



las pilitas quarry eir
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I have several concerns that I believe are unmitigatable. I don't see where emergency response to other areas west of the quarry by CALFire #40 is addressed. Station 40 responds to South Atas, Tasajara, incidents on the 101. When they are responding, there is currently no room to get out of their way. How is it possible that the anticipated truck traffic wouldn't impede and delay their response?

The DEIR states that a truck and transfer can remain in their lane on 58s curves and the turn at Estrada. In order to do this, the drivers would have to maintain significantly lower speeds than are posted. The speed limit on both approaches to the quarry entrance is 55. From both directions, visibility is reduced and, were trucks waiting to turn into the quarry, the approaching vehicles from either direction would have to make an abrupt stop. If a car were to hit a truck or transfer, it is highly unlikely the driver of the truck would be hurt unlike the passenger car occupants.

Currently when the bicyclists are riding on the straight away by the cemetery, I note that cars regularly pass them in the other lane even when the passing car does not have the broken yellow line. Truck traffic will undoubtedly bring traffic to a snails pace.

I know that an EIR doesnt consider diminution of the value of the land, which , contrary to quality of life, is measurable. Why isnt the value of my home, as well as my neighbors, a consideration in an environmental impact report. This project stinks and it is amazing to me that the scientific measurements are the only ones that count.