

OAK HILLS HOMEOWNERS ASSOCIATION

P.O. Box 689
Castroville, CA 95012

June 18, 2004

Mr. Tom McCue
County of Monterey
Planning and Building Department
2620 First Avenue

Marina, CA 93933

Dear Mr. McCue,

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic way beyond their capacity.

Our particular concern is for the safety and welfare of the more than 600 Oak Hills families who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

During the peak hours of summer and weekends, it usually takes 45 minutes to an hour to travel the five miles on Route 156 West between Routes 1 and 101. Add in a couple of special events, as happened one weekend this May, and the traffic trying to reach the coast using Route 156 West can be backed up all the way up Route 101 to Crazy Horse Road. The reverse was true on Sunday afternoon. Meanwhile, we in Oak Hills are virtually trapped in our community and emergency vehicles would have a difficult time responding to our community in a timely manner.

Besides the local traffic, thousands of tourists use this highway every day. They, too, are exposed to a significantly dangerous drive as they journey to the many venues attracting them to the Monterey Bay area. As tourism is a substantial part of the economy of Monterey County, nearly 8 million visit our coast yearly, these travelers must not perceive the trip through our area as being either life-threatening or inordinately time consuming.

Only the eventual construction of a freeway between Routes 1 and 101 will alleviate this predicament. However, until that can happen, Cal Trans and TAMC have suggested that the best, cheapest and safest solution to our immediate problem is to put in an underpass at Route 156 and Cathedral Oak Blvd. including acceleration and deceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Route 156.

#104A

6/23/2004

With the building and improving of roads at a standstill because of the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Already thousands of new homes are being constructed in our area each year. With the residential developments at Anderson Ranch, Rancho San Juan and Carmel Valley are the additional golf courses planned for Fort Ord and by the Pebble Beach Company. These sites are just the ones touted in the newspapers; hundred of more sites are planned in smaller communities. It would be folly to believe that the people living in these new homes and visiting these attractions would not use either Route 156 or 68 on either a daily or weekly basis, especially the developments planned for the Castroville area.

Using the standard trip rate of 10 trips per day per new housing unit, the 8,000-plus home per year being added in Monterey County add 80,000 extra trips a year. Compound that over the next several years and you will see that we will be ground to a complete halt on 156.

Since continued growth is a inevitable, I would like to see area Building Departments impose a developers' fee to substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact their developments will have on our already inadequate road system. Also, those businesses who wish to expand in a way that will bring more traffic to our area should be asked to pay an expansion fee. These fees should be continued after the construction of the Route 156/Cathedral Oak Blvd. underpass until a four-lane freeway between Routes 1 and 101 can be investigated, funded and built.

Also, since special events bring huge volumes of cars to our area, we would like to see a per-car parking fee instituted for events such as the Pro Am, the Concourse d'Elegance and the Salinas Air Show.

We would like these fees to be set aside in a special road fund, first for the proposed underpass at Route 156 and Charter Oak Blvd. and then for a more permanent solution to the traffic problem, the construction of a four-lane freeway between Routes 1 and 101. These funds need to be exclusively used for these road projects and protected from seizure from other projects or by other agencies or governments.

We solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route. We look forward to working with you toward a solution.

Respectfully,

Board of Directors
Oak Hills Homeowners Association

cc: Monterey County Supervisors Fernando Armenta, Louis Calcagno, W.B. Lindley, Edith Johnsen, Dave Potter; Mayors Dan Albert, Jerry Smith, David Pendergrass, Anna Caballero, Ila Mettee-McCutcheon, Morris Fisher, Sue McCoud; Bill Reichmuth, TAMC; Greg Albright, Cal Trans; Lew Bauman, Monterey County Public Works

Date: 23 June 2004

#104B

To: Tom McCue

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula are remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic way beyond their capacity.

My particular concern is for the safety and welfare of my family, neighbors and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

Entering and exiting Route 156 is always perilous. During peak travel times, it is especially treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans has suggested that the best, cheapest and safest solution to our problem is to put in an underpass at Route 156 and Cathedral Oak including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Route 156.

With the building and improving of roads at a standstill because of the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Since continued growth is a inevitable, I would like to see area Building Departments impose a developers' fee to substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact their developments will have on our already inadequate road system. Also, those businesses who wish to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the Route 156/Cathedral Oak Blvd. underpass until a four-lane freeway between Routes 1 and 101 can be funded and built.

I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially, Joseph Lovers Jacqueline Lovers

Date: 24 Jun 04

#104C

To:
Mr Tom McCue
County of Monterey
Building and Planning Dept.

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Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic way beyond their capacity.

My particular concern is for the safety and welfare of my family, neighbors and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.


Entering and exiting Route 156 is always perilous. During peak travel times, it is especially treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans has suggested that the best, cheapest and safest solution to our problem is to put in an underpass at Route 156 and Cathedral Oak including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Route 156.

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I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,


Signature

William J. Horwath
9827 COLONIAL PLACE
SALINAS, CA. 93907

Signature

Date:

6/25/04

#104 D

To:

Tom McCue

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic way beyond their capacity.

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I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,


Signature


Signature

Date: 25 June '04

#104E

To: Tom McCue

County of Monterey, Planning + Building Dept

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic way beyond their capacity.

My particular concern is for the safety and welfare of my family, neighbors and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

Entering and exiting Route 156 is always perilous. During peak travel times, it is especially treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans has suggested that the best, cheapest and safest solution to our problem is to put in an underpass at Route 156 and Cathedral Oak including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Route 156.

With the building and improving of roads at a standstill because of the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Since continued growth is inevitable, I would like to see area Building Departments impose a developers' fee to substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact their developments will have on our already inadequate road system. Also, those businesses who wish to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the Route 156/Cathedral Oak Blvd. underpass until a four-lane freeway between Routes 1 and 101 can be funded and built.

I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,

Bruce D. Elliott

Signature

9825 Clover Trail

Salinas, CA 93907-1057

Signature

Date: 29 Jun 09

#164F

To: Tom McCue

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic way beyond their capacity.

My particular concern is for the safety and welfare of my family, neighbors and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

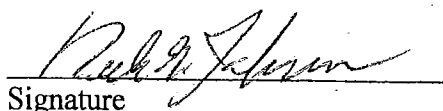
Entering and exiting Route 156 is always perilous. During peak travel times, it is especially treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans has suggested that the best, cheapest and safest solution to our problem is to put in an underpass at Route 156 and Cathedral Oak including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Route 156.

With the building and improving of roads at a standstill because of the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Since continued growth is a inevitable, I would like to see area Building Departments impose a developers' fee to substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact their developments will have on our already inadequate road system. Also, those businesses who wish to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the Route 156/Cathedral Oak Blvd. underpass until a four-lane freeway between Routes 1 and 101 can be funded and built.

I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,


Signature

Signature

Date: 6-25-04

#1046

To: Tom McCue

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic way beyond their capacity.

My particular concern is for the safety and welfare of my family, neighbors and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

Entering and exiting Route 156 is always perilous. During peak travel times, it is especially treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans has suggested that the best, cheapest and safest solution to our problem is to put in an underpass at Route 156 and Cathedral Oak including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Route 156.

With the building and improving of roads at a standstill because of the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Since continued growth is a inevitable, I would like to see area Building Departments impose a developers' fee to substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact their developments will have on our already inadequate road system. Also, those businesses who wish to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the Route 156/Cathedral Oak Blvd. underpass until a four-lane freeway between Routes 1 and 101 can be funded and built.

I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,



Signature



Signature

Date:

6/24/04

#104 H

To:

Mr. Tom McCarry,

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic way beyond their capacity.

My particular concern is for the safety and welfare of my family, neighbors and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

Entering and exiting Route 156 is always perilous. During peak travel times, it is especially treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans has suggested that the best, cheapest and safest solution to our problem is to put in an underpass at Route 156 and Cathedral Oak including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Route 156.

With the building and improving of roads at a standstill because of the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Since continued growth is a inevitable, I would like to see area Building Departments impose a developers' fee to substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact their developments will have on our already inadequate road system. Also, those businesses who wish to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the Route 156/Cathedral Oak Blvd. underpass until a four-lane freeway between Routes 1 and 101 can be funded and built.

I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,


Signature

Signature

#104 I

Date: June 25, 2004

To: Tom McCue
County of Monterey
Planning and Building Department
2620 First Avenue
Marina, CA 93933

Dear Sir

As a member of the Oak Hills Homeowners Ass, I'm concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula are remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane are supporting traffic way beyond their capacity.

My particular concern is for the safety and welfare of my family, neighbors and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

Entering and exiting Route 156 is always perilous. During peak travel times, it is especially treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans has suggested that the best, cheapest and safest solution to our problem is to put in an underpass at **Route 156 and Cathedral Oak** including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on **Route 156**.

With the building and improving of roads at a standstill because the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Since continued growth is a inevitable, I would like to see area Building Department impose a developers' fee to substantially contribute to the improvement of infrastructure, particularly **Route 156 West**, to alleviate the impact their developments will have on our already inadequate road system. Also, those business who wish to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the **Route 156/Cathedral Oak Blvd. Underpass** until a four-lane freeway between Route 1 and 101 can be funded and build.

I solicit your support in instituting these fees and seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,

Maria J. Ramirez



Date: *Tom McCue*

#104 J

To: 6/28/89

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

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I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,

Robin Schmidt
Signature

Signature

Date: June 25, 2004

To: Tom McCue

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

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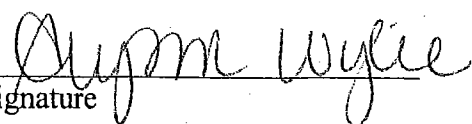
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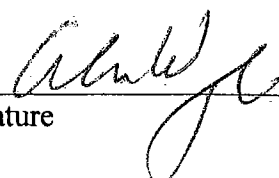
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I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,


Signature


Signature

Date: June 28, 2004

#104K

To: Mr. Tom McCue - County of Monterey

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

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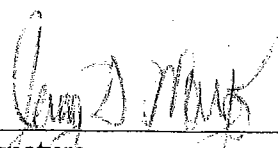
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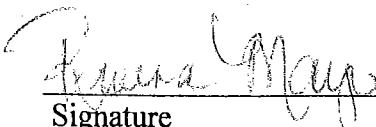
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I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,


Signature
JERRY D. MAYO


Signature

Date: June 16, 2004

#104 L

To: Tam McCle

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

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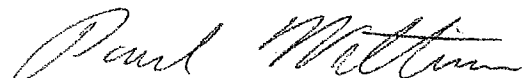
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Cordially,



Signature

Signature

Larry & Judy Griep
14634 Scarlet Oak Place
Salinas, CA 93907

#104M

June 24, 2004

Tom McCue
County of Monterey
Planning and Building Department
2620 First Avenue
Marina, CA 93933

Dear Sir;

As members of the Oak Hills Homeowners Association, we are concerned that the ever-increasing development of residential housing, hotels, golf courses and other tourist industries is overloading our existing infrastructure.

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Our particular concern is for the safety and welfare of our families, neighbors and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

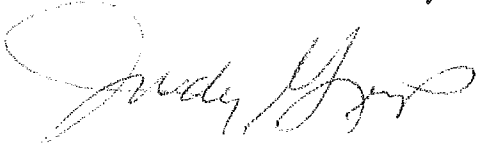
Entering and exiting Route 156 is always perilous. During peak travel times. It is especially treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans has suggested that the best, cheapest and safest solution to our problem is to put in an underpass at Route 156 and Cathedral Oak including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Route 156.

With the building and improving of roads at a standstill because of the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Since continued growth is inevitable, we would like to see area Building Departments impose a developers' fee to substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact their developments will have on our already inadequate road system. Also, those businesses who wish to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the Route 156/Cathedral Oak Blvd. underpass until a four-lane freeway between Routes 1 and 101 can be funded and built.

We solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,



Date: 10/29/04

#104 N

To: Tami McCue

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic way beyond their capacity.

My particular concern is for the safety and welfare of my family, neighbors and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

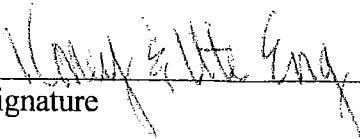
Entering and exiting Route 156 is always perilous. During peak travel times, it is especially treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans has suggested that the best, cheapest and safest solution to our problem is to put in an underpass at Route 156 and Cathedral Oak including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Route 156.

With the building and improving of roads at a standstill because of the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Since continued growth is a inevitable, I would like to see area Building Departments impose a developers' fee to substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact their developments will have on our already inadequate road system. Also, those businesses who wish to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the Route 156/Cathedral Oak Blvd. underpass until a four-lane freeway between Routes 1 and 101 can be funded and built.

I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,


Signature

Signature

June 28, 2004

#104-0

Mr. Tom McCue
County of Monterey Planning and Building Department
2620 First Avenue
Marina, CA 93933

Dear Mr. McCue,

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic far beyond their capacity.

My particular concern is for the safety and welfare of my family, neighbors, and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.


Entering and exiting Route 156 is always perilous. During peak travel times, it is especially treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans has suggested that the best, cheapest, and safest solution to our problem is to put in an underpass at Route 156 and Cathedral Oak including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Route 156.

With the building and improving of roads at a standstill because of the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Since continued growth is inevitable, I would like to see area Building Departments impose a developers' fee to substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact their developments will have on our already inadequate road system. Also, those businesses who wish to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the Route 156/Cathedral Oak Blvd. underpass until a four-lane freeway between Routes 1 and 101 can be funded and built.

I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,



James R. Wrona
9782 Trefoil Place
Salinas, CA 93907

Date: July 1, 2004

#104 P

To: Tom McCue
County of Monterey
Planning and Building Dept.

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic way beyond their capacity.

My particular concern is for the safety and welfare of my family, neighbors and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

Entering and exiting Route 156 is always perilous. During peak travel times, it is especially treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans has suggested that the best, cheapest and safest solution to our problem is to put in an underpass at Route 156 and Cathedral Oak including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Route 156.

With the building and improving of roads at a standstill because of the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Since continued growth is inevitable, I would like to see area Building Departments impose a developers' fee to substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact their developments will have on our already inadequate road system. Also, those businesses who wish to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the Route 156/Cathedral Oak Blvd. underpass until a four-lane freeway between Routes 1 and 101 can be funded and built.

I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,

Michael J. Trujillo
Signature

Yolanda F. Trujillo
Signature

Date:

6/30/04

#104Q

To:

Tom Mc Cue

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic way beyond their capacity.

My particular concern is for the safety and welfare of my family, neighbors and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

Entering and exiting Route 156 is always perilous. During peak travel times, it is especially treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans has suggested that the best, cheapest and safest solution to our problem is to put in an underpass at Route 156 and Cathedral Oak including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Route 156.

With the building and improving of roads at a standstill because of the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Since continued growth is a inevitable, I would like to see area Building Departments impose a developers' fee to substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact their developments will have on our already inadequate road system. Also, those businesses who wish to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the Route 156/Cathedral Oak Blvd. underpass until a four-lane freeway between Routes 1 and 101 can be funded and built.

I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,



Signature

Signature

Date:

June 29, 2004

#104 R

To:

Tom McCue

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic way beyond their capacity.

My particular concern is for the safety and welfare of my family, neighbors and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

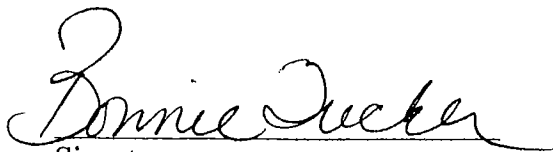
Entering and exiting Route 156 is always perilous. During peak travel times, it is especially treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans has suggested that the best, cheapest and safest solution to our problem is to put in an underpass at Route 156 and Cathedral Oak including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Route 156.

With the building and improving of roads at a standstill because of the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Since continued growth is a inevitable, I would like to see area Building Departments impose a developers' fee to substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact their developments will have on our already inadequate road system. Also, those businesses who wish to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the Route 156/Cathedral Oak Blvd. underpass until a four-lane freeway between Routes 1 and 101 can be funded and built.

I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,



Signature

Signature

Date:

6/29/04

#104 S

To:

Tom McCue

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic way beyond their capacity.

My particular concern is for the safety and welfare of my family, neighbors and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

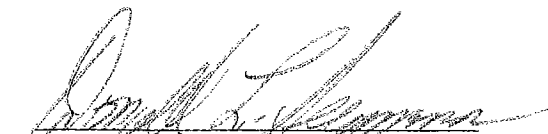
Entering and exiting Route 156 is always perilous. During peak travel times, it is especially treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans has suggested that the best, cheapest and safest solution to our problem is to put in an underpass at Route 156 and Cathedral Oak including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Route 156.

With the building and improving of roads at a standstill because of the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Since continued growth is a inevitable, I would like to see area Building Departments impose a developers' fee to substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact their developments will have on our already inadequate road system. Also, those businesses who wish to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the Route 156/Cathedral Oak Blvd. underpass until a four-lane freeway between Routes 1 and 101 can be funded and built.

I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,


Signature


Signature

June 28, 2004

#104 T

Mr. Tom McCue
Monterey County Supervisor
2920 First Avenue
Marina, CA 93933

Dear Mr. McCue,

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses and other tourist industries is overloading our existing highway infrastructure.

As you are aware, tourism has grown by 58% since 1990, but all four highways into the Monterey Peninsula area remain the same two-lane roads we have had for decades. These two-lane roads are well beyond their capacity.

My particular concern is for the safety and welfare of my family, neighbors and friends who must enter and exit Highway 156, where traffic typically moves faster than the posted 55 MPH speed limit. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Highway 156.

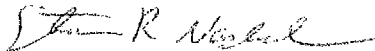
Entering and exiting Highway 156 is always perilous, especially since the recently constructed interchange at Highway 101 and Highway 156. During peak travel times, it is very treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans had suggested that the best, cheapest and safest solution to our problem is to put in an underpass at Highway 156 and Cathedral Oak including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Highway 156.

With the building and improving of roads at a standstill because of the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Since continued growth is inevitable, I would like to see area Building Departments impose a developers' fee to substantially contribute to the improvement of infrastructure, particularly Highway 156 West, to alleviate the impact their developments will have on our already inadequate road system. Also, those businesses that wish to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the Highway 156/Cathedral underpass until a four-lane freeway between Highway 1 and Highway 101 can be funded and built.

I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak for the safety of all who travel this route.

Sincerely,



Steven R. Naslund

Pamela Lapham

June 29, 2004

#10411

Mr. Tom McCue
County of Monterey
Planning and Building Department
2620 First Avenue
Marina, CA 93933

Dear Mr. McCue,

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic way beyond their capacity.

My particular concern is for the safety and welfare of my family, neighbors and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

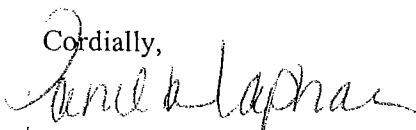
Entering and exiting Route 156 is always perilous. During peak travel times, it is especially treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans has suggested that the best, cheapest and safest solution to our problem is to put in an underpass at Route 156 and Cathedral Oak including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Route 156.

With the building and improving of roads at a standstill because of the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Since continued growth is a inevitable, I would like to see area Building Departments impose a developers' fee to substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact their developments will have on our already inadequate road system. Also, those businesses that wish to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the Route 156/Cathedral Oak Blvd. underpass until a four-lane freeway between Routes 1 and 101 can be funded and built.

I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,



Pamela Lapham
Homeowner

Date:

12/27/04

To:

Mr. Tom McCue

#104 V

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic way beyond their capacity.

My particular concern is for the safety and welfare of my family, neighbors and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

Entering and exiting Route 156 is always perilous. During peak travel times, it is especially treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans has suggested that the best, cheapest and safest solution to our problem is to put in an underpass at Route 156 and Cathedral Oak including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Route 156.

With the building and improving of roads at a standstill because of the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Since continued growth is a inevitable, I would like to see area Building Departments impose a developers' fee to substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact their developments will have on our already inadequate road system. Also, those businesses who wish to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the Route 156/Cathedral Oak Blvd. underpass until a four-lane freeway between Routes 1 and 101 can be funded and built.

I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,

Signature

Signature

Patricia Yamada
9938 Pampas Path
Salinas, CA 93907

John M Sheppard
9612 Sandbur Place
Salinas, CA 93907

Date: 7 July 2004

To: Tom McCue
County of Monterey
Planning and Building Department
2650 First Avenue
Marina, CA 93933

#104 W

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure,

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic way beyond their capacity.

My particular concern is for the safety and welfare of my family, neighbors and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

Entering and exiting Route 156 is always perilous. During peak travel times, it is especially treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans has suggested that the best, cheapest and safest solution to our problem is to put in an underpass at Route 156 and Cathedral Oak including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Route 156.

With the building and improving of roads at a standstill because of the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Since continued growth is inevitable, I would like to see area Building Departments impose a developers' fee to substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact their developments will have on our already inadequate road system. Also, those businesses who wish to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the Route 156/Cathedral Oak Blvd underpass until a four-lane freeway between Routes 1 and 101 can be funded and built.

I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,


John Sheppard

#104 X

Josef and Sandra Gamper

9741 Trefoil Place – Salinas, CA 93907

June 30, 2004

Tom McCue
County of Monterey
Planning and Building Department
2620 First Avenue
Marina, CA 93933

Dear Mr. McCue:

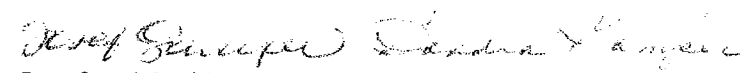
As Oak Hills homeowners, we are writing this letter because of our concern for the safety and welfare of our family, neighbors and friends who must enter and exit Route 156, where traffic typically moves much faster than the posted 55 miles per hour speed limit.

Entering and exiting Route 156 is always perilous. During peak travel times, it is especially treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans has suggested that the best, cheapest and safest solution to our problem is to put in an underpass at Route 156 and Cathedral Oak including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Route 156.

Since growth in Monterey County is inevitable, we would like the county to impose a developers' fee that would substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact developments will have on our already inadequate road system. Also, all businesses that want to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the Route 156/Cathedral Oak underpass until a four-lane freeway between Routes 1 and 101 can be funded and built.

We solicit your support in instituting these fees and seeking other ways of funding the proposed underpass at Highway 156 and Cathedral Oak for the safety of all who travel this route. Please do not wait until the Monterey Herald reports the first fatalities at this extremely dangerous intersection.

Sincerely,


Josef and Sandra Gamper

July 1, 2004

Tom McCue
County of Monterey
Planning and Building Dept
2620 First Avenue
Marina, CA 93933

#104 Y

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses and other tourist industries is over-loading our existing infrastructure.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic way beyond their capacity.

My particular concern is for the safety and welfare of my family, neighbors and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

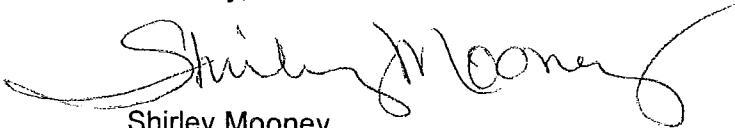
Entering and existing Route 156 is always perilous. During peak travel times, it is especially treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans has suggested that the best, cheapest and safest solution to our problem is to put in an underpass at Route 156 and Cathedral Oak including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Route 156.

With the building and improving of roads at a standstill because of the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Since continued growth is inevitable, I would like to see area Building Departments impose a Developers' fee to substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact their developments will have on our already inadequate road system. Also, those businesses who wish to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the Route 156/Cathedral Oak Blvd. underpass until a four-lane freeway between Routes 1 and 101 can be funded and built.

I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,



Shirley Mooney
Child Care Consultant

July 1, 2004

#104 Z

Tom McCue
County of Monterey
Planning and Building Department
2620 First Avenue
Marina, CA 93933

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses and other tourist industries is over-loading our existing infrastructure.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic way beyond their capacity.

My particular concern is for the safety and welfare of my family, neighbors and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

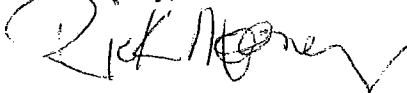
Entering and existing Route 156 is always perilous. During peak travel times, it is especially treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans has suggested that the best, cheapest and safest solution to our problem is to put in an underpass at Route 156 and Cathedral Oak including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Route 156.

With the building and improving of roads at a standstill because of the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Since continued growth is inevitable, I would like to see area Building Departments impose a Developers' fee to substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact their developments will have on our already inadequate road system. Also, those businesses who wish to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the Route 156/Cathedral Oak Blvd. underpass until a four-lane freeway between Routes 1 and 101 can be funded and built.

I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral oak Road for the safety of all who travel this route.

Cordially,



Rick Mooney
Oak Hills Resident

Date: June 30, 2004

#104 AA

To: Tom McCue
County of Monterey
Planning and Building Department
2620 First Avenue
Marina, CA 93933

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic way beyond their capacity.

My particular concern is for the safety and welfare of my family, neighbors and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

Entering and exiting Route 156 is always perilous. During peak travel times, it is especially treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans has suggested that the best, cheapest and safest solution to our problem is to put in an underpass at Route 156 and Cathedral Oak including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Route 156.

With the building and improving of roads at a standstill because of the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Since continued growth is a inevitable, I would like to see area Building Departments impose a developers' fee to substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact their developments will have on our already inadequate road system. Also, those businesses who wish to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the Route 156/Cathedral Oak Blvd. underpass until a four-lane freeway between Routes 1 and 101 can be funded and built.

I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,

J. Malvoso
Signature

Sharon G. Malvoso
Signature

Date: July 7, 2004

#104 BB

To: Tom McCue
County of Monterey
Planning and Building Department
2620 First Ave
Marina, CA 93933

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic way beyond their capacity.

My particular concern is for the safety and welfare of my family, neighbors and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

Entering and exiting Route 156 is always perilous. During peak travel times, it is especially treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans has suggested that the best, cheapest and safest solution to our problem is to put in an underpass at Route 156 and Cathedral Oak including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Route 156.

With the building and improving of roads at a standstill because of the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Since continued growth is inevitable, I would like to see area Building Departments impose a developers' fee to substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact their developments will have on our already inadequate road system. Also, those businesses who wish to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the Route 156/Cathedral Oak Blvd. underpass until a four-lane freeway between Routes 1 and 101 can be funded and built.

I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,

Barbara Hogen
9734 Bluestem Path
Atenas, CA 93707

Tom McGuire
County of Monterey
Building & Planning

6-27-04
Melanie Bartlett
14601 Charter Oak Blvd
Salinas CA 93907

#104 CC

Re: Traffic and the Oak Hills Community
Hwy 156 between Hwys 101 and 1

Growth of housing and business is a part of any viable community, but care must be taken to insure that the infrastructure can support the growth. Increases in housing are mandated by the state and yet our roads in many areas are already stretched. Tourism brings in substantial and important dollars but, again, clogs the routes to and from our towns.

As a member of the Oak Hills community and a member of the NOA, I am concerned that the increase in traffic on Hwy 156 is becoming untenable. So many accidents occur here; very serious accidents. This is an area full of young, inexperienced drivers entering and exiting onto a narrow, busy highway.

Caltrans has suggested an underpass as the best solution to entering and exiting Oak Hills. It would be safe and, better yet, less expensive than a stoplight! The added advantage is not slowing traffic on the highway.

Oak Hills, though not seen to be large from Hwy 156, is actually a community of over 600 homes. Please consider supporting an underpass at Hwy 156 and Cathedral Oak Road for the safety of the residents, but also for our tourists and commuters.

Thank you,

Melanie A Bartlett
Donald R Shrock

Timothy & Judith Morgan
9944 Timothy Path
Salinas (Oak Hills), CA 93907

#104 DD

June 24, 2004

Tom McCue
County of Monterey
Planning and Building Department
2620 First Avenue
Marina, CA 93933

As a member of the Oak Hills Homeowners Association, we are concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic way beyond their capacity.

Our particular concern is for the safety and welfare of our family, neighbors and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

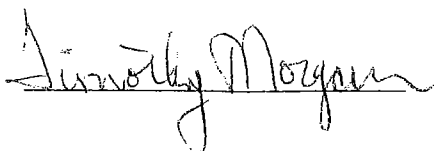
Entering and existing Route 156 is always perilous. During peak travel times, it is especially treacherous with a constant, unbroken stream of traffic in both directions. Cal Trans has suggested that the best, cheapest and safest solution to our problem is to put in an underpass at Route 156 and Cathedral Oak Blvd. including acceleration ramps. This solution would provide safe ingress and egress for our residents and not slow down or endanger the traffic on Route 156.

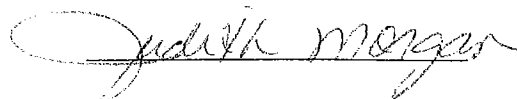
With the building and improving of roads at a standstill because of current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads in unconscionable.

Since continued growth is an inevitable, we would like to see area Building Departments impose a developers' fee to substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact their developments will have on our already inadequate road system. Also, those businesses that wish to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the Route 156/Cathedral Oak Blvd. Underpass until a four-lane freeway between Routes 1 and 101 can be funded and built.

We encourage you take ride on Route 156 on a Saturday morning or especially a Sunday afternoon to experience the traffic first hand. We solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Blvd. For the safety of all who travel this route.

Cordially,





#104 EE

9763 Bluestem Path
Salinas, CA 93907-1006
June 26, 2004

Mr. Tom McCue
County of Monterey Planning & Bldg
2620 First Avenue
Marina, CA 93933

Dear Mr. McCue:

As a member of the Oak Hills Homeowner's Association, I am concerned that the increasing development of residential housing, hotels and other tourist industries are overloading our current existing infrastructure.

My special concern is safety for all who must use Hwy. 156. It is very difficult now to enter or exit from our Oak Hills roads. The Highway is posted for 55 MPH, but when I try and drive at 55 MPH, I feel like I'm going to be rear ended at any moment. It is very dangerous!

Since more growth is inevitable, I hope the area Building Departments will impose a substantial developers' fees to contribute to the improvements necessary to alleviate the impact of their developments as we already have an inadequate road system. These fees should be continued after the construction of Route 156/Cathedral Oak Blvd. underpass.

I ask for your support for the safety of all when one must travel this route.

Sincerely,



Anne M.S. Sawhill

Date:

7-20-04

7/23/2004
#104 FF

To:

Tom McCue

As a member of the Oak Hills Homeowners Association, I am concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic way beyond their capacity.

My particular concern is for the safety and welfare of my family, neighbors and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

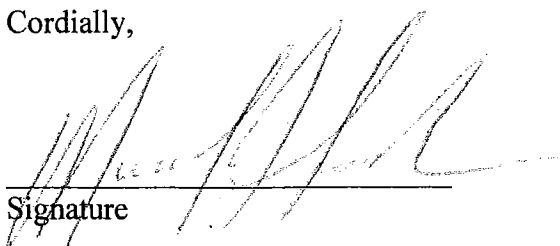
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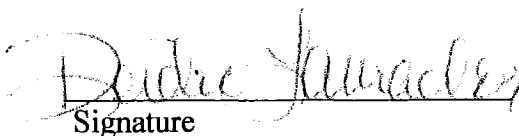
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I solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,


Signature


Signature

8/3/2004
#104 66

9674 Sandbur Place, Salinas, CA 93907

August 1, 2004

Mr. Tom McCue
County of Monterey
Planning and Building Department
2620 First Avenue
Marina, CA 93901

Dear Mr. McCue:

As members of the Oak Hills Homeowners Association, we are concerned that the ever-increasing development of residential housing, hotels, golf courses, and other tourist industries is overloading our existing infrastructure.

Tourism has grown by 58% since 1990, but all four highways onto the Monterey Peninsula area remain the same two-lane roads we have had for decades. When you add a flourishing construction industry and expanding business base, these two-lane roads are supporting traffic way beyond their capacity.

Our particular concern is for the safety and welfare of our family, neighbors and friends who must enter and exit Route 156, where traffic typically moves faster than the posted 55 MPH. For residents who wish to go anywhere beyond the bounds of Oak Hills, our only option is to use Route 156.

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With the building and improving of roads at a standstill because of the current budget crisis, to continue developing land in a way that would increase the burden on our already heavily traveled roads is unconscionable.

Since continued growth is an inevitable, we would like to see area building departments impose developer fees to substantially contribute to the improvement of infrastructure, particularly Route 156 West, to alleviate the impact their developments will have on our already inadequate road system. Also, those businesses that wish to expand in a way that will bring more traffic to our area should be asked to pay a fee. These fees should be continued after the construction of the Route 156/Cathedral Oak Blvd. underpass until a four-lane freeway between Routes 1 and 101 can be funded and built.

We solicit your support in instituting these fees and in seeking other ways and means of funding the proposed underpass at Highway 156 and Cathedral Oak Road for the safety of all who travel this route.

Cordially,



Arthur James "A.J." Farrar, M.S.
AnbOakHillsHomeownersTrfHlpltrmerge-8-04



Nancy B. Farrar