed the petition, a roughly 4 to 1 margin over those who favored the widening.

Unfortunately, our City Council has not responded.

Our group would like city council or perhaps ourselves to hire an independent traffic engineer to assess alternatives to the widening. There were many in the comment phases for the DEIR and FEIR, but they were, without exception, rejected by Caltrans.

Some of the alternatives include computerized video control of the traffic lights, pedestrian overpasses or underpasses so that traffic doesn't stop for pedestrians, and ride sharing in our schools. I should mention that the traffic congestion on Highway 1 occurs only when school is in session. I have not mentioned increased use of public transit because SMCTA bus service is getting worse in Pacifica, not better.

We want to inform you that there is widespread opposition in Pacifica to the Caltrans plan for the Calera Parkway. Furthermore, some combination of alternatives may reduce congestion and air pollution, whereas Caltrans plan will not, if it doesn't decrease traffic congestion. In fact, the Calera Parkway project may increase air pollution if it functions as a bigger parking lot for more congested traffic. We request that you consider withholding funding for the project, while we investigate the alternatives that Caltrans didn't.

Thank you.

Sincerely,

John Keener

Pacifica