

From: Mary Keitelman [REDACTED]
Sent: Thursday, July 31, 2014 9:14 AM
To: MTC Info
Subject: Draft 2015 TIP and Draft Air Quality Conformity Analysis - Comments

Date: July 31, 2014

To: MTC Public Information Office
101 Eighth Street
Oakland, Ca 94607

Sent via email to: info@mtc.ca.gov

Subject: Comments - Draft 2015 TIP and Draft Air Quality Conformity Analysis -

To the MTC:

I submit the following comments for the Draft 2015 TIP and Draft Air Quality Conformity Analysis.

This is a request to not fund the proposed Calera Parkway Widening in County of San Mateo, City of Pacifica. The TIP ID for the Calera Parkway SR1 widening is SM-050001, RTP ID 98204. The Project description listed on the 2015 TIP Projects by County, page 11 of 59, states:

"In Pacifica: Route 1 between Fassler and West Port Dr. : Add an additional lane in each direction."

The reasons for this request are fundamental and numerous, and they include:

1. The proposed width is much more than an additional lane in each direction - this is a massive slab of concrete in the middle of town - and it represents massive negative damage to the scenic beauty of town, to the health of the local economy, and to the environmental health of wildlife.
2. Alternatives to this proposed project have not been studied fully or in combination. Alternatives include:
 - o 1. Meter the flow of traffic entering Highway 1.
 - o 2. Add a flex lane in the middle, northbound in the morning, southbound in the afternoon.
 - o 3. Time intersection lights to reduce stops. There are no backups where Highway 1 is two lanes and without stoplights.
 - o 4. Adjust school schedules. This is a schoolday problem only.
 - o 5. Provide vans for schoolchildren (without parents driving their own kids).
 - o 6. School(s) could coordinate parents driving other nearby kids to and from school.
 - o 7. Study putting an underpass at the intersection to obviate the stoplights.
 - o 8. Institute more frequent and better bus service with benches and shelters at each stop. You shouldn't have to use a car to get around in Pacifica.
 - o 9. Provide vans to major commuter destinations.
 - o 10. Limit turns onto Highway 1 to allow north/south traffic to flow with fewer stops during peak commute times.
 - o 11. Facilitate car-pooling. Most cars have just one occupant.
 - o 12. Wildlife corridor is neglected.
3. A majority of the public, some 66% -- showed up to speak against this proposed project at all of the public discussions held by Caltrans.
 - o It is clear the community would like to see alternatives pursued:
A petition against the Calera Parkway SR1 widening containing over 1200 signatures of

Pacifica and Bay Area residents and gathered by only a few people over a few days, was presented to the Pacifica City Council at their meeting on April 28, 2014.

- The Petition supports the action of pursuing a combination of alternatives to improve traffic and reduce congestion on Highway 1. And to Petition for alternatives that are less damaging and disruptive to Pacifica.
 - At the Council meeting numerous Residents spoke and let the City Council know the Caltrans plan to widen Highway 1 is not good for Pacifica. And it will cause more problems than it will solve.
 - This proposed project is a massive slab of cement which will pave over businesses in the historic, iconic Rockaway district as well as on both sides of the highway. The economic harm of this proposed project is something that will negatively impact Pacifica for the foreseeable future.
4. The proposed project as described in the EIR is vague and unclear and did not follow basic CEQA rules and regulations.
 5. The proposed project is greenhouse gas producing and traffic inducing.
 - On Wednesday July 9, 2014 the *Pacifica Tribune* reported: Erik Alm, Caltrans district branch chief, recommended preparing a more detailed transportation plan because the proposed Pacifica General Plan, which includes the Calera Parkway widening, would generate more than 100 vehicles per hour during peak hours.
 - Alm also recommended promoting mass transit use, car parks and shuttle services and developing bike routes.
 - I agree with Erik Alm on this issue: the City of Pacifica should prepare a more detailed transportation plan, one that promotes mass transit use, car parks and shuttle services, as well as create new bike and pedestrian routes as as part of the transportation commuter plan.
 6. The proposed project represents a dangerous obstacle to cross, and with merges on both ends, to drive.
 7. The Coastal Commission has stated that they would like to see a study of Alternatives, in combination. In a letter to the City they state "Although rejected Alternatives may not be effective on their own, to make implementation useful, it appears possible that some combination of the rejected alternatives might be used under a no build or reduced build alternative."

The proposed Calera Parkway SR1 project is an outdated idea that does not take into account the modern world we live in, which now includes global warming.

I support a combination of alternatives, with public transit for seniors, commuters, and new bike and walking lanes -- with the goal of a sustainable and livable community, that leads in ability to walk, bike, and low greenhouse gas emissions.

What is needed: All these reduction strategies need to be incorporated before the final design phase. And as Branch Chief Alm wrote, we need a plan that promotes mass transit service, car parks and shuttle services and develop bike routes. I also agree that the City of Pacifica should prepare a more detailed transportation plan, and to complete a thorough review of the Alternatives before approving the Final Design.

Moreover, The planning needs to consider The impacts to the Vehicle Activity Forecasts, as listed on table 5, of the Draft Transportation and Draft Air Quality Conformity Analysis. As stated, all categories of

Vehicles in Use, Daily Miles Traveled and Engine Starts continue to increase over the next 28 years. Planning and Implementation of Alternatives is an important strategy towards reduction in reducing vehicle activity in Pacifica and in the Bay Area.

Additionally, there are all kinds of things the City of Pacifica has yet to do regarding this, including having public forums about this proposed project:

- The City should explore all possibilities for technical assistance in finding alternatives to the CPP, including following up with the MTC's Next Generation Program, call for project funding.
- The City should commission a peer reviewed traffic study and assessment that includes current state of the art technologies and strategy to reduce Total Miles Driven-TMD, Green House Gases-GHG and Single Occupancy Vehicles- SOV.
- The City should ensure the inclusion of current highway design guidelines and strategies to minimize impacts to coastal resources and land
- The City should determine whether the CPP is consistent with the Pacifica LCLUP and the Coastal Act before it includes the CPP in the GP, and LCUP. Such determination should be included in the DEIR.
- The City should ensure that all prior recommendations of the Coastal Commission concerning the Calera Parkway widening are addressed and incorporated into the new GP and LCLUP.
- The City should provide or apply for funds to the Pacifica School District and encourage Caltrans/MTC/SMCTA/BAAQMD to provide funds to the District, e.g. through the Safe Routes to School program, to enable the District to study and implement traffic improvement measures.

Furthermore, I agree with all the recommendations to identify alternatives that are less costly, have a smaller footprint, and reduce the environmental impacts to endangered species and habitat, reduced Right of Way acquisition and reduced impact on Coastal Resources

In closing, The Calera Parkway Widening, has not had the benefit of a Public Hearing by the City of Pacifica. The City of Pacifica has never commented on the CPP in the DEIR of FEIR. The City of Pacifica has not initiated an analysis of the consistency of the CPP to its General Plan or LCLUP or evaluated if the CPP is consistent with the Coastal Act. The California Coastal Commission has permitting authority for the Coastal Development Permit – CDP. The city of Pacifica has not started the CDP permitting process. Furthermore, the City of Pacifica intends to go forward with requesting final design funding for the CPP without knowing if the CPP is consistent with General Plan, the LCLUP or the Coastal Act.

I therefore request that funding for the Calera Parkway SR1 widening, TIP ID: SM-050001, RTP ID 98204 as listed in The Project Description, 2015 TIP Projects by County, page 11 of 59 be excluded until such time as the City of Pacifica and/or Caltrans have conducted a comprehensive and Peer reviewed study of alternatives to the Calera Parkway Widening of SR1.

And that the 2015 TIP and future TIP not include the Calera Parkways SR1 until it is determined by the permitting Agency, that the Calera Parkway SR1 widening is consistent with the Pacifica General Plan, Local Coastal land Use Plan and the Coastal Act. And that alternatives have been studied for the Calera

Parkway SR1. Specifically to reduce congestion and reduce cost, minimize project footprint, reduce the environmental impacts, Right of Way acquisition and impacts on Coastal Resources.

Sincerely,

Mary Keitelman

