



COMMITTEE FOR
GREEN FOOTHILLS



Statement for the April 15, 2015 Public Workshop regarding the “Draft Transportation Alternatives Report” for “Connect the Coastside”

The undersigned organizations are deeply concerned that neither the public engagement process nor the substantive documents that are intended to form the basis for the Midcoast Comprehensive Transportation Management Plan (CTMP) have provided adequate time and opportunity for informed, thoughtful comment by the public.

This planning effort has been initiated by San Mateo County Planning to comply with the California Coastal Commission’s condition of certification of the Midcoast LCP Update in 2012, which requires the County to develop a Comprehensive Transportation Management Plan (CTMP).

Per certified LCP Policy 2.53, the County must ***“Develop a comprehensive transportation management plan to address the cumulative traffic impacts of new residential development... on roads and highways in the entire Midcoast including the City of Half Moon Bay. The plan shall be based on the results of an analysis that identifies the total cumulative traffic impact of projected new development at LCP buildout and shall propose specific LCP policies designed to offset the demand for all new vehicle trips generated by new residential development on Highway 1, Highway 92, and relevant local streets, during commuter peak periods and peak recreation periods...”*** Moreover ***“The plan shall thoroughly evaluate the feasibility of developing an in-lieu fee traffic mitigation program, the expansion of public transit, including buses and shuttles, and development of a mandatory lot merger program.”***

The Draft Plan documents are inadequate and lack rationale.

To our view, this effort appears to have veered considerably from the original Scope of Work. The Draft Transportation Alternatives Report includes a confusing smorgasbord of programs and improvements to Highways 92 and 1, presented in three groups of Low Cost/Low Impact, Medium Cost/Medium Impact, and High Cost/High Impact. This laundry list of suggested improvements gives short shrift to the previous Highway One Safety and Mobility studies and designs, and includes some alarming proposals, such as widening Highway 1 to four lanes between El Granada and Moss Beach (where there is no congestion) and between Moss Beach and Montara (which would require construction of costly retaining walls and bridging or filling the steep ravine).

We do not believe these and other grandiose proposals to be an outgrowth of either public comment or previous professional studies. Nor would many of them comply with Caltrans Context Sensitive Solutions and important Coastal Act and LCP policies requiring roadway projects to avoid and minimize impacts on scenic views, sensitive habitats, prime agricultural lands, and community character. We do believe that we are on the verge of wasting much of the community’s time and goodwill that was invested in the Highway One Safety and Mobility Study process.

Public participation has been given short shrift.

We are concerned that the format for the November 10, 2014 public workshop on the Draft Buildout Analysis and Traffic Projections Report was **not** designed for meaningful or thoughtful public input. The Draft Report was not available before the meeting, and the meeting was controlled to minimize questions and/or dialogue with the public (i.e., Power Point Presentation, short period for questions, and then the public was directed to poster board displays around the room). This time the Draft Transportation Alternatives Report is available in advance of the April 15 workshop, but only because the Midcoast Community Council has kindly posted it on their website. The workshop time limit of two hours is cause for further concern.

Very importantly, the public has yet to be presented with two of the most essential components of this study effort: the analysis of constraints to buildout (including sewer and water capacities) and land use strategies for minimizing the impacts of future development on traffic and circulation, including mandatory lot merger and/or lot retirement programs, as outlined in the Scope of Work.

Coastal Act Section 30006 requires that the public be afforded the widest opportunity for participation in planning and implementation of programs such as the CTMP. To date, public participation in this planning effort has been woefully inadequate.

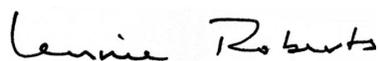
Please increase public participation!

Accordingly, on behalf of our three organizations, we respectfully request that the County and Consultants hold at least one, and preferably two, additional public workshops on the Midcoast. Documents being discussed must be available at least a week prior to the Workshop(s). The public should be afforded full opportunity to participate in workshops with questions and comments. Attendees should be able to fully participate in and hear all questions and responses. There should **not** be breakouts into small groups, or directing people to poster board stations where comments are not always noted and can't be heard by everyone. Input from this process should inform the development of a Preferred Alternative, and a subsequent workshop should help fine-tune its recommendations.

In closing, we are seeking a course correction in the Connect the Coastside effort that adheres to the Coastal Act and Local Coastal Program policies and process, follows the Scope of Work, and puts a much higher value on public input.



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