

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT
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W15b

Prepared March 10, 2025 for March 12, 2025 Hearing

To: Commissioners and Interested Persons

From: Peter Allen, Statewide Transportation Program Manager
Kate Anderson, Northern California Transportation Program Manager
Eric Stevens, Senior Transportation Analyst

Subject: Additional hearing materials for W15b
CDP Number 3-24-0550 (Caltrans Highway 1 Sign/Speed Limit Project)

This package includes additional materials related to the above-referenced hearing item as follows:

Additional correspondence received in the time since the staff report was distributed



Fw: Coastal Development Permit Application Number 3-24-0550

From CentralCoast@Coastal <CentralCoast@coastal.ca.gov>

Date Fri 3/7/2025 12:23 PM

To Stevens, Eric@Coastal <eric.stevens@coastal.ca.gov>

From: Magnus Toren <magnus@henrymiller.org>

Sent: Friday, February 28, 2025 9:25 AM

To: CentralCoast@Coastal <CentralCoast@coastal.ca.gov>

Subject: Coastal Development Permit Application Number 3-24-0550

I salute the effort to reduce signage as much as possible along the Big Sur stretch of Highway one. I have welcomed visitors to Big Sur from all over the world since 1984. Almost 100% of the visitors express great gratitude for the wild and rural appearance of the coast. Reducing signage will further improve on this quality.

From the Big Sur Land Use Plan:

Minimize Development: The LUP aims to "minimize development of the Big Sur coast in order to preserve the coast as a scenic rural area."

Protect Visual Access: A fundamental goal is "preserving the environment and visual access to it," guiding land use away from activities that could obstruct scenic views.

Restricting Visible Structures: The plan prohibits "all future public or private development visible from Highway 1," ensuring that new constructions do not compromise the visual experience of travelers.

Thank You!

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Magnus Torén

Executive Director

The Henry Miller Library is a 501 (c) 3 non-profit arts organization.

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Henry Miller Library

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State Account #: 444-2546-0

“The aim of life is to live, and to live means to be aware, joyously, drunkenly, serenely, divinely aware.” — *Henry Miller*



Application No. 3-24-0550 (Caltrans' Highway 1 Sign/Speed Limit Project, Big Sur)

From Trey Kropp <treykropp@gmail.com>

Date Sun 3/2/2025 9:22 PM

To Stevens, Eric@Coastal <eric.stevens@coastal.ca.gov>

Cc electkatedaniels@gmail.com <electkatedaniels@gmail.com>; Mindspring <mvdiehl@mindspring.com>

Dear California Coastal Commission,

I am writing to express my concerns regarding the proposed speed limit reductions on Highway 1 as part of the Caltrans signage project. While I appreciate the effort to reduce unnecessary signage along the Big Sur coast, I believe the justification for lowering speed limits is flawed and does not reflect the realities of driving this stretch of highway.

The problem that initially prompted community complaints was the excessive installation of curve warning signs. These signs, which locals had repeatedly stated were unnecessary, should never have been installed in the first place. The Monterey County Local Coastal Program (LCP) already discourages excessive signage along Highway 1, yet Caltrans disregarded this principle and installed an overwhelming number of signs under the justification of meeting highway safety standards. Now, rather than simply correcting that mistake by removing signs that should not have been placed, Caltrans is using the issue as a justification to lower speed limits. This is a reactionary approach that does not address real safety concerns.

As someone who has lived and traveled this highway for years, I have seen firsthand how people drive through Big Sur. The idea that lowering the speed limit will improve safety is simply not based in reality. No one is driving 55 miles per hour through tight curves. The natural design of Highway 1 forces drivers to adjust their speeds accordingly. The people who will be most affected by this reduction are not reckless drivers but local residents and the many workers who commute here daily. These individuals rely on Highway 1 as their primary route, and unnecessarily lowering speed limits will increase travel times and daily frustrations. Punishing local drivers on the few remaining straight stretches of road is an overreach that does not contribute to improved safety.

Additionally, the Coastal Commission staff report states that lowering the speed limit will help achieve "other coastal resource objectives." Yet, it does not specify what those objectives are. If there are additional goals tied to this project beyond signage and speed limits, they should be clearly outlined and subject to public scrutiny. A major transportation decision like this should be based on transparent data, not vague references to broader policy goals.

I am submitting this comment as an individual resident of Big Sur and not in my capacity as a member of the LUAC. However, I find it deeply concerning that the **Big Sur Land Use Advisory Committee North Coast (LUAC) is scheduled to review this project just one day before the CCC hearing, yet CCC staff has already prepared an approval recommendation, and the Big Sur South Coast LUAC Committee is not scheduled for any review.**

The Monterey County Local Coastal Program (LCP), which the CCC approved, emphasizes local input in decision-making. However, in this case, the timing of the LUAC review makes it impossible for local feedback to meaningfully inform the Commission's decision. This raises concerns about whether public engagement is truly valued in this process.

Time and time again, outside agencies impose decisions on Big Sur that do not reflect the needs of those who live here. Locals raised concerns about excessive signage, and now, instead of simply addressing that issue, we are being handed another restrictive policy that makes daily life more difficult. Highway 1 is not just a tourist destination; it is our main road. The rules that govern it should be made with local needs in mind.

I urge the Commission to reconsider the speed limit reductions and ensure that any changes to Highway 1 are based on real-world driving conditions, safety data, and the priorities of the community that depends on it every day.

Sincerely,

Trey Kropp
Big Sur, CA



Fw: Public Comment on March 2025 Agenda Item Wednesday 15b - Application No. 3-24-0550 (Caltrans' Highway 1 Sign/Speed Limit Project, Big Sur)

From CentralCoast@Coastal <CentralCoast@coastal.ca.gov>

Date Fri 3/7/2025 2:56 PM

To Stevens, Eric@Coastal <eric.stevens@coastal.ca.gov>

From: Steve Beck <stevebeck2@gmail.com>

Sent: Friday, March 7, 2025 2:36 PM

To: CentralCoast@Coastal <CentralCoast@coastal.ca.gov>

Subject: Public Comment on March 2025 Agenda Item Wednesday 15b - Application No. 3-24-0550 (Caltrans' Highway 1 Sign/Speed Limit Project, Big Sur)

Commissioners,

This project should have had more airing in Big Sur. The public had little chance to provide input and feedback. It could have been agendized and given a full hearing at a Big Sur Multi Agency Council meeting, or emailed out, or mailed out, or a community meeting could have been called at the Grange. Certainly it should have been an item on the Big Sur LUAC agenda. None of that happened. Those of us that heard about it, heard at the last minute.

Thanks,

Steve Beck

resident of Big Sur



Fw: Public Comment on March 2025 Agenda Item Wednesday 15b - Application No. 3-24-0550 (Caltrans' Highway 1 Sign/Speed Limit Project, Big Sur)

From CentralCoast@Coastal <CentralCoast@coastal.ca.gov>

Date Fri 3/7/2025 1:56 PM

To Stevens, Eric@Coastal <eric.stevens@coastal.ca.gov>

From: Bruce c <flyandride@hotmail.com>

Sent: Friday, March 7, 2025 1:52 PM

To: CentralCoast@Coastal <CentralCoast@coastal.ca.gov>

Subject: Public Comment on March 2025 Agenda Item Wednesday 15b - Application No. 3-24-0550 (Caltrans' Highway 1 Sign/Speed Limit Project, Big Sur)

The reduction in speed will make it harder for those who commute to and from work in the Big Sur area without addressing the main problem. As someone who drives this road regularly, the main problem appears to be that tourists come to a complete stop in the middle of the road in specific sections to take photos. The other problem is that there are too many distracted drivers who are either looking at the ocean or at their phones/cameras, and are not paying attention to the road. This second problem is not only a problem in the unincorporated area, but also throughout the state. The current speed limits as set in Big Sur have worked for many years, and the reduction of speed should be reconsidered. What is potentially needed is public education that taking photos while driving is not a safe idea and more signs to use pull outs for photo opportunities.

Thank you for your consideration.