

Response to Comment Letter R-4: Midcoast Community Council

R-4-1. Caltrans understands that the Project is in the Coastal Zone, and under the jurisdiction of the San Mateo County and Half Moon Bay Local Coastal Programs, as well as the California Coastal Act.

R-4-2. Thank you for your suggestion regarding lane and shoulder widths. This information was stated in Section 2.2.17, Transportation, but has also been added to Section 1.4.2 for visibility. Please note that the existing alignment of SR 1 would be maintained—no new lanes are proposed.

Regarding the requested layouts of Project features, please note that these documents are not yet available. The final design would be determined during the Plans, Specifications, and Estimates (PS&E) stage of the Project.

Regarding the use of concrete, context-sensitive designs will be implemented to preserve the scenic character of SR 1. Concrete used for the Project (e.g., for roadway rehabilitation and ADA-compliant curb ramps) would generally match existing aesthetics.

R-4-3. No new guardrail is proposed for this Project. Existing guardrail (Metal Beam Guardrail, MBGR) will be replaced with new visually similar guardrail (Midwest Guardrail System, MGS) that meets current safety standards. Concrete vegetation control is used under guardrail to minimize weed growth, and effectively reduces maintenance worker exposure to high-speed traffic without the use of herbicides. These benefits are weighed against visual impact, and concrete vegetation control is not recommended along scenic, undeveloped segments of the coast. Caltrans has evaluated the visual context for all locations of proposed guardrail replacement in the Project corridor and determined that only two segments of MGS construction will require concrete vegetation control. Both are along the northbound shoulder—the first between Main Street and Terrace Avenue; and the second north of Grandview Avenue, where the shoulder is narrow and there is no good maintenance access from behind the guardrail.

R-4-4. The TOS elements of the Project will not be used to read license plates. They will be exclusively used to monitor traffic volumes and patterns. Traffic data collected through WDS may be obtained through a number of readily available commercial and Federal Communications Commission (FCC)-approved detector sensor technologies, such as radar, Bluetooth, thermal imaging, acoustics, WiFi, or dedicated short-range communications (DSRC). In all detection technology alternatives, the data that are temporarily captured through the sensor would not include personally identifiable information (PII) and cannot be used to match with individuals or vehicle owners. The primary purpose of a WDS is to collect traffic parameters, such as volume, occupancy, and travel speeds to support general traffic studies, real-time traffic management strategies, proactive safety applications, and corridor performance monitoring. Examples of possible real-time traffic management strategies include automated incident detection (AID) and adaptive traffic signal operations. An example of corridor

performance monitoring is the Caltrans Mobility Performance Reports (MPR) (see website: <https://dot.ca.gov/programs/traffic-operations/mpr/quarterly>).

R-4-5. Please see the responses to Comments I-13-1 and I-16-1. Drainage culverts are not intended for pedestrian passage and are not a safe use of this facility. Caltrans does not condone, support, or approve of pedestrian passage through its drainage systems. Please do not enter drainage culverts.

Regarding sea-level rise, the California Ocean Protection Council (OPC) provides the most current accepted estimates for sea-level rise in California. OPC data indicate that sea-level rise will rise to meet or exceed 6.9 feet above current conditions by 2100. Caltrans understands the threat of climate change and sea-level rise, and the Surfer's Beach area is referenced in Section 2.3.5. However, the projected sea-level rise scenario to the end of the century would extend beyond the service life for the proposed pavement work at this location, which is expected to be approximately 20 years. Caltrans has updated its sea level rise analysis in Section 2.3.5.1 of the final Initial Study to consider a more conservative risk scenario. However, this more conservative analysis did not lead to any change in conclusion for potential CEQA impacts on this topic. Caltrans welcomes and expects coordination with stakeholder groups to identify long-term solutions to the threat of sea-level rise through future projects.

R-4-6.

A. Please note that the scope of this environmental assessment is limited to the Build and No Build Alternatives, as described in Section 1.4. However, Caltrans will continue to coordinate with stakeholders on future Complete Streets opportunities along the Coast.

B. Thank you for helping to identify other transportation needs in the area. As stated above, Caltrans will continue to coordinate with stakeholder groups, and will work to incorporate such needs into future projects.

C. The proposed crosswalk on the southern leg of the Coronado Street intersection would occur at an existing signalized intersection. The added leg would only affect traffic turning left onto SR 1 from Coronado Street, and turning right from SR 1 onto Coronado Street. The added pedestrian safety is a priority at this intersection, which serves children crossing to and from school.

D. Please note that, although a potential crossing on SR 1 at Surfer's Beach is referenced in Section 1.4.9, it is not part of the Build Alternative at this time. Caltrans will continue to explore the feasibility of this potential crossing and its optimal placement with San Mateo County and local stakeholders.

E. Thank you for highlighting this potential safety concern. Although this is not part of the Build Alternative, that does not preclude it from being studied for a future project.

F. Please note that addressing the long-term effects of sea-level rise and coastal erosion is not part of this Project, because it is primarily a maintenance project to enhance roadway facilities and extend their lifespan. The expected lifespan of pavement and roadway facilities with the Project is approximately 20 years. However, as stated in Section 2.3.5, Caltrans welcomes and expects coordination with stakeholder groups to identify such solutions for future projects.

The Maintenance and Traffic Operations Division is responsible for providing day-to-day highway service to the traveling public. Field crews are responsible for daily maintenance of their assigned highway segments. Annual activities include pothole patching, culvert cleaning, litter removal, paving, and much more. Caltrans is also responsible for maintaining bike and pedestrian trails within Caltrans right of way in the Project area.

R-4-7. Thank you for your comments. Caltrans appreciates that MCC has identified additional public safety concerns along SR 1. Although these are not within the scope of the proposed Project, Caltrans will continue to coordinate with MCC and other stakeholders to address potential safety risks.