State Route 1/Calera Parkway/ Highway 1 Widening Project (from South of Fassler Avenue to North of Reina Del Mar Avenue in the City of Pacifica)

San Mateo County, California

04-SM-1
PM 41.7/43.0
EA: 04-254600
Project ID: 0400000715
State Clearinghouse Number 2010022042

FINAL ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL ASSESSMENT

VOLUME II

Chapter 4 - Comments and Coordination

Prepared by the
State of California Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

Caltrans

August 2013

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CHAPTER 4 COMMENTS AND COORDINATION

4.1 Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including: project development team meetings, interagency coordination meetings, a public scoping meeting, presentations and other information meetings, and meetings with commercial property owners. This chapter summarizes the results of Caltrans' and San Mateo County Transportation Authority (SMCTA's) efforts to fully identify, address and resolve project-related issues through early and continuing coordination.

Substantial coordination, outreach, and public participation regarding the proposed project has occurred, which is summarized as follows:

- A CEQA Notice of Preparation (NOP) of an EIR was circulated to local, regional, state, and federal agencies from February 12, 2010 through March 17, 2010. Several comment letters were received, including letters from the U.S. Department of the Interior National Park Service (NPS), the California Coastal Commission (CCC), and the U.S. Fish and Wildlife Service (USFWS). Issues and concerns raised in these letters have been addressed in this document.

- An Environmental Scoping Meeting was held at the Pacifica Community Center on March 3, 2010, in accordance with Sections 15082 and 15206 of the CEQA Guidelines. The purpose of this meeting was to present an overview of the project and solicit input regarding the environmental analysis from members of the public in accordance with CEQA. Notices for the Scoping Meeting were mailed to residences and businesses within 500 feet of the project area on February 17, 2010. The notices for the meeting were published in the Pacifica Tribune on February 17th, February 24th, and March 3rd, and in the San Mateo County Times on March 3, 2010. A copy of the published notice is included below. On February 24, 2010, graphics of the conceptual plans were posted on the SMCTA web site for the public to access and review; this information was updated on March 1, 2010. The project information phone line was activated on February 19, 2010. The noticing was done in conformance with the requirements of CEQA Guidelines Section 15082 and the procedures of Caltrans, the SMCTA, and the City of Pacifica. The Scoping Meeting was attended by approximately 100 persons.

- At the request of many members of the public at the scoping meeting, an additional informational meeting was held at the Pacifica City Council Chambers on June 22, 2010. The main purpose for this meeting was to provide the public with more detail regarding the alternatives for the project that had been considered and the reasons those alternatives were not being evaluated further. Notices for this second meeting were also mailed to residences and businesses within 500 feet in the project area, as well as attendees of the 2004 Scoping meeting, attendees of the August 27, 2008 Strategic Plan Pacifica Community meeting, attendees of the March 3, 2010 Scoping meeting and anyone that submitted a comment at the meetings. Notices of the meeting were also published in the San Francisco Chronicle on May 21st, the San Mateo Times on May 22nd, the Half Moon

Bay Review on May 26th, June 2nd, June 9th, June 16th, and in the Pacifica Tribune on May 26th, June 2nd, June 9th, and June 16th. A copy of the published notice is included below. Approximately 100 people attended the second informational meeting on June 22, 2010. Prior to the meeting, graphics of the alternatives and a matrix summarizing the alternatives were posted on the SMCTA web site on June 2, 2010 for the public to access and review. The project information phone line and e-mail autoreply was activated on May 20, 2010. The project sponsor and the consultant team presented an overview of the alternatives and answered questions from the public regarding the alternatives and the environmental analysis process.

- In addition, the public scoping comment period was extended until July 22, 2010 to allow additional time for the public to submit comments after the second informational meeting in June. Approximately 45 comment letters and emails were received from members of the public raising questions and concerns about the project. Some of the most common comments included the following:

  - Opposition to the need for the project and roadway widening;
  - Support for other alternatives, including a grade separation or a roundabout alternative;
  - Consideration of a reversible lane to address purpose and need;
  - Lack of proper noticing regarding meetings;
  - Disagreement with traffic analysis and projections;
  - Traffic congestion is caused by schools and project should propose more busses instead of widening;
  - Questions and concerns regarding pedestrian and bicycle access; and
  - Concerns regarding growth inducement.

  Due to the extensive interest in other alternatives to meet the purpose and need, subsequent to this public meeting, additional detail was added to Section *1.4 Project Alternatives* of this document, in order to provide more information to the public regarding the evaluation of various alternatives.

STATE ROUTE 1/CALERA PARKWAY PROJECT

Public Environmental Scoping Meeting Notice

March 3, 2010 at 7:30 p.m.
Pacifica Community Center, 540 Crespi Drive, Pacifica

Purpose: The California Department of Transportation (Caltrans), as owner and operator of State Route and Lead Agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) will prepare a draft Environmental Impact Report/Environmental Assessment (DEIR/EA) for the above referenced project, which is sponsored by the San Mateo County Transportation Authority and the City of Pacifica.

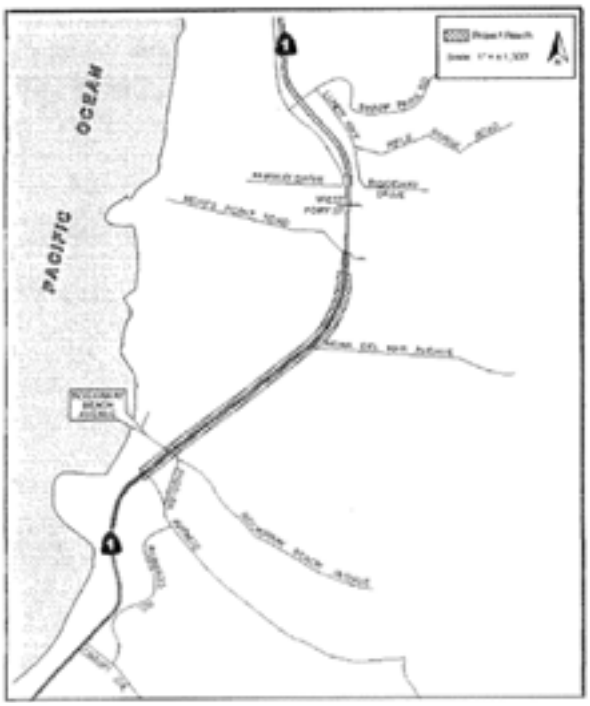
The focus of the meeting will be to determine the "scope" of the DEIR/EA to assess the potential environmental effects of the proposed project. We are seeking the views of the community regarding the relevant environmental issues and information to be addressed in the DEIR/EA.

Written comments on the scope and content of the DEIR/EA also will be accepted until March 19, 2010. Please send additional comments to: Joseph M. Hurley, Program Director, SMCTA, P.O. Box 3006, San Carlos, CA 94070-1306
by Fax: 650-508-7938 or by E-mail: smcta_feedback@samtrans.com

Project Overview: The purpose of the proposed project is to reduce congestion on the segment of SR 1/Calera Parkway within the City of Pacifica, which extends from approximately 2,300 feet north of Reina Del Mar Avenue to approximately 1,500 feet south of Fassler Avenue/Rockaway Beach Avenue. The DEIR/EA process is intended to develop and evaluate the effects of potential modifications to this segment of SR 1. The project scope may include widening from four lanes to six lanes (three through-lanes in each travel direction) and improvements at the SR 1/Reina Del Mar Avenue and SR 1/Fassler Avenue/ Rockaway Beach Avenue intersections, including additional lane capacity and signal timing improvements.

Probable Environmental Impacts: It is anticipated that the proposed project may have the following environmental impacts: Land Use, Traffic and Circulation, Utilities and Services, Visual/Aesthetics, Cultural Resources, Hydrology, Floodplain, and Water Quality, Geology/Soils/Seismic/Topography, Hazardous Materials, Air Quality, Noise, Biological Resources, Growth-Inducement, Cumulative Impacts, and Global Climate Change.

San Mateo County Transportation Authority
P.O. Box 3006
San Carlos, CA 94070-1306



Transportation Authority

Caltrans

State Route 1/Calera Parkway Project

You are invited to a public informational meeting to discuss the State Route 1/Calera Parkway Project. The purpose of the proposed project is to reduce congestion on the segment of SR 1/Calera Parkway within the City of Pacifica, which extends from approximately one-half mile north of Reina Del Mar Avenue to approximately one-quarter mile south of Fassler Avenue/Rockaway Beach Avenue. The meeting will take place:

Tuesday, June 22, 2010, from 6 p.m. to 9 p.m.
Pacifica City Council Chambers
2212 Beach Blvd., Pacifica

The first hour will consist of an open house format, in which attendees can view exhibits and ask questions of individual project team members. An informational meeting will follow and will consist of a presentation on the project development and environmental review process. The scheduled meeting agenda is as follows:

6:00 – 7:00 p.m. Open House
7:00 – 7:45 p.m. Informational Meeting
7:45 – 8:30 p.m. Questions & Answers
8:30 – 9:00 p.m. Open House & Wrap Up

For more information, please contact the San Mateo County Transportation Authority at 650-508-6283 or smcta_feedback@smcta.com. Additional information is available online at: www.smcta.com.

5/21/10

San Mateo County Transportation Authority
1250 San Carlos Ave.
San Carlos, CA 94070-1306

- Several consultation meetings have been held with staff from responsible agencies for this project, including the U.S. Fish & Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), and the California Coastal Commission (CCC). These meeting were held to consult with agency staff regarding sensitive environmental resources near the site, to clarify agency review processes for this project, and to obtain input from the agencies regarding potential mitigation and avoidance measures. Meetings to date and agencies represented include:

October 20, 2005	CDFW, CCC, U.S. Army Corps of Engineers (USACE), SMCTA, Caltrans, City of Pacifica
September 20, 2006	USFWS, CCC, SMCTA, City of Pacifica
July 8, 2008	CCC, SMCTA, Caltrans
August 14, 2008	USFWS, CDFG, CCC, Regional Water Quality Control Board (RWQCB), SMCTA, Caltrans, City of Pacifica
September 5, 2008	USFWS, CCC, CDFG, Caltrans, SMCTA, City of Pacifica
August 10, 2009	USFWS, Caltrans
December 14, 2009	USFWS, CCC, SMCTA
April 28, 2011	Air Quality Conformity Task Force Meeting, Environmental Protection Agency (EPA), Federal Transportation Administration (FTA), Federal Highway Administration (FHWA), Caltrans, California Air Resources Board (CARB), Metropolitan Transportation Commission (MTC), TAM, San Francisco County Transportation Authority (SFCTA)

These meetings provided confirmation to the project team regarding the processes for agency reviews, the technical approach for analyzing potential impacts to coastal wetlands and sensitive habitat areas. Agreement was also obtained regarding the approach for analysis of special-status species impacts, as well as the approach for compensatory mitigation.

- On November 1, 2010, the USFWS received a letter requesting the initiation of formal consultation and a Biological Assessment (BA) for the proposed project.

- On January 26, 2012, the USFWS issued the Biological Opinion (BO) with the USFWS's opinion of the effects of the proposed project on the threatened California red-legged frog and endangered San Francisco garter snake. This completed the formal consultation process with USFWS.

- During preparation of the project's cultural resource studies, the Native American Heritage Commission (NAHC) and seven Native Americans individuals/groups, including Ohlone individual and groups, were contacted for input, pursuant to both Section 106 regulations

and the recommendations of the NAHC. No concerns or issues were identified during that consultation process.

The Draft EIR/EA (DEIR/EA) was made available for public review and comment from August 8, 2011 to October 22, 2011. The public comment period was extended to October 22, 2011 at the City's request. A combined Notice of Availability of the Draft Environmental Impact Report/ Environmental Assessment (EIR/EA) and Public Meeting notice was posted for viewing and download on the SMCTA and Caltrans website on August 2, 2011. The notice was mailed to all businesses and residences within 500 feet of the project, as well as all those who attended and submitted a comment at the March 3rd and June 22nd, 2010 meetings on August 4, 2011; a second mailer for the notice was sent out September 14, 2011. The notice was also published in the San Mateo Times on August 8th, the San Francisco Chronicle on August 10th, the Half Moon Bay Review on August 10th, and the Pacifica Tribune on August 10th, August 24th, September 14th, and September 21st. A news release was also put out on August 8th and September 16th. A copy of the published notice is included below. The public hearing was held on September 22, 2011 at the Pacifica Community Center, which is located in the project vicinity. The hearing was attended by more than 100 members of the public, 36 of whom provided oral testimony. In addition to the oral comments, 180 written comments on the DEIR/EA were received.

On June 25, 2012, the City of Pacifica City Council approved the motion to give direction to City staff to participate in the project development team (PDT) to encourage the selection of the Landscaped Median Build Alternative but reserve the final decision until after the FEIR is issued.

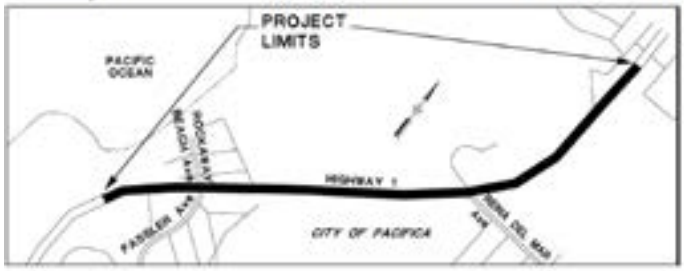
- The SMCTA website (www.smcta.com) contains an overview of the project, links to project materials, and information about the schedule for the project's approval and construction (including a listing of upcoming public meetings). The website also provides an opportunity for people to submit comments and questions regarding the project.

The project development team for the proposed project includes staff from the SMCTA, as well as staff from the City of Pacifica and the Department. The City is a partner on the project and will be issuing encroachment permits to the Department/SMCTA for all work that extends onto City streets. Regular meetings of the project development team have been held to coordinate project design issues and the environmental analysis.

Throughout the process Caltrans, the SMCTA, and the City of Pacifica have responded to comments and questions, and have addressed the issues raised by the public and agencies in this environmental document.

PUBLIC NOTICE

Notice of Availability of the Draft Environmental Impact Report/Environmental Assessment (EIR/EA) and Public Meeting and Notice of Availability of Project-Level Conformity Information for STATE ROUTE 1/CALERA PARKWAY WIDENING PROJECT



WHAT'S BEING PLANNED The California Department of Transportation (Caltrans), in cooperation with the San Mateo County Transportation Authority (TA) and the City of Pacifica, propose to widen State Route 1 (SR 1) from four lanes to six lanes (three through-lanes in each travel direction) in the City of Pacifica, County of San Mateo, California. The portion of SR 1 proposed for widening extends from approximately 1,500 feet south of Fassler Avenue/Rockaway Beach Avenue to approximately 2,300 feet north of Reina Del Mar Avenue, a distance of 1.3 miles. The project includes improvements to the two intersections within the proposed project limits. The purpose of this project is to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along a congested segment of SR 1 within the City of Pacifica.

WHY THIS AD Pursuant to the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), Caltrans, in cooperation with the TA and the City of Pacifica, has studied the environmental impacts of this project. This analysis shows that with the incorporation of mitigation measures, the proposed project will not significantly affect the quality of the environment. The document that explains this conclusion is called the Draft Environmental Impact Report/Environmental Assessment (Draft EIR/EA). CEQA requires this notice to disclose whether any listed toxic sites are present at the project location. One property adjacent to the project alignment, located at 4115 Cabrillo Highway, is listed as a closed case on the Cortese List.

This notice is to inform you that the Draft EIR/EA is available for a 60-day public review period, from **August 8, 2011** to **October 7, 2011**. A public meeting is scheduled on **September 22, 2011** to accept comments on the Draft EIR/EA. Public comments may also be submitted at any time during the review period to the California Department of Transportation at the address listed below.

The U.S. Environmental Protection Agency has designated the Bay Area as nonattainment for the national 24-hour standard for fine particulate matter. Fine particulate matter, known as PM2.5 (that is, particles smaller than 2.5 microns), can be inhaled and irritate the lungs. Therefore, some transportation projects must be evaluated for their potential to result in localized concentrations of PM2.5 levels, known as "hot spots." The evaluation takes place as an interagency effort among the sponsor of the transportation project, an Air Quality Conformity Task Force, and the Federal Highway Administration. The Metropolitan Transportation Commission (MTC) facilitates the Air Quality Conformity Task Force. The MTC is also responsible for determining that projects included in the 2035 Regional Transportation Plan (including the US 101/Broadway Interchange Reconstruction Project) are in conformity with the State Implementation Plan for achieving the goals of the Clean Air Act.

Caltrans, the TA, and the City of Pacifica consulted with the Air Quality Conformity Task Force to obtain a determination of whether the project is a "Project of Air Quality Concern" for PM2.5. Consultation began in March 2011 when the TA submitted a Project Assessment Form for PM2.5 Interagency Consultation. The form describes the project's potential effects on local PM2.5 levels. The form is available for public review beginning on the next page.
On April 28, 2011, the Air Quality Conformity Task Force determined that the project is not a "Project of Air Quality Concern."

Project-level conformity analysis shows that the project will conform with the State Implementation Plan, including localized impact analysis with interagency consultation for carbon monoxide (CO) and particulate matter (PM2.5) required by 40 CFR 93.116 and 93.123. This project is not considered a Project of Air Quality Concern regarding particulate matter (PM2.5) as defined in 40 CFR 93.123(b)(1). A detailed PM2.5 hot-spot analysis was not completed because Clean Air Act and 40 CFR 93.116 requirements are met without an explicit hot-spot analysis. Comment is requested regarding the project-level conformity analysis.

WHAT'S AVAILABLE The Draft EIR/EA, maps, and other project information, along with the Project-Level Conformity Information, are available for review at the following locations:

- Department of Transportation District 4 Office, 111 Grand Avenue, Oakland, CA
- San Mateo County Transportation Authority, 1250 San Carlos Avenue, San Carlos, CA
- Sanchez Library, 1111 Terra Nova Blvd., Pacifica, CA
- Sharp Park Library, 104 Hilton Way at Palmetto, Pacifica, CA
- Pacifica City Hall, 170 Santa Maria Avenue, Pacifica, CA
- Community Center, 540 Crespi Drive at Highway 1, Pacifica, CA
- Planning Department, 1800 Francisco Blvd., Pacifica, CA
- Public Works – Engineering Division, 151 Milagra Drive, Pacifica, CA

Electronic versions of the document also are available online at:

- www.dot.ca.gov/dist4/envdocs.htm
- www.smcta.com
- www.cityofpacifica.org

WHERE YOU COME IN You are invited to review the Draft EIR/EA and/or Project-Level Conformity Evaluation for this project and provide comments to us. A public meeting will be held to solicit comments and questions on the environmental analysis and impacts evaluated in the Draft EIR/EA. The meeting will begin with an open house, followed by a brief presentation and public comments/questions. Verbal or written comments on the Draft EIR/EA may be submitted at the public meeting, or at any time during the review period.

Open House/Public Meeting

WHEN:	Thursday, September 22, 2011	
	Open House:	6:30 p.m.
	Public Meeting:	7:00 p.m. - 9:00 p.m.
WHERE:	Pacifica Community Center 540 Crespi Drive, Pacifica, CA	

Comments must be received by 5:00 p.m. on October 7, 2011, and can be submitted via U.S. mail, fax, or e-mail to:

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4, Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623
Fax: 510-286-5600
thomas_rosevear@dot.ca.gov

CONTACT For more information about this study or any transportation matter, call CALTRANS at (510) 286-4444. Individuals who require documents in alternative formats are requested to contact the District 4 Public Affairs Office at (510) 286-6445. TDD users may contact the California Relay Service TDD line at 1-800-735-2929 or Voice Line at 1-800-735-2922.

4.2 Written Comments

As discussed in Section 4.1, the Draft EIR/EA (DEIR/EA) was made available for public review and comment from August 8, 2011 to October 22, 2011. The list of the written comments received, including the page on which the response(s) to the comment begins, is shown in the table below. A copy of each comment is contained in Appendix K.

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4	California State Clearinghouse	10-10-11	49
5A	Coastal Commission	9-21-11	50
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8	Karyl Matsumoto - South San Francisco City Council and SMCTA Board Member	9-5-11	64
9	Courtney Conlon, CEO - Pacifica Chamber of Commerce	8-25-11	64
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11	Half Moon Bay Coastside Chamber of Commerce	10-21-11	67
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23	Lenci Cruise and Travel II	9-6-11	117
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148	Spence Yoes	10-14-11	497
149	Pete Yoes	10-14-11	498
150	Reena Cimellae	10-11-11	496
151	Taryn Smith	--	496
152	Victoria Gangi	--	496
153	Sue Vaterlaus		499
154	Richard Clark	10-11-11	496
155	1412 Crespi Drive	--	496
156	Marilyn St. Germain-Hall	--	496
157	Frank Vella	--	496
158	O'Neill	--	496
159	Pete	--	496
160	Serzan Gerhell-Wallace	--	496
161	Neil Sofia	--	496
162	Mike Ervin	--	496
163	Mary T. Brown	9-1-11 & 10-4-11	496
164	William Moore	9-29-11	499
165	Flo Derby	9-28-11	500
166	Wanda Kirvin	9-28-11	496
167	Scott Findlay	9-29-11	496
168	David Weigert	9-27-11	496
169	Cheryl Yoes	9-28-11	496
170	Bill Meyerhoff	--	496
171	Melissa Wagner	--	496

172	Michelle Moore	8-29-11	496
173	Kristine Foster	8-24-11	496
174	Julian Boyle	8-25-11	496
175	William Moore	--	497
176	Cal Hintor	--	497
177	Ted Garber	10-25-11	500
178	Virginia Wick	10-7-11	501
179	Edward & Susan Lujan	10-7-11	501
180	Tara Atkins	10-12-11	497

4.2.2 Master Responses

Many of the comments received were from City of Pacifica residents who raised similar concerns and questions regarding the following topics:

1. The project needs to include analysis of more alternatives.
2. The adjustment of the existing traffic signal timing would solve the congestion problems.
3. The project should provide additional school buses and this would solve the traffic congestion problem.
4. The project should construct wider roadway shoulders for emergency vehicle access but not add additional traffic lanes.
5. The soundwalls would ruin the aesthetic environment of Pacifica and the document should include visual simulations of the soundwalls.
6. The schedules for the schools in the project area should be adjusted to a later start and end time.
7. The project would be harmful to local businesses.
8. The project should provide alternative transportation modes (i.e., increase bus service, encourage carpooling) instead of widening the roadway.
9. The project should finish the overpass and/or construct an underpass to remove the signal at Reina Del Mar Avenue.
10. The proposed three traffic lanes decreasing back down to two traffic lanes both north and south of the project limits would create bottlenecks and traffic accidents north and south of the project limits.
11. The project cost is too high and is a waste of money and not necessary for the project area or community.
12. The project design is supported and should proceed.
13. The project will cause more development and growth in the area.
14. The project analysis did not address the school traffic; there is no congestion when school is not in session.

Since many of the comments raised the same concerns and questions, a number of “master responses” have been prepared. The purpose of the mater responses is to provide comprehensive answers in one location and avoid redundancy throughout the individual responses. Cross references to master responses are made, when appropriate, in individual responses.

Master Response #1: Analysis of More Alternatives

A number of comments expressed the opinion that the DEIR/EA document should have included an analysis of more alternatives than those considered. This master response addresses this concern.

Section 15126.6 of the CEQA Guidelines states that "*an EIR describe a range of reasonable alternatives to the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.*" The CEQA Guidelines further state that an EIR need not consider every conceivable alternative to the project, but must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. The EIR is not required to consider alternatives which are infeasible. The Lead Agency for the project is responsible for selecting a range of project alternatives for examination and publicly disclosing the reasoning for selecting the alternatives. The CEQA Guidelines state "*there is no ironclad rule governing the nature or scope of alternatives to be discussed other than the rule of reason*".

Under NEPA, there is no requirement for an EA to evaluate more than one build alternative. However, Caltrans guidelines encourage the EA to include a discussion of alternatives that were considered but eliminated from further discussion.

For this project, 13 build alternatives were considered and studied during the project development process. Each of the 13 alternatives was evaluated for its potential to meet the objectives of the project, engineering feasibility in terms of ability to meet minimum Caltrans design criteria, cost, and environmental impacts.

Of these 13 initial alternatives 11 were rejected, for the reasons summarized in Section 1.4.8 of the EIR/EA. The CEQA Guidelines note factors that may be used to eliminate alternatives from detailed consideration in an EIR include: 1) failure to meet the purpose and need and most of the basic project objectives, 2) infeasibility[1], or 3) inability to avoid significant environmental impacts.

Of the 13 initial alternatives two were evaluated in detail throughout the EIR/EA. These alternatives are the Narrow Median Build Alternative and the Landscaped Median Build Alternative. The No Build Alternative was also evaluated in detail, as required by both NEPA and CEQA.

In summary, Caltrans has complied with both NEPA and CEQA through the evaluation of 13 potential build alternatives, as well as the No Build Alternative.

Master Response #2: Adjustment of Traffic Signal Timing

A number of commenters expressed the opinion that an alternative consisting of signal interconnects and retiming would meet the purpose and need of the project.

The DEIR/EA summarized (on page 36) the Signal Interconnect & Signal Timing Improvements without Roadway Widening Alternative that was considered and studied during the development of

[1] The CEQA Guidelines Section 15364 define "Feasible" as capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors. Infeasibility would be the opposite of this definition.

the proposed project. This Alternative would install a signal interconnect cable between the Fassler Avenue/Rockaway Beach Avenue and the Reina Del Mar Avenue signals to coordinate timing of the green light phases. Additional detail about this alternative has been added to the text of the EIR/EA in response to the questions raised about signal timing (refer to Section 1.4.8.8)

Existing Conditions

Based on records and field observations from Caltrans staff, the existing signal timing is optimized to maximize the throughput of automobile traffic, and further signal timing adjustments would not achieve substantial benefits, particularly as regional growth occurs over the long term.

Analysis of Signal Interconnect & Retiming

In addition to the field observations described above, the Signal Interconnect & Retiming Alternative was evaluated by Fehr & Peers, the project's traffic engineer, using several analysis tools that were developed for this purpose. The evaluation and the results are described further in Section 1.4.8.8 of the EIR/EA. For further details, the reader is referred to pages 2 to 3 of the project's Supplemental Traffic Analysis (December 2008) [2].

Conclusion

As stated in the DEIR/EA (page 5), the purpose of the proposed project is to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along a congested segment of SR 1within the City of Pacifica. As noted in the report, the results described are for existing conditions only – conditions in the future (i.e., year 2035) would require a longer widening north of Reina Del Mar, and PM peak hour conditions could not be improved to LOS D with signal timing adjustments alone. Because the signal interconnect would not accommodate the two movements at the Fassler intersection during the AM peak hour, or the traffic demand increases in the future, it would not meet the purpose/objectives of the proposed project. For these reasons, this alternative was not carried further in the DEIR/EA analysis.

Master Response #3: Providing School Buses

A number of commenters expressed the opinion that an alternative consisting of providing additional school bus service to Vallemar Elementary School would meet the purpose and need of the project. The idea behind such an alternative is that use of school buses would avoid the need for parents to drive their children to school, thereby reducing traffic volumes, which in turn would alleviate the congestion.

The EIR/EA summarizes (in Section 1.4.8.10) the School Bus Service to Vallemar Elementary School Alternative that was considered and studied during the development of the proposed project. This Alternative would provide increased school bus service to the Vallemar Elementary School on Reina Del Mar Avenue in lieu of any roadway widening.

[2] Fehr & Peers. 2008. *Supplemental Traffic Analysis of Calera Parkway in Pacifica, CA – Memorandum.* December 10, 2008.

This alternative was evaluated in a Transit Analysis, completed by Fehr & Peers in December 2009.[3] The report included a discussion (on page 2) of the existing bus service during school commute periods.[4] SamTrans Route 16 is the local circulator transit route that provides service in Pacifica only during school commute periods. The existing service and ridership for Route 16 is further described in Section 1.4.8.12 of the EIR/EA.

The DEIR/EA included a summary discussion (in Section 1.4.8.10 and in Table 1.7) of the infeasibility of this alternative, based on the information presented in the Fehr & Peers Transit Analysis report. The existing Route 16 service in the area is not operating at levels high enough to suggest demand is being suppressed by limited capacity and as such, providing increased service to the Vallemar School would not likely produce a high increase in riders. Traffic counts collected in 2007 suggest that approximately 25 percent of peak direction traffic on SR 1 between Fassler and Reina Del Mar is coming from/traveling to south of Linda Mar Avenue. Providing additional school-related bus service could conceivably provide a small benefit for a portion of the congestion in the AM peak hour northbound commute, it would not likely be enough to significantly decrease traffic congestion through the area. In addition, the PM peak hour congestion in the area occurs well after school is out, so there would be no benefit from additional school bus service for the PM commute congestion in the southbound direction.

Some comments were received from the public that suggested a larger-scale increase in area-wide transit service meant to serve all schools. Although not explicitly evaluated for purposes of school-related traffic, Fehr & Peers did complete an analysis of what levels of overall area wide transit service increases would be required to achieve a notable shift in travel patterns (i.e., from private automobile to bus transit) such that the project's purpose and need would be met. Refer to Master Response #8 for a discussion of this issue.

Overall, increases in school-related bus service would not be adequate to reduce the existing or expected future congestion in the area to levels such that the proposed project would not be warranted. Therefore, this alternative would not meet the purpose and need or the objectives of the proposed project. For these reasons, this alternative was not carried further in the DEIR/EA analysis.

Master Response #4: Construct Wider Shoulders for Emergency Vehicle Access

A number of comments expressed the opinion that an alternative consisting solely of widening of the shoulders of SR 1 should be evaluated in the DEIR/EA. The intent of the shoulder widening would be to improve emergency vehicle response times by allowing emergency vehicles to bypass congestion during peak travel periods.

As described in Section 1.4.8.7 of the EIR/EA, this suggested alternative would not meet the purpose and need of the proposed project, which is to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along a congested segment of SR 1 within the

[3] Fehr & Peers. 2009. *Additional Transit Analysis for the SR 1/Calera Parkway Project Pacifica, California.* December 8, 2009.

[4] The traffic analysis completed for the DEIR/EA was prepared according to Caltrans methodology and the requirements of CEQA and NEPA (refer to the Traffic Operations Analysis Report in Appendix G.13 of the DEIR/EA). Traffic counts are typically collected on normal weekdays when school is in session in order to provide a realistic, normal baseline condition. The summer months and holidays, as well as the most congested days, are typically avoided in order to avoid extreme anomalies in data. Using traffic data from the summer time can falsely present the picture that ample capacity is available.

City of Pacifica. Under this suggested alternative, additional capacity for emergency vehicle access would be provided; however, travel times and traffic congestion would not be reduced.

Since this alternative would not meet the purpose and need, it was eliminated from further consideration.

Master Response #5: Soundwalls

A number of the comments received on the DEIR/EA were related to noise abatement in the form of soundwalls/barriers, including questions regarding the process used to evaluate their feasibility and reasonableness. This master response is intended to provide information on this topic.

Soundwalls as Noise Abatement
In accordance with Caltrans and Federal Highway Administration (FHWA) procedures, as published in the Traffic Noise Analysis Protocol (TNAP), the DEIR/EA included a discussion (in Section 2.15.4 and Table 2.15) of the feasibility and reasonableness of soundwalls to provide noise abatement for projected noise levels at two locations that will approach or exceed the FHWA noise abatement criteria (NAC). The text of the DEIR/EA summarized and was based on an analysis in the Noise Study Report prepared by Illingworth & Rodkin in October 2009 (Appendix E of the DEIR/EA). Soundwalls are not proposed as part of either Build Alternative.

For the proposed project, two locations were identified for possible soundwall construction because the projected traffic noise level will approach or exceed the NAC.

Based on the information in Section 2.15.4, soundwalls are not proposed as part of either Build Alternative. The DEIR/EA included a discussion of the reasonableness of the proposed noise soundwalls, based on the Illingworth & Rodkin study in Section 2.15.4 of the DEIR/EA. The DEIR/EA stated on page 133:

> *Based on the studies completed to date, the Department does not intend to incorporate noise abatement in the form of barrier(s) or berm(s) along the project alignment. It is recommended that soundwall #1 not be constructed since the estimated construction costs would exceed the total reasonable allowance for every soundwall height configuration, and because this soundwall would benefit only one receiver. Assuming utility relocation costs for soundwall #2 would be approximately $200,000, it is recommended that soundwall #2 not be constructed since the total estimated construction costs would exceed the total reasonable allowance for every soundwall height configuration.*

Per the requirements of the Caltrans *Project Development Procedures Manual (*PDPM) for a Noise Abatement Decision Report (NADR), the noise soundwalls were also discussed in the Draft Project Report (July 2011). The Draft Project Report included the NADR, which is an evaluation of the reasonableness and feasibility of incorporating noise abatement measures for the project. The NADR also constitutes the preliminary decision on noise abatement measures and is incorporated into the Draft Environmental Document. The NADR is also required for Caltrans to meet Title 23, Code of Federal Regulation, Part 772 of the Federal Highway Administration standards.

The NADR does not present the final decision regarding noise abatement; rather, it presents key information on abatement to be considered throughout the environmental review process, based on the best available information at the time the Draft Environmental Document is published. If conditions change substantially during the final project design, the preliminary noise abatement

decision may be changed. A final decision of the noise abatement will be made during the final project design and upon completion of the public involvement process.

Visual Simulations of Soundwalls
The DEIR/EA included a discussion and visual simulations (on pages 80 to 89) of the features associated with the proposed project in Section 2.7 Visual/Aesthetics. However, the soundwalls were not included in the description or visual simulations because the project does not propose noise reduction measures in the form of soundwalls along the project alignment. The text of the Final EIR/EA has been updated to clarify that soundwalls are not proposed.

Master Response #6: Adjust School Schedules Alternative

A number of comments requested consideration of an alternative that would adjust school schedules. The intent behind this request is that by adjusting and staggering school schedules and start times in the area, school-related trips would occur outside of the peak hours, thereby eliminating the AM congestion within the project area. However, this adjustment in school schedules would not address the PM traffic congestion.

The adjustment of school time schedules is outside the purview and jurisdiction of Caltrans and the SMCTA and would need to be addressed at a local level with the school districts. In addition, the transportation funding available for the Calera Parkway project is allocated specifically for capital transportation projects, and could not be used by Caltrans and/or the SMCTA for other local agencies, such as the Pacifica School District. For these reasons, this alternative is not feasible.

Master Response #7: Effects of Project on Local Businesses

Several commenters expressed concern that the project would result in harm to local businesses, both during construction and over the long term.

The DEIR/EA discusses (on page 171) the effects to businesses during project construction. During construction of the proposed project, some driveways may be closed temporarily to existing businesses. However, at the completion of the proposed project, access will be maintained for the businesses along the proposed project corridor. In addition, the proposed staging area for the equipment and materials storage for the project will be located along the west side of SR 1, approximately 600 feet south of Reina Del Mar Avenue, within the state right-of-way. The equipment and materials storage areas would not impact businesses.

A Transportation Management Plan (TMP) will be prepared as part of the proposed project, prior to construction. The TMP will address all traffic-related aspects of construction, including traffic handling during each stage of construction, and will involve noticing of construction-related information to residents and businesses in the area. During construction, the same number of traffic lanes will be maintained on SR 1 and local streets, so there will be no roadway closures associated with the proposed project that would affect access to existing businesses.

The DEIR/EA included a discussion (on pages 55 to 56) of the relocations and real property acquisitions that will occur under the proposed Build Alternatives. This section describes Caltrans Relocation Assistance Program (RAP), which is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not

suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. There is one single-family residence that would be acquired by the project, located at 425 Old County Road. This residence is attached to a commercial (restaurant) building fronting SR 1, at 4430 Coast Highway, via a covered walkway. If Caltrans approves either of the Build Alternatives, the residential property would be acquired at fair market value. Residents would receive relocation assistance in accordance with the provision of the Caltrans RAP. The type of relocation assistance provided would vary on a case-by-case basis, depending on such factors as whether the occupant is an owner or renter, how long the occupant has lived in the home, cost differential between existing and replacement housing, etc.

While the Landscaped Median Build Alternative would require additional right-of way acquisition and remove parking spaces at two businesses along the east side of SR 1, the long-term effect of the project on local businesses is anticipated to be beneficial because the project will not sever access and the project will relieve congestion in the project vicinity.

During the public meeting on September 22, 2011, a question was raised whether or not a business could seek reimbursement for damages and lost revenue during construction. Caltrans staff addressed this issue and stated that if a business is impacted by a project such as this, they could claim damages and seek reimbursement for lost revenue after the project is constructed. The business would have to keep complete records before and after the project to prove and document the lost revenue and damages had been incurred. For additional information regarding this process, please contact the SMCTA right-of-way representative.

Master Response #8: Alternative Transportation Modes

Various comments received on the DEIR/EA requested the study of a solution that would solve the congestion problem through the provision of better alternatives to auto travel, namely public transit and carpool/rideshare options.

SR 1 is a regional facility that serves other areas, besides the city of Pacifica. It is the only north/south route option along this portion of the state for travelers and commuters. There is no reasonable alternate parallel route to SR 1 along this portion of the highway. Much of the traffic on SR 1 is through traffic, and comes from other areas in the region, outside of Pacifica. This is primarily due to residential uses to the south and employment in the San Francisco area to the north.

The DEIR/EA described (on page 36 to 38) the Increased or Modified Transit Service Alternative that was considered and studied during the development of the proposed project. This Alternative would consist of providing increased transit service to areas and points both north and south via additional bus routes, increased bus headways (more frequent buses), additional Park-n-Ride lots, and additional feeder shuttles.

Existing Transit Service

This alternative was evaluated in a Transit Analysis letter report, completed by Fehr & Peers in December 2009, which described the amount of transit service that would be required to reduce the traffic demand on the SR 1/Calera Parkway corridor in Pacifica such that the existing roadway would accommodate the forecasted demand. In this analysis, Fehr & Peers noted that currently, there are approximately 345 transit riders along the corridor in the northbound direction during the two-hour AM peak period, which is defined as 7:00 AM to 9:00 AM. This number excludes school trips on Route 16, which provides service during school commute periods only. There is also a similar

number of riders during the two-hour PM peak period (i.e., 5:00 PM to 7:00 PM), equating to a ridership of approximately 175 passengers per hour. The existing transit and bus service included in the analysis were Routes 14, 100, 112, 294, CX and DX. With the current ridership numbers, the existing transit and bus service is operating well below capacity. The buses are operating at approximately ½ full with average ridership of 50 percent of available capacity during the AM peak period and 40 percent of available capacity during the PM peak period. In context of the entire SamTrans bus network, there is a wide range of ridership on various routes depending on their nature – bus routes providing service along El Camino Real, with connections to regional transit such as BART or Caltrain, tend to have the highest ridership, with between 6,000 and 7,000 riders per day. Routes serving local destinations, such as the 112 and 294 experience a wider range: some routes accommodate over 5,000 passengers per day while others service less than 250 per day. The 112 and 294, for example, both serve less than 750 passengers per day[5].

Even with the elimination of Route DX[6], there will be five northbound buses and five southbound buses along the study corridor during the AM and PM peak hours, which represents a capacity of 275 passengers per hour. Against 175 passengers per hour, demand for service is below capacity.

Increased Transit Service Scenarios

The proposed project would offer substantial benefits to traffic congestion through year 2035. Although, as noted in the EIR/EA, in year 2035, the corridor would serve approximately 93 percent of forecasted demand (however, the operating conditions would be substantially better than the "no project" conditions in the year 2035).

In their 2009 Transit Analysis letter report, Fehr & Peers evaluated the necessary transit service required to achieve improved roadway operations under two conditions:

1. *in combination with* planned roadway widening, increase transit service such that 100 percent of forecasted traffic demand would be served in 2035; and
2. *instead* of roadway widening, increase transit service such that the same level of traffic demand would be served as is expected to be served with the proposed project in 2035.

(Demand served is the percentage of total travel demand that is able to make it through a particular facility. For example, if 2,000 vehicles per hour arrive at an intersection with a capacity to serve only 1,500 vehicles per hour, the intersection is able to "serve" 75 percent of the demand.)

Those two scenarios are described below.

1) Increased Transit Service in Combination with Roadway Widening

With the proposed widening project, approximately 93 percent of the peak hourly vehicle demand would be served in 2035. The California Coastal Commission questioned whether operating additional transit service would reduce travel demand such that the widened highway facility would

[5] SamTrans, Draft Final Service Plan, March 2013
[6] Due to its current $28.4 million budget shortfall, SamTrans planned to discontinue this route in December 2009 since it offers similar service to other routes in the system and displaced riders have alternate routes (such as parallel service to Daly City and Colma BART stations).

serve 100 percent of demand with the proposed widening project.[7] Fehr & Peers analyzed (on page 6 of their December 2009 Transit Analysis letter report) this scenario and found that in order to do this, the existing transit service would need to reduce the overall demand to 93 percent of currently projected levels. This corresponds to a needed reduction of approximately 258 northbound private vehicles during the AM peak hour (i.e., 7:30 AM to 8:30 AM) and 224 southbound private vehicles during the PM peak hour (i.e., 5:00 PM to 6:00 PM). In their analysis, Fehr & Peers assumed average vehicle occupancy along the corridor of 1.6 people per auto, based on the *National Household Travel Behavior Survey*. Using this estimate, the enhancements in transit service would need to generate 413 new riders in the AM peak hour and 358 new riders in the PM peak hour. In other words, transit ridership would need to increase to 588 riders in the AM peak hour, a 336 percent increase, and to 533 in the PM peak hour, a 305 percent increase over existing conditions.

Using a conservative estimate that a 10 percent increase in transit capacity would yield a five percent increase in transit ridership,[8] Fehr & Peers determined that to achieve the ridership increases necessary to accommodate the unserved demand under conditions with the proposed widening project, transit capacity would need to increase by 672 percent in the AM peak hour and 610 percent in the PM peak hour. This corresponds to the addition of approximately 34 northbound buses (with 55 seats each) during the AM peak hour, and 31 southbound buses during the PM peak hour.

Fehr & Peers estimated the operating costs of adding this additional bus service to the project corridor. SamTrans has an average, all-in, operating cost of approximately $150 per hour. Fehr & Peers analysis showed that approximately 30 additional buses per hour (or one bus every two minutes) would be needed through the corridor in both the AM and PM peaks. The number of buses required to operate this service (and therefore the cost to operate this service) depends on the length of the route. Assuming an approximately 15-mile one-way route, or a 30-mile loop, and an average operating speed of 20 mph (similar to the three other routes currently serving the corridor), each run would take approximately 90 minutes (disregarding layover time, driver breaks, etc.). If each loop takes 90 minutes and service needs to be provided at two minute frequencies, then 45 buses would need to be operating. Assuming the 45 buses operate for three hours each during the AM and PM peak periods, this equates to approximately six hours per day during which 45 additional buses would need to operate. This translates to approximately 270 vehicle-hours per day. At $150 per hour, this translates to approximately $40,000 per day, or $10 Million per year, assuming 250 "work days." Over the 20-year life span of the project, this equates to $200 million. As a point of comparison, the cost of the project ranges from $30.5 to $34.5 million, and as noted, would improve the total percent of year 2035 traffic demand served from 77 percent in the AM peak hour under no project conditions to 93 percent with the proposed project. Reducing traffic demand such that the proposed project would serve 100 percent of total demand would cost an additional $200 million and would increase the total cost of the project.

In their 2009 report, Fehr & Peers responded to a specific request raised by the Coastal Commission during development of the proposed project for additional analysis to determine whether the service would be both optimal and cost effective. Fehr & Peers determined that additional transit service could potentially reduce vehicle miles traveled (VMT), but with the widening in place, the reductions

[7] Based on their observations, Caltrns notes that improving the speed of transit improves ridership more than providing additional capacity. Lew, Wingate. Transit Coordination, Caltrans District 4. Personal Communication. July 19, 2013.

[8] A study conducted by the Victoria Transport Policy Institute presents a range of elasticity values relating to changes in transit capacity and transit ridership. A conservative estimate shows an elasticity of 0.5, which would mean that a 10% increase in transit capacity would yield a 5% increase in transit ridership.

would be minimal relative to the cost of the additional transit service. In addition, the existing transit services are not fully utilized and have excess available capacity (i.e., 50 percent in the AM peak hour and 60 percent in the PM peak hour). Routes offering scheduled service from regional Park & Ride lots in Pacifica to regional transit hubs are generally less than 50 percent utilized. Fehr & Peers noted that every time transit capacity is doubled, on average, ridership would increase by 50 percent.[9] These transit routes are not major transit corrdors, and therefore, doubling capacity to increase ridership by 50 percent may not be applicable to this transit area. However, if transit service along the corridor were doubled, it would translate to a reduction of 55 vehicles in the northbound direction in the AM peak hour and 55 vehicles in the southbound direction in the PM peak hour, using average vehicle occupancy of 1.6 people per auto. This would result in a 1.5 percent reduction in peak direction vehicle travel demand during the AM and PM peak hours, respectively. Therefore, expanding transit service with the proposed widening would not provide a significant VMT reduction. Fehr & Peers concluded that a reasonable expansion of transit service would neither generate enough reduction in auto traffic to either meet the purpose and need of the proposed project, nor to reduce the footprint of the widening project.

2) Increased Transit Service without Roadway Widening

Fehr & Peers also provided a Supplemental Transit Analysis in June 2010, which included an assessment of how much transit service would be required to accommodate the forecasted demand without the proposed widening project. Fehr & Peers determined (on page 2) that without the proposed widening project, only 77 percent of the forecasted traffic demand would be served in year 2035 and 23 percent of the demand would be unserved, resulting in extensive traffic congestion. Using similar assumptions as described above, to accommodate the demand that could not be served by the existing roadway in the year 2035, the transit system would have to influence a ridership increase of 1,357 riders in the AM peak hour (an 875 percent increase over existing conditions) and 1,178 riders in the PM peak hour (a 773 percent increase over existing conditions). Transit service, therefore, would have to increase by 1,750 percent in the AM peak hour and 1,546 percent in the PM peak hour over existing levels. This corresponds to an additional 88 buses in the AM peak hour and 77 buses in the PM peak hour in the year 2035.

This amount of service would be equivalent to nearly 15 new bus routes, each operating with relatively frequent 10-minute service times. Fehr & Peers noted that these increases would be comparable to a completely new transit system, not just minor service increases. Using similar cost assumptions to scenario 1, above, this new service would cost approximately $30 million annually, $600 million over the 20-year life span of the project, exclusive of the cost of purchasing new vehicles. This is higher than the cost of the project.

However, it was also noted in their report that even if the capital investment to initiate such a service were available, operating an additional 15 bus routes would require substantial new ongoing operations and maintenance funding, as well as new vehicular storage and maintenance facilities. Further, Fehr & Peers noted that based on their own assessment and conversations with SamTrans staff, even if such funding were available, this corridor, with relatively low population density, would not likely be the optimal location to focus spending. Such funding, if available, would likely be better spent on other higher-density areas of the County in which a higher portion of trips would likely be attracted to transit.

[9] A study conducted by the Victoria Transport Policy Institute presents a range of elasticity values relating to changes in transit capacity and transit ridership. A conservative estimate shows an elasticity of 0.5, which would mean that a 10% increase in transit capacity would yield a 5% increase in transit ridership.

The DEIR/EA included a summary discussion (on page 38 and in Table 1.7) of the feasibility and effectiveness of this alternative, based on the information presented in the Fehr & Peers analyses. Increasing bus routes or frequency would provide only a nominal increase in ridership due to the low existing transit ridership through this corridor. Therefore, it is unlikely that service updates in this area could achieve a similar level of congestion relief as either of the Build Alternatives. This alternative would likely have minimal environmental impacts, but could have some scattered right-of-way impacts because it may require acquisition of property/right-of-way from the properties along SR 1 in order to provide bus and transit facilities along the highway. This alternative was determined to not be cost-effective due to the high operating cost over time and the high initial cost for some transit options. This alternative would also not meet the purpose and need of the proposed project due to the minimal improvement in congestion relief. For these reasons and in accordance with CEQA Guidelines Section 15126.6, this alternative was not carried forward through the EIR/EA as a proposed alternative. Please also refer to Master Response #1.

Carpool and Rideshare Program

In addition to the two scenarios for increased transit described above, the Fehr & Peers report in 2009 also included an analysis showing the feasibility and benefits (including estimated reduction of VMT) that would result from developing a formal carpooling and rideshare program, in response to specific questions raised by the California Coastal Commission during development of the proposed project. The Coastal Commission also requested that the analysis include the reduction in congestion that could be expected to result from a carpool program in combination with a High Occupancy Vehicle (HOV) lane. Fehr & Peers provided an analysis and discussion (on page 10) in response to the Coastal Commission's request.

In their response, Fehr & Peers noted that the San Mateo County Transportation Authority already operates a formal carpooling and rideshare program. In addition, new land use development projects are required to participate in the program and to provide additional Transportation Demand Management (TDM) measures to reduce peak period automobile travel. Therefore, the benefits of such programs are already included in the current traffic operating conditions. Fehr & Peers further noted (on page 8) that many of these features are provided throughout the area, but are not fully utilized. The existing Park & Ride lots at Crespi and Linda Mar Avenues are only 44 percent utilized, based on a September 2009 weekday count after 9:00 AM. Anecdotal evidence suggests that of this amount a large portion of those vehicles that do park at the Park & Ride lots are using the lots for beach access, and not for commuting.[10] This suggests that provision of additional Park & Ride lot capacity would not substantially increase transit or rideshare/carpool ridership in the area.

In addition, Fehr & Peers analyzed the feasibility of converting one of the proposed travel lanes along the proposed project corridor to an HOV lane and found that implementing an HOV lane for such a short roadway segment (i.e., 1.3 miles) would not be practical. In order to be beneficial, HOV lanes typically require much longer distances to provide sufficient benefit to justify their cost and to induce riders to switch modes and join carpools. In addition, the existing project configuration with signalized intersections will present some geometric design and operational challenges in terms of providing separation from the HOV lanes and turn lanes at the intersections within the project area. Therefore, this scenario would not be feasible from an engineering and design perspective.

[10] Fehr & Peers. 2009. Additional Transit Analysis for the SR 1/Calera Parkway Project Pacifica, California. December 2009.

In their analysis, Fehr & Peers considered (on page 10) two possible HOV lane bypass scenarios.

1) First, the analysis noted that if the currently-proposed project footprint were maintained, vehicle congestion would be similar to that identified for the scenario with no widening project because most vehicles (with single-occupants) would only be able to enter two of the proposed three lanes, similar to existing conditions. HOV would be trapped in this congestion approaching the study corridor as well. Therefore, all vehicles would have to wait in relatively long lines approaching the widened roadway. HOV would be able to bypass the portion of the congestion where the roadway is currently proposed to be widened, however, the travel time benefits of this small queue bypass would be relatively small (likely less than five percent of total trip times), and not likely enough to cause a "mode shift," in which more people would carpool. Therefore, this scenario would incur the same construction cost and overall increases to the roadway footprint as under the proposed Build Alternatives, but with minimal travel time benefits limited to a small group of users.

2) The second scenario Fehr & Peers analyzed would involve constructing the HOV lane to bypass the entirety of the vehicle waiting lines (i.e., adding a third lane for more than two miles in each direction). This would provide substantial travel time advantages for HOV over single occupancy vehicles (SOV's). However, the shift in the number of people who carpool versus existing conditions would likely remain relatively small, and the overall size and cost of the project would be substantially larger, as compared to the proposed Build Alternatives, and therefore, it would not be cost-effective or feasible. Because this scenario would increase the overall amount of pavement, the environmental impacts, including visual and aesthetics as well as habitat impacts, would be greater under this scenario as compared to the proposed Build Alternatives.

Under both HOV scenarios Fehr & Peers analyzed, there would be a relatively small benefit, and as such, this alternative would also not meet the purpose and need of the proposed project due to the minimal improvement in congestion relief. It was concluded that neither of the HOV lane scenarios is viable. For these reasons and in accordance with CEQA Guidelines Section 15126.6, this alternative was not carried forward through the EIR/EA as a proposed alternative. Please also refer to Master Response #1.

Master Response #9: Overcrossing/Undercrossing to Remove Reina Del Mar Signal

Various comments received on the DEIR/EA pertained to options at Reina Del Mar, namely:

- Grade-separate the intersection, with SR 1 elevated over Reina Del Mar
- Grade-separate the intersection, with Reina Del Mar depressed under SR 1
- Construct a pedestrian overcrossing over SR 1

This master response provides details of each of the options, including the pros and cons.

SR 1 Overcrossing of Reina Del Mar

This alternative was evaluated in the Final Traffic Operations Report prepared by Fehr & Peers in July 2008, which was Appendix E to the DEIR/EA. The DEIR/EA concluded that this alternative would offer similar benefits to those offered by the proposed project, but with substantially higher cost and right-of-way and environmental impacts. The DEIR/EA summarized (on pages 31 to 33)

the Grade Separation alternative that was considered and studied during the development of the proposed project. Several variations of the diamond interchange grade separation alternative were evaluated, which included SR 1 elevated to pass over Reina Del Mar Avenue. Access to SR 1 from Reina Del Mar Avenue would be provided via a diamond interchange, with stop sign control on the off-ramps to Reina Del Mar Avenue. This configuration would have the benefit of removing the traffic signal for northbound and southbound traffic, which is the primary traffic bottleneck in the AM peak hour, and a substantial contributor to congestion in the PM peak hour.

The Final Traffic Operations Report evaluated traffic operations under this alternative for both Construction Year (2015) and Future Year (2035) for the AM and PM peak hour congested periods. During the AM peak hour, the northbound vehicles would travel at free-flow speeds north of Fassler Avenue. The intersection of Fassler Avenue and SR 1 would improve as a result of grade separation at SR 1 and Reina Del Mar Avenue because vehicle congestion (queues) from that intersection would no longer back up to Fassler Avenue. During the PM peak hour, drivers would still experience some congestion and queing due to the heavy left-turn volume from southbound SR 1 to Fassler Avenue. In the year 2015, the overall average network-wide delay would decrease 76 percent in the AM peak hour and 83 percent in the PM peak hour, compared to conditions without the project. In the year 2035, overall average network-wide delay would decrease 59 percent in the AM peak hour and 77 percent in the PM peak hour, compared to conditions without the project.

Fehr & Peers noted that this alternative would provide a traffic operational benefit. In year 2035, travel times would generally decrease by nearly 60 percent in the AM peak hour and over 70 percent in the PM peak hour compared to the no build condition. Vehicle congestion would be largely reduced, and intersection approach traffic at the SR 1/Fassler Avenue intersection would generally clear each green light cycle.

The DEIR/EA included a summary discussion (on pages 31 to 33 and in Table 1.7) of the feasibility and effectiveness of this alternative, based on the Final Traffic Operation Report analysis. Year 2035 AM peak hour travel times through the area would average three minutes and eighteen seconds, and PM peak hour travel times would average three minutes and 30 seconds. However, these travel times would only be marginally better than the proposed Build Alternatives, and the construction cost would be substantially higher than the proposed Build Alternatives (i.e., approximately $50-$65 million vs. $30-$35 million). Additional costs would be added to both these scenarios for right-of-way acquisition, construction management, project approval, etc. A grade separation would require on and off ramps with controlled access to the highway, which means residential and business driveways could not have access directly to and from the SR 1 on- and off-ramps. A simple, compact-diamond design would not be feasible because Caltrans policy would not allow private or business driveway access directly to/from the on and off ramps. Depending on the variation, the grade separation could impact and remove access to businesses on the east side of SR 1. A separate access to all private properties adjacent to the interchange area would have to be provided from Reina Del Mar Avenue via frontage roads or other means, such as “hook ramps,” which would increase the project footprint and result in greater environmental and right-of-way impacts. In addition, the City of Pacifica was not supportive of additional northbound “out of direction” travel to access businesses on east side at Reina Del Mar Avenue with the northbound hook ramps variation.

This alternative design would result in greater aesthetic impacts due to the construction of the elevated interchange, which would conflict with the California Coastal Commission coastal zone and Pacifica Local Coastal Plan policies regarding visual quality of the coastal area, while it would move traffic further away from houses east of SR 1, as the alignment would be shifted west up onto the existing berms. This alternative would also result in greater noise impacts along SR 1 due to raising

the roadway elevation. Due to the need for increased grading and frontage roads, this alternative would also result in greater impacts to sensitive biological and cultural resource sites west of SR 1 than the proposed Build Alternatives.

Even though this alternative would meet the purpose and need of the proposed project, this alternative would not be substantially better than the proposed Build Alternatives and was considered too expensive to be feasible by the project sponsors. In addition, this alternative would have greater right-of-way and environmental impacts, as compared to the proposed Build Alternatives. For these reasons, this alternative was not carried forward through the EIR/EA as a proposed alternative.

Pedestrian Overcrossing of SR 1

This alternative was also evaluated in the Final Traffic Operations Report prepared by Fehr & Peers in July 2008, which was Appendix E to the DEIR/EA. The DEIR/EA summarized (on pages 27 to 29) the Pedestrian Overcrossing alternative that was considered and studied during the development of the proposed project. That alternative would add a pedestrian overcrossing over SR 1 at the Reina Del Mar Avenue intersection, in lieu of a pedestrian crosswalk at grade. This would eliminate the need for a pedestrian signal phase across SR 1, allowing more green time for the congested through-traffic movements along SR 1.

As part of their analysis, Fehr & Peers noted (on page 16) that while a pedestrian overcrossing theoretically removes pedestrians and bicyclists from the road, and thus improves safety, there is no guarantee that pedestrians will use it. Because of strict ADA slope standards, overcrossings produce longer and more strenuous route for pedestrians. Since SR 1 is not an access-controlled freeway with continuous fencing, pedestrians can still walk across the highway. Under these circumstances, some pedestrians may choose to cross at the street level, which can cause a major safety hazard because the pedestrian signal phase would no longer be there to protect them and appropriate at-grade treatments would not be provided. The Department would not put in place a pedestrian crossing facility that includes an inherent hazard (i.e., no at-grade crossing).

The Traffic Operations Report evaluated traffic operations under this alternative during the year 2015 and year 2035 for the AM and PM peak hour congested periods. During the year 2015, the overall average network-wide delay would decrease 74 percent in the AM peak period and 78 percent in the PM peak hour, compared to conditions without the project. In the year 2035, the overall average network-wide delay would decrease 67 percent in both the AM and PM peak hours, compared to conditions without the project.

The Traffic Operations Report also projected that under conditions with only the roadway widening, and without the pedestrian overcrossing, the year 2015 overall average network-wide delay would decrease by 73 percent in both the AM and PM peak hours, compared to conditions without the project. Thus the overall average network-wide delay would be only slightly better in the year 2015 if the pedestrian crossing were added to the roadway widening (i.e., one percentage point in AM peak hour and five percentage points in PM peak hour). In the year 2035, the overall average network-wide delay with just the roadway widening would decrease 65 percent in the AM peak period and 66 percent in the PM peak hour, compared to conditions without the project. The overall average delay would be only slightly better in the year 2035 if the pedestrian crossing were added to the roadway widening (i.e., two percentage points in AM peak hour and one percentage point in PM peak hour). The analysis concluded that adding the pedestrian overcrossing to the proposed roadway widening would have only a slight additional benefit. In addition, the Department would not put in place a pedestrian crossing facility that includes an inherent hazard (i.e., no at-grade crossing).

The DEIR/EA included a summary (on pages 27 to 29 and in Table 1.7) of the feasibility and effectiveness of this alternative. The pedestrian overcrossing with the roadway widening would not appreciably enhance traffic operations, compared to the proposed Build Alternatives, and the construction cost would be higher than the proposed Build Alternatives (i.e., approximately $30.5-$34.5 million for Narrow Median and Landscaped Median alternatives, respectively). The pedestrian overcrossing with the roadway widening would cost approximately $36.5 million under the Narrow Median Build Alternative and approximately $40.5 million under the Landscaped Median Build Alternative. The pedestrian overcrossing could actually degrade the quality of the pedestrian environment as well, compared to the proposed Build Alternatives because it would require pedestrians to climb to a bridge to cross SR 1 instead of using an at-grade crossing. This alternative would also result in additional visual and aesthetic impacts, as compared to the proposed Build Alternatives due to the height of the pedestrian overcrossing, which would conflict with the California Coastal Commission coastal zone and Pacifica Local Coastal Plan policies regarding visual quality of the coastal area.

Even though this alternative (with highway widening) would meet the purpose and need of the proposed project, due to the minimal additional improvement in congestion relief, this alternative would result in essentially the same traffic benefits as the proposed Build Alternatives and would not be cost-effective. This alternative would degrade the quality of the pedestrian environment, and it may create a pedestrian safety problem since many people would still likely cross at grade without the crosswalk and signal delay, as observed in a number of other locations with pedestrian overcrossings. In addition, this alternative would have greater right-of-way and environmental impacts, as compared to the proposed Build Alternatives. For these reasons, this alternative was not carried forward through the EIR/EA as a proposed alternative.

<u>Reina Del Mar Undercrossing at SR 1</u>

The DEIR/EA described (on pages 31 to 33) the Grade Separation alternative that was considered and studied during the development of the proposed project. One of the variations of the grade separation alternative evaluated included a compact-diamond interchange with SR 1 remaining at grade and Reina Del Mar Avenue depressed below SR 1. This variation was raised by a member of the public during the project scoping process as another grade separation alternative and was incorporated into the alternatives analysis and the DEIR/EA.

The DEIR/EA included a summary discussion (on page 33 and in Table 1.7) of the feasibility and effectiveness of this alternative variation. The DEIR/EA noted that because of the distance required to angle Reina Del Mar Avenue down under the highway at a reasonable slope, this alternative would cut off access to adjacent properties. In addition, the on and off ramps connecting to SR 1 north would not be able to clear the Calera Creek crossing, resulting in greater environmental impacts to sensitive biological and cultural resources west of SR 1.

Even though this alternative variation would meet the purpose and need of the proposed project, due to the congestion relief from the grade separation (as described above under the previous undercrossing with SR 1 raised discussion), the reduction in congestion would be minimal and this alternative would have greater right-of-way and environmental impacts, as compared to the proposed Build Alternatives. In addition, this alternative variation would also result in substantially higher construction costs (i.e., approximately $50-$65 million) than the proposed Build Alternatives and would not be cost-effective. Because this alternative would eliminate access to adjacent properties, it would also not be feasible in accordance with Caltrans engineering design standards, as Caltrans

policy would not allow private or business driveway access directly to/from the on and off ramps. For these reasons, this alternative was not carried forward through the EIR/EA as a proposed alternative.

Master Response #10: Three Lanes to Two Lanes Would Create New Bottleneck

Several comments on the DEIR/EA expressed an opinion that the project will move the traffic bottleneck farther north and south, thereby not solving the congestion problem, but simply moving it.

The DEIR/EA included a statement (on page 5) of the purpose of the proposed project, which is to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along a congested segment of SR 1within the City of Pacifica. As part of the project development process, Fehr & Peers completed a Final Traffic Operation Report in July 2008, which included a description of the existing traffic volumes and noted (on page 10) the extent of congestion in the area during the peak periods. In the AM peak period, northbound vehicle congestion extends south of Fassler, and nearly reaches Crespi Drive on a typical weekday. Congestion also develops on the westbound approach to SR 1 from Fassler Avenue. Another source of AM peak period congestion is on westbound Reina Del Mar Avenue. In the evening, congestion is primarily on southbound SR 1. Southbound congestion on SR 1 can stretch from Reina Del Mar Avenue north past Sharp Park Road. The traffic report also noted that there is congestion on southbound SR 1 between Fassler Avenue and Reina Del Mar Avenue.

Traffic signals can create bottlenecks in a transportation system because those are the points where vehicles have to stop and let cross-traffic through. The project has been designed to increase capacity from two lanes to three lanes in each direction at these traffic signal bottlenecks. To the north, the three-lane northbound section has been designed to allow three lanes of traffic adequate time to travel through the intersection on a green cycle, and adequate distance to merge from three lanes to two lanes without backing into the Reina Del Mar Avenue intersection, creating a substantial new bottleneck. To the north of the merge, the roadway becomes a freeway with a higher design speed and no additional stops are required. For this reason, once northbound vehicles pass the Reina Del Mar intersection, there will be adequate merging capacity and traffic will flow smoothly and freely and there will be no bottleneck (i.e., traffic signals).

To the south, the analysis shows that approximately one-third of traffic exits SR 1 and turns left at Fassler Avenue and two-thirds of the traffic continues southbound on SR 1. The south bottleneck is not caused by the two lanes south of the Fassler Avenue signal, but by the large number of vehicles stacking up in the two lanes north of Fassler Avenue waiting to get into the Fassler Avenue left turn lane. Therefore, if a third lane, which is dedicated to the Fassler left turn, is added from Reina Del Mar Avenue south to Fassler Avenue, this channelizes the left turning traffic out of the way of the southbound through traffic so that the one-third reduction in roadway capacity south of Fassler Avenue (i.e., the reduction from three lanes to two lanes) matches the existing and projected travel patterns and provides sufficient capacity on SR 1 south of Fassler Avenue. This is consistent with the project's goal of improving congestion while avoiding unnecessary widening and construction.

Master Response #11: Project Cost Too High

A number of commenters expressed an opinion that the cost of the project is too high and/or that the benefits are not worth the expense.

The DEIR/EA included a summary (on page 20) of the project costs, based upon information from the Draft Project Report (July 2011). The total project cost for each of the proposed Build Alternatives includes the estimated construction cost, right-of-way acquisition, environmental mitigation, support costs, and project escalation.

The Draft Project Report describes (on pages 23 and 24) that the project costs were based on current average adjusted unit prices for projects in Caltrans District 4 between 2008 and 2010, with quantities similar to those for this project. A 20 percent contingency was used for all items in the cost estimates, except structure items which incorporate a 25 percent contingency. Total escalated project costs were assumed at 3.5 percent until mid-year of construction (2014). While the EIR/EA, in accordance with CEQA and NEPA, is not focused on project costs and financing, additional detail taken from the Draft Project Report is provided here in order to answer questions raised by the public comments. The project cost estimates are summarized in the table below.

The project would be funded from San Mateo County Transportation Authority (SMCTA) Measure A and State Transportation Improvement Program (STIP) funds, along with potential Federal funding if it becomes available. In 1988, the voters of San Mateo County approved a 20-year half-cent sales tax measure known as Measure A. The approval of Measure A also created the SMCTA to manage and administer the sales tax revenue generated. Measure A funds have been allocated to projects throughout the County, including transit, local streets, para-transit programs and highway improvements. In 2004, San Mateo County voters reauthorized Measure A for an additional 25 years (2009-2033).

In order to continue the local sales tax, a new Transportation Expenditure Plan (Plan) was developed by the SMCTA. The SMCTA provided an important forum for public input into the Plan by sponsoring focus groups, three public workshops and hosting more than 30 outreach events to civic organizations, service groups and neighborhood associations. Through this public process, the SMCTA gained perspectives of residents representing both the general public and groups with special needs. The opinions and suggestions heard at these public outreach events were evaluated by professional staff from the SMCTA, cities, and local agencies who worked together to recommend a program which addresses both current and anticipated congestion needs. This Plan reflects the input from the public, elected officials and technical committees. The Metropolitan Transportation Commission, all the cities within the County, and the San Mateo County Board of Supervisors each have approved the Plan. The City of Pacifica approved this Plan on December 8, 2008. The Plan authorizes the SMCTA to issue bonds not to exceed the total amount of the sales tax proceeds.

One of the goals of the Plan is to construct key highway projects which remove bottlenecks in the most congested commute corridors as indicated by engineers and confirmed by public opinion. Providing improvements along SR 1 in Pacifica is specifically mentioned in Measure A as an essential priority project. The project is also listed in the adopted Metropolitan Transportation Commission's (MTC) Transportation 2035, which is the long-range Regional Transportation Plan (RTP) for the San Francisco Bay Area. The project is also included in the adopted 2011 Transportation Improvement Program (TIP) for the San Francisco Bay Area. The viable alternatives are also consistent with the 2009 City/County Association of Governments of San Mateo County (C/CAG) Congestion Management Program, which lists this segment of Highway 1 as one of only two roadway segments throughout San Mateo County that exceed their LOS standards.

SUMMARY OF PROJECT COST ESTIMATES		
Capital Outlay Cost		
	Narrow Median Build Alternative	Landscape Median Build Alternative
Roadway and Structure Items	$22,500,000	$24,900,000
Right-of-Way Acquisition	$3,400,000	$3,900,000
Utility Relocations	$1,700,000	$2,900,000
Environmental Mitigation	$2,800,000	$3,200,000
Total Project Capital Outlay Cost (Construction Cost)	*$30,400,000*	*$34,900,000*
Support Costs		
Project Approval/Environmental Document (PA/ED) & Preliminary Engineering	$2,700,000	$3,000,000
Plans, Specifications, & Estimates (PS&E) & Design Survey	$2,900,000	$3,200,000
Program Management	$1,100,000	$1,200,000
Right-of-Way Appraisals/Acquisition Services	$400,000	$400,000
Construction Management	$3,400,000	$3,700,000
Total Support Cost	*$10,500,000*	*$11,500,000*
Total Project Cost	***$40,900,000***	***$46,400,000***
TOTAL PROJECT ESCALATED COST (3.5 % PER YEAR 2011 TO 2014)	**$45,400,000**	**$51,600,000**

The project would be funded from SMCTA Measure A and STIP funds, and is identified as TIP ID #SM-050001, RTP ID #98204, CTIPS ID #20600002917, and SMCTA Capital Program #00615. Potential Federal funding would be used if it becomes available. The current RTP (Transportation 2035) has $44.4 million allocated for the project cost; however this is being updated for the next RTP (Transportation 2040) to reflect the current higher total cost of $51.6 million for the Landscape Median Alternative.

The current 2011 TIP includes the following funding amounts:

TIP FUNDING AMOUNTS			
Project Action	**Programmed Amount**	**Funding Source**	**Implementing Agency**
PA/ED	$1,000,000	Measure A	SMCTA
PS&E	$3,000,000	Measure A	SMCTA
Right-of-Way	$8,200,000	Measure A and STIP	To be determined
Construction	$25,100,000	Measure A and STIP	To be determined
Total	***$37,300,000***		

Of the $37.3 million total currently programmed in the 2011 TIP, $6.9 million is STIP and $5.6 million is approved Measure A funds. The remainder is future planned STIP and Measure A funds.

This opinion will be considered as part of the project decision process. No further response is required as the comment does not raise any environmental issues or questions about the adequacy of the DEIR/EA.

Master Response #12: Support for Project

Several comments received on the DEIR/EA expressed an opinion in support of the project. Thank you for taking the time to review the environmental document. We appreciate your comment. This opinion will be considered as part of the project decision process. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the DEIR/EA.

Master Response #13: Development and Growth in Region

Several comments received on the DEIR/EA expressed the concern that the long-term effect of the project would be additional growth and development in the area.

The Council on Environmental Quality (CEQ) regulations, which establish the steps necessary to comply with the National Environmental Policy Act (NEPA) of 1969, requires evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations, 40 CFR 1508.8, refer to these consequences as "secondary impacts." Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

In addition, CEQA [CEQA Guidelines Section 15126.2(d)] requires the evaluation of a project's potential to foster or induce economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The classic examples of growth-inducing projects would be the construction of a new road which opens up a currently undeveloped area to future development or a major expansion of a waste water treatment plant.

The project traffic impacts are described in Section 2.6.3 of the EIR/EA, based primarily on a technical Traffic Operations Analysis Report (TOAR) that was prepared for the project in July 2008 and addenda to that report completed in December 2009, June 2010, and April 2011 (refer to Appendix G of the EIR/EA). The EIR/EA notes in this section that under the year 2015 conditions and the year 2035 conditions the proposed Build Alternatives would not directly generate additional traffic trips or change the overall distribution of trips in the site area, and therefore, would not substantially affect the operations of other roadway segments beyond the immediate project site area and would not substantially affect the operations of local streets in the area. This would accommodate projected long term traffic demand; the proposed roadway project would not itself generate traffic. The widening of SR 1 between just south of Fassler Avenue/Rockaway Beach Avenue and just north of Reina Del Mar Avenue from two to three lanes in each direction would provide increased *throughput* capacity through the two study intersections (emphasis added). The project need is to alleviate a localized bottleneck only within the project reach, which is projected to deteriorate over the design life of the project. . Because the project would not change the number or configuration of lanes on SR 1 to the north or south of the project area, the project Build Alternatives are not anticipated to change regional trip distribution or volumes on SR 1 segments north and south of the project area.

The EIR/EA includes a discussion of growth impacts in Section 2.2.2 and Section 3.2.1.2. The proposed SR 1/Calera Parkway project is a highway congestion relief project, and is specifically designed to remove an existing bottleneck in order to accommodate planned growth in the region (refer to Master Response 11). In regards to the project encouraging or facilitating other activities

that could affect the environment, the EIR/EA states, "*While the proposed widening and intersection improvements would improve traffic operations, the overall capacity of SR 1 would not substantially change because the SR 1 segments north and south of the project would remain unchanged. Similarly, the overall capacity of Fassler Avenue/Rockaway Beach Avenue and Reina Del Mar Avenue will not substantially change because the project would not add any new through lanes to those roadways.*" The overall capacity of SR 1 would not substantially change under the proposed project because the SR 1 segments north and south of the project would remain unchanged. The project proposes to maintain access to SR 1 from nearby parcels, but would not change or create any new connections for accessibility to other roadways or areas, or and the project would not open any new areas to development. Because the proposed project would not create any new roadway connections or increase capacity of existing roadways, the project would not encourage development or changes in land use in the surrounding environment, or induce additional travel, all of which are elements of growth.

The EIR/EA further states that *the project would not substantially influence growth or result in any direct growth-inducing impacts because no specific development is tied to the construction of the project*. The word "development" used in this statement encompasses a wide range of land use changes that could occur through new construction projects, such as additional housing and retail. The EIR/EA also states that *indirect growth-inducing impacts would be minimal because the project does not include the construction of extended segments of new through lanes on the freeways or local streets.* Widening this segment of SR 1 would increase the capacity of the highway at this location; however, the overall capacity of SR 1 through this region would not be changed, and the SR 1 traffic carrying capacity is not by itself an impediment to growth in the area.

Given the existing zoning controls, particularly for the former quarry property, the fact that the site is within the LCP area and CCC jurisdiction, and that the site is physically constrained by existing development, natural features, and jurisdictional habitat areas, the project would not substantially increase development pressure or influence growth in the site area. No reasonably foreseeable growth is predicated on the proposed project. While there could be some perceived pressure to develop the former quarry property with a widened highway in place, development of the former quarry property is not conditioned on or tied to additional highway capacity. Any development proposal on that property would be evaluated through its own review process by the City and the California Coastal Commission. Additional language has been added to the text of Sections 2.2.2 and 3.2.1.2, of the EIR/EA to further clarify this.

Chapter 3 of the EIR/EA includes a discussion of the significance of impacts under CEQA resulting from the proposed project. Section 3.2.1 describes the less-than-significant effects of the proposed project, including growth in Section 3.2.1.2. This section also states that, "*While the proposed widening and intersection improvements will improve traffic operations, the overall capacity of SR 1 will not substantially change because the SR 1 segments north and south of the project will remain unchanged. Similarly, the overall capacity of Reina Del Mar Avenue and Fassler Avenue/Rockaway Beach Avenue will not substantially change because the project will not add any new through lanes to those roadways.*" Because the project would not remove an existing impediment to growth or foster growth indirectly, the EIR/EA concludes that this impact is less-than-significant. The proposed improvements have been designed to provide an appreciable traffic benefit for at least 20 years, in accordance with Caltrans design policy. After that time, traffic conditions will be evaluated, and if further improvements are deemed necessary, they will be considered and evaluated at that time.

Master Response #14: School Traffic

A number of people submitted comments related to school traffic. Specific comments were that 1) the traffic analysis failed to account for school-related trips, and 2) the existing congestion is caused by school-related trips because there is no congestion on days when school is not in session.

Section 2.6 of the EIR/EA summarizes the technical Traffic Operations Analysis Report (TOAR) that was prepared for the project in July 2008 and addenda to that report completed in April 2011. The TOAR included a discussion of the existing conditions and the data collected to define the existing traffic operation conditions.

Prior to collection of new traffic counts for the TOAR, field observations were performed to understand the extent and duration of existing traffic congestion in the study area, which is described in the Section 3 of the TOAR. In the AM peak period, northbound queues (i.e., vehicle waiting lines) extend south of Fassler, and nearly reach Crespi Drive on a typical weekday. This queuing begins and mostly dissipates within the two-hour peak period from 7:00 AM to 9:00 AM. Small queues occasionally linger beyond 9:00 AM, but all congestion is cleared by 9:15 AM. Queuing also develops on the westbound approach to SR 1 from Fassler Avenue for a similar time period. This queuing extends past Roberts Boulevard during its peak, and can reach lengths of up to ½ mile. The TOAR noted that another source of AM peak period queuing is on Reina Del Mar Avenue. The Vallemar Elementary School just east of SR 1 results in short-term surges in traffic volumes as parents drop off children. Parents exiting the school must wait through a long traffic signal cycle on Reina Del Mar at SR 1 to enter the highway. This causes substantial queuing of sometimes over 1,000 feet on westbound Reina Del Mar for short periods near the beginning of the school day.

The TOAR described that in the evening, congestion is primarily on southbound SR 1. While there is congestion on southbound SR 1 between Fassler Avenue and Reina Del Mar Avenue, the primary congestion is north of Reina Del Mar Avenue. Southbound queues from this intersection can stretch past Sharp Park Road, for queues of over one mile. Sharp Park Road also experiences congestion due to relatively high volumes of traffic attempting to enter southbound SR 1 from Sharp Park Road and the Francisco Boulevard ramps.

Once the existing congestion was identified, new traffic counts were collected in March 2007. Counts were collected upstream of the congested areas to ensure that the counts represented all of the traffic demand. Counts consisted of AM and PM peak hour intersection turning movement counts and peak period freeway mainline traffic counts. Intersection turning movement counts were collected at the following intersections:

- SR 1 / Crespi Drive
- SR 1 / Fassler Avenue
- SR 1 / Reina del Mar Avenue
- SR 1 / Westport Street
- SR 1 / Francisco Boulevard Southbound On-Ramp

The TOAR summarized that traffic counts were collected at locations on SR 1 between Paloma Avenue and Crespi Drive and noted that since both Paloma Avenue and Crespi Drive are outside of the congested areas, traffic counts in congested areas were balanced to these uncongested volumes to develop the existing intersection demand volume estimates.

Traffic counts were collected in March during the AM peak period when school was in session, and included the intersection of SR 1/Reina Del Mar Avenue, which is located just west of the existing elementary school and another source of AM peak period queuing. Traffic counts were also collected during the PM peak period, during the school year, but during hours when school is not in session. The existing traffic conditions described in Section 2.6.2.2 of the DEIR/EA were incorporated from information in the TOAR.

It is generally true that traffic volumes on SR 1 within the project area are lower during times when schools are not in session. This is caused by a variety of factors: 1) students are not traveling to school; 2) parents of young students are not traveling to and from school; 3) teachers and administrators are off work and not traveling to work; and 4) families tend to take vacations when school is not in session, so other commuters are not on the roadways. These factors all contribute to noticeably lower traffic volumes during the summer months and holidays. Because these temporary conditions can artificially portray that a roadway has ample capacity, the practice for traffic analyses is to conduct counts during a normal weekday when school is in session, in order to provide a more accurate, and slightly conservative, estimate of typical traffic conditions and potential impacts to the transportation system based on those conditions.

For example, for a typical development project, conducting traffic counts during the summer can artificially portray abundant roadway capacity and understate the project's traffic and congestion impacts. For a long-term roadway project, such as the proposed Calera Parkway project, completing traffic counts on a typical workday when school is in session provides a more accurate representation of available roadway capacity and long-term needs. The analysis presented in the TOAR represents typical traffic conditions for the highways and roadways in the study area. The analysis results for the AM peak hour are influenced by the school operations at Vallemar Elementary School, but also by the fact that schools are in session throughout the region. Also more people take vacations during the summer. Finally, the analysis results for the PM peak hour are not influenced by school operations, as school is not in session that late in the evening.

4.2.3 Individual Responses

Federal Government Agencies

RESPONSES TO COMMENT #1:
National Park Service Golden Gate National Recreation Area (date 10/07/11)

Comment 1.1: National Park Service (NPS) at the Golden Gate National Recreation Area (GGNRA) have reviewed the Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) for the Calera Parkway/Highway 1 Widening Project in Pacifica California.

NPS owns and manages property adjacent to both sides of the project area, at Mori Point to the west, and Shelldance Nursery/Sweeney Ridge to the east. Because of the project's proximity to these two important parts of the Golden Gate National Recreation Area, we offer the following comments, articulated in the attachment to this letter. Several of the scoping comments from our letter dated March 18, 2010 addressed to the San Mateo County Transportation Authority and copied to Caltrans, were not addressed in the DEIR/EA and are mentioned here. NPS areas of concern described here include the following: identification of NPS as owner of adjacent lands, restoring habitat connectivity, habitat mitigation, multi-modal access, context-sensitive design, access and signage to NPS land, construction lighting, and revegetation.

We appreciate having the opportunity to comment on this important project.

Response 1.1:

This comment is noted. Specific comments are responded to in the responses to comments 1.2 to 1.9 below.

Comment 1.2:
NPS, an Adjacent Property Owner
NPS owns and manages property adjacent both sides of the project area at Mori Point to the west, and Shelldance Nursery/Sweeney Ridge to the east. Figures in the DEIR/EA only label our property to the west and do not show the Sweeney Ridge land east of the project. Also, the document does not identify the NPS as owners and managers of GGNRA property. Further, NPS is not listed in Chapter 6 among the Federal Agencies that will participate in the review and planning of this project.

Response 1.2:

Figure 1.3 and Figures 2.5 through 2.10 in the EIR/EA have been revised to label the GGNRA property to the east of the project area. The text in Section 2.1.2.4 the EIR/EA has been revised to include language identifying NPS as owners and managers of GGNRA. The text under MM T&E-1.8 and MM T&E-2.8 in the EIR/EA has also been revised to include language identifying NPS as owners and managers of GGNRA. The text in Chapter 6 of the EIR/EA has been revised to include the NPS under the list of Federal Agencies.

Comment 1.3:
Habitat Connectivity
The DEIS/EA states that the proposed project would not have an adverse effect on wildlife dispersal because the existing roadway already serves as a barrier to east-west migrations and therefore no mitigation is needed. GGNRA lands support wildlife and listed species habitat on both sides of the

project corridor. NPS is concerned about barriers to natural small scale migrations of the California red-legged frog and the San Francisco garter snake, which is important to supporting genetic vigor and sustaining healthy populations. The proposed substantial widening of the highway corridor offers an opportunity for Caltrans to rectify the blockage that was caused from past construction. We urge Caltrans to consider enlarging and enhancing the culverts underneath the highway to enable animal passage, and/or to consider constructing an overcrossing.

Caltrans and UC Davis have prepared guidance on how to address wildlife crossings in relation to transportation decisions in California. The "Caltrans Wildlife Crossings Guidance Manual" is an excellent resource to inform the project team on ways to minimize road crossing impacts to wildlife. The manual describes methods to identify wildlife crossing conflicts, choose an effective avoidance, minimization, or compensatory mitigation strategy, and evaluate the results of mitigation actions. NPS staff contacted Amy Pettler, Senior Endangered Species Coordinator and Biologist with Caltrans Division of Environmental Analysis who urges the planning team to visit their interactive wildlife crossing website that is available to agencies and the conservation/wildlife community at *http://www.dot.ca.gov/hq/env/bio/wildlife crossings/*.

The Wildlife Crossings website facilitates agency and stakeholder participation in an interactive information environment to promote a common understanding of available information and strategies for addressing wildlife crossing in project evaluation and design. The website also allows participants to comment, edit, revise, or add additional information regarding wildlife crossing projects, issues, publications, and case studies. The NPS urges Calera Parkway Project team to consult with Ms. Pettler and Caltrans Division of Environmental Analysis in order that they understand and are aware of the latest designs and concepts in order to mitigate potential wildlife crossing impacts from this project.

We hope through careful analysis, and using the resources named above, that effective crossing solutions will still be incorporated into this project not only for these very sensitive species but for all wildlife species inhabiting the area.

Response 1.3:

This comment expresses an opinion regarding improvements for wildlife crossing along SR 1 for the California red-legged frog (CRLF) and the San Francisco garter snake (SFGS). The DEIR/EA included a discussion of the presence of CRLF and SFGS within the Biological Study Area (BSA), which includes the footprint of the project as well as areas that may be affected directly or indirectly by the proposed project. This discussion was based on a technical *Natural Environmental Study* (NES) that was completed for the project in December 2009, and an Addendum to the NES that was completed in December 2010 (refer to Appendix G.7 of the EIR/EA). The DEIR/EA also included a discussion of wildlife movement corridors within the BSA, based on information from the NES. The document identified two crossings, but determined that both provide little connectivity for terrestrial animal species under existing conditions due to length, slope, shallow water (exposing aquatic animals to predation), and lack of cover. The DEIR/EA also noted that there will be beneficial long-term effects to these special status species, and perhaps the population, with the installation of the retaining wall/barrier as part of the project, because the retaining wall will reduce the potential for species to disperse onto SR 1 and suffer mortality from the high levels of traffic where a median barrier prevents successful crossing.

The EIR/EA evaluated the effects of the proposed Build Alternatives, which do not include the suggested enhancements for wildlife crossing. Caltrans and the project team have considered the

potential to increase wildlife connectivity but found the suggested solutions for expanding the culverts to be infeasible, as this would result in additional impacts to sensitive habitat areas west of SR 1. In addition, an August 10, 2009 telephone conversation between USFWS and Caltrans, including representatives from the Division of Environmental Analysis, determined that at-grade crossing for listed species is not appropriate within the project reach.

Comment 1.4:
Mitigation for Unavoidable Impacts to Threatened and Endangered Species
Referencing mitigation, the DEIR/EA poorly explains what is meant by habitat enhancement or preservation. It is difficult for reviewers, including NPS staff, to understand how adverse impacts to wildlife and listed species from permanent habitat loss would be adequately compensated with so little detail about the mitigation.

Page 168 of the DEIR/EA notes that GGNRA staff has *"approved "* in concept, the proposal to mitigate loss of dispersal habitat for the California red-legged frog and the San Francisco garter snake, on our land at Mori Point. While we have been exploring opportunities with Caltrans and SMCTA to offset unavoidable adverse impacts to these species on NPS land, we would prefer the document say that NPS staff *"agree in concept"*. No options have been approved by NPS at this time.

NPS requests that Caltrans/Federal Highway Administration be sure to include NPS in the Section 7 Consultation with the U.S. Fish and Wildlife Service (USFWS) over the California red-legged frog (CRLF) and the San Francisco garter snake (SFGS). Our participation will be integral to offsetting incidental take from the project, and we will also need approval from USFWS to have work performed in habitat suitable for these listed species.

Response 1.4:

As noted in the EIR/EA discussion in Section 2.19.4.1, approximately 6.81-7.08 acres of potential upland dispersal habitat will be permanently affected by the project, depending on the Build Alternative selected, and approximately 3.75 acres will be temporarily affected during construction. This discussion was based on a technical *Natural Environmental Study* (NES) that was completed for the project in December 2009, and an Addendum to the NES that was completed in December 2010 (refer to Appendix G.7 of the EIR/EA).

The habitat enhancement will include the Alternate Contingency Plan for Compensatory Mitigation (on pages 166 to 167), as described in Section 2.19.4.1 of the DEIR/EA under MM T&E-1.8. The text in Section 2.19.4.1 of the EIR/EA under MM T&E-1.8 has been updated to include the additional information based on recent site visits, focusing on enhancement of existing habitat.

These mitigation options present opportunities from which the CRLF population at Calera Creek would be able to increase in size, expand its habitat usage of the area north of Calera Creek into the GGNRA lands, and connect with the populations north of the Mori Point ridge. SFGS would be able to better utilize the habitat features and prey base between the GGNRA ponds and the snake ponds at Calera Creek and disperse to Calera Creek, possibly increasing its current population size.

The text under MM T&E-1.8 and MM T&E-2.8 in the EIR/EA has been revised to clarify that the NPS staff has “agreed in concept” to the mitigation proposal and that nothing has been approved by the NPS at this time.

Caltrans and the project team will continue to work with the NPS on acceptable enhancement mitigation strategies and will include staff of NPS during applicable conferences and discussions with the USFWS.

Comment 1.5:
Multi-modal Access
NPS urges Caltrans, SMCTA and City of Pacifica to explore more opportunities to create a connection for pedestrians via an overpass between Mori Point and Mori Ridge. We urge Caltrans to incorporate pedestrian and bicycle paths throughout the project corridor as practicable. The NPS feels a priority area along the corridor where a multi-use path needs to be incorporated is between Mori Point and the quarry property. Such a route would help complete and complement the California Coastal Trail, benefit wildlife migration, and create new opportunities for recreation and alternative transportation in Pacifica. We request Caltrans look into safe pedestrian/bicycle access across the roadway in the vicinity of Mori Point and the Sweeney Ridge access road.

Response 1.5:

This comment expresses an opinion regarding a pedestrian overcrossing, which was considered and studied during the development of the proposed project. This pedestrian overcrossing alternative was dropped because it would result in essentially the same traffic benefits as the proposed Build Alternatives and would not be cost-effective. This alternative would degrade the quality of the pedestrian environment, and it may create a pedestrian safety problem since many people would still likely cross at grade without the crosswalk. In addition, this alternative would have greater right-of-way and visual and aesthetic impacts, as compared to the proposed Build Alternatives. Please refer to Master Response #9.

As described (on page 12) in Section 1.4.1.1of the DEIR/EA, the project will include reconstruction and upgrades to the existing bicycle and pedestrian pathways along the project corridor. The existing Class I bicycle/pedestrian path adjacent to SR 1, north of Reina Del Mar Avenue will be upgraded by widening the path from eight feet to 10 feet, by increasing the separation between the edge of path and edge of traveled way from nine feet to 16 feet, and by installing a fence to provide a physical separation between the bicycle path and the highway. The existing sidewalk and paved path that currently extends from Reina Del Mar Avenue south to the Harvey Way frontage road on the east side of the highway would be replaced with a new sidewalk. A new sidewalk would be constructed along the east side of Harvey Way to complete the pedestrian connection between Fassler Avenue and Reina Del Mar Avenue. The sidewalk would be upgraded by placing it further from the new edge of traveled way of the SR 1 northbound lanes.

Comment 1.6:
Context Sensitive Design
The project would result in a substantially wider, more impervious highway travel corridor and would likely result in higher speeds of vehicular travel. The DEIR/EA should describe how the proposed new 6-lane-wide Highway 1 would apply Caltrans context sensitive design as a rustic coastal roadway. NPS is concerned that the proposed improvements do not support the rustic character that attracts travelers to Highway 1 and is valued by the community. Given the area's proximity to NPS lands, the ocean, and a coastal community which values open space and rural values, the NPS requests Caltrans incorporate context sensitive design as part of the project. Caltrans has a number of policies that encourage designers to respond to community values where state highways serve as main streets.

Also, the Visual Impacts Analysis in the DEIR/EA did not assess the view of the proposed substantially wider highway corridor from GGNRA vantages, where the public enjoys panoramic views of the coastline. NPS is concerned that the proposed project will be an even more distinct manmade feature on the landscape.

Response 1.6:

The project will include development of a corridor design concept in cooperation with Caltrans District 04 Landscape Architect. The corridor design concept will incorporate the design guidelines including: aesthetic treatment of structures, which can include architectural features such as surface texture, pattern treatment, and color application; median planting; and replacement planting, which will be implemented per Chapter 29 (Highway Planting) of the *Department's Project Development Procedures Manual* and Chapter 900 (Landscape Architecture) of the *Department's Highway Design Manual*. The design guidelines will be designed and implemented with the concurrence of the Caltrans District 04 Landscape Architect.

The visual and aesthetics discussion in the DEIR/EA was based upon a *Visual Impact Assessment* (VIA) completed for the project in January 2011 (refer to Appendix G.14 of the EIR/EA). The VIA included a discussion of other view areas for consideration of visual/aesthetic effects, which included the two public parks areas located adjacent to SR 1 near the project limits. These two areas are part of the GGNRA properties and include: 1) Mori Point, which is located west of SR 1, north of the City of Pacifica's water treatment plant; and 2) Sweeney Ridge, which is located on the east side of SR 1, at the north end of the proposed project alignment. The views for these areas are representative of those seen by the recreational park user hiking on Mori Point or Sweeney Ridge adjacent to SR 1 at the north end of the proposed project alignment.

The VIA concluded that the proposed roadway widening and updates to the intersections will not dramatically change the intactness or unity of the viewshed. The cut into the embankment and the introduction of the retaining wall as a new manufactured visual element on the west side of SR 1 would contrast with the natural features and lower the unity and intactness of the viewshed. However, because the height of this wall would not exceed the height of the remaining embankment, the wall would not block views. Distant views and views of the coast would be preserved. The adverse impact and change in visual character would be low to moderate. The changes proposed to the median by either project alternative will remain consistent with the existing visual quality of the viewshed.

Recreational park users would have background views of the highway for long periods of time. Viewer sensitivity to visual change is expected to be low. Adverse change in visual quality and character would be low. Viewer response would be low. Overall adverse impacts would be low to moderate.

The text in Section 2.7.3 of the EIR/EA has been updated to include this section from the VIA.

Comment 1.7:
<u>Access and Signage to NPS Lands</u>
The preliminary maps show an improved exit for Mori Point. We support this improvement. However, we do not see the same type of improvements proposed at the access road to the Sweeney Ridge trailhead, which is also the entrance to Shelldance Nursery. The existing configuration does not have a deceleration or turning lane and exiting the site is difficult due to poor sight lines. Traffic to the site has been growing with increased public visitation and increased NPS use for restoration

projects in the area, like Mori Point. This can be expected to increase in the future. We request the project team incorporate an improved design for the access road to Sweeney Ridge, i.e. provide for safe ingress and egress. Use of the undeveloped 2-acre parcel immediately north of the existing entrance, which was obtained by the NPS to enable such access improvements, should be considered in the parkway design. Also, way finding is an issue for recreational visitors trying to find their way to Mori Point and Sweeney Ridge lands. We request the project team work with the NPS to place appropriate signage directing people to these locations.

Response 1.7:

This comment expresses an opinion regarding improvements to the access to the Sweeney Ridge trailhead, which is also the entrance to Shelldance Nursery. As shown on the conceptual plans for the two Build Alternatives (Figure 1.4 and Figure 1.5 in the DEIR/EA), roadway improvements are designed to match up to the existing entrance to the Mori Point access road, as well as for the entrance to the Sweeney Ridge trailhead/Shelldance Nursery access road. At the intersection of SR 1 and Mori's Point Road there is a striped channelizing island. The channelizing island is not raised. The series of parallel yellow lines which extend from Mori's Point Road to the intersection with Reina Del Mar Avenue represent the curb, bike path, bike path shoulders and drainage ditch that parallel the highway. Caltrans and the project team will work with the NPS on the signage updates associated with the proposed improvements at the entrance to Mori Point and Sweeney Ridge, as necessary. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the EIR/EA.

Comment 1.8:
<u>Construction Lighting</u>
Among NPS Management Policies (2006) is guidance to protect dark night skies. NPS requests that Caltrans minimize night time construction to the greatest extent practicable, and if not avoidable, direct all construction lighting away from NPS land (include in 2.7.4.1). We note that the DEIR/EA includes a mitigation measure on p. 89 to minimize night time construction, but it is vague and general.

Response 1.8:

The text in Section 2.7.4.1 of the EIR/EA has been updated to include a minimization measure that states, "Night time lighting will be directed away from the GGNRA's land surrounding the project site during construction."

Comment 1.9:
<u>Revegetation and other Assorted Comments.</u>
NPS recognizes that the details of how much of the habitat and natural resources mitigations have not yet been developed. For clarity in planning and as guidance, we offer the following comments,

- Distinguish between temporarily and permanently impacted area in terms of treatment and effects. What activities are associated with the permanent and the temporary impacts?

Response 1.9:

- The DEIR/EA includes a discussion (in Section 2.21) of the short-term effects to the existing project environment during construction. These would be considered temporary impacts, as they will result in effects for a limited time period.

Comment 1.10:

- Recreating habitat of equal value to that lost (as stated on p. xli), may not be realistic within the anticipated one-year time frame, particularly when starting with seeds. A five year time frame is more realistic. (pg. 166)

Response 1.10:

- The text in Table S-1 and Section 2.19.4.1 and Section 2.20.4 of the EIR/EA has been updated to include a discussion that recreated habitat areas will become established within a five-year time frame.

Comment 1.11

- The DEIR/EA indicates that locally collected seeds will be used for revegetation, and Caltrans plans to use a seed mix that is clear of California noxious weeds. NPS supports the use of locally collected seeds from the same watershed adjacent to GGNRA land.

Response 1.11:

- This comment expresses an opinion in support of the project's revegetation plan. Thank you for taking the time to review the environmental document. We appreciate your comment. Native local seed (within the same watershed if practicable) from a seed distributor will be planted and/or hydroseeded on all disturbed ground.

Comment 1.12:

- If using seed mixes, please ensure that no species are on the Cal-IPC weed list in addition to the state noxious weed list. Given the proximity of NPS lands to the Project area, NPS would be please to help review and comment on the proposed planting palate so we might be able to flag potentially invasive plants that might escape from the median or project margins and compromise the vegetation management efforts on GGNRA land.

Response 1.12:

- The seed mixes provided for the project will be in accordance with the Caltrans Standard Specifications for applying permanent erosion control measures to the soil surface, specifically related to Quality Control and Assurance. The Standard Specifications state that the seeds should be obtained from lots that have been tested for purity and germination by a seed laboratory certified by the Association of Official Seed Analysts or by a seed technologist certified by the Society of Commercial Seed Technologists. The tests on the seeds must be performed not more than 12 months before application to the site. The tests must show that the seed does not contain prohibited noxious weed seed of more than 1.0 percent total weed seed by weight. Labels will also be provided from the seed provided that

include details associated with the type of seed mix provided, including the name of the restricted noxious weed seed by number per pound of seed.

Comment 1.13:

- Follow-up maintenance should occur for a minimum of 5 years.

Response 1.13:

- Then text in Table S-1 and Section 2.20.4 of the EIR/EA has been updated to include a five-year monitor and maintenance time frame following project implementation to prevent invasion of noxious weed species.

Comment 1.14:

- Polygons on map show areas that include Monterey Pine and Monterey Cypress adjacent to Mori Point. Land managers of this area encourage this project to fund removing these trees, especially those with signs of pitch pine canker. This will facilitate native conversion.

Response 1.14:

- This comment expresses an opinion regarding the trees adjacent to Mori Point. The proposed project includes removal of the existing mature trees along the western edge of the alignment south of Reina Del Mar Avenue, but does not extend as far as Mori Point. Thank you for taking the time to review the environmental document. We appreciate your comment. This opinion will be considered as part of the project decision process.

Comment 1.15:

- Table 2.16 - Please include scientific names in addition to common names to facilitate accuracy.

Response 1.15:

- Table 2.16 of the EIR/EA has been updated to include the scientific names of the special-status species (other than threatened or endangered species) to occur within the project's biological study area.

Comment 1.16:

- Table 2.17 - CRLF habitat description should include foraging; SFGS habitat description should include adjacent grasslands with rodent burrows.

Response 1.16:

- Table 2.17 of the EIR/EA has been revised to include foraging under the CRLF habitat description and adjacent grasslands with rodent burrows under the SFGS habitat description.

Comment 1.17:

- Pg. 55 - "This subspecies was also recorded at Mori Point in 1990." is out of date. It has been seen multiple times per year at Mori Point since 2006.

Response 1.17:

The text in Section 2.19.2.2 of the EIR/EA has been updated to state, *"San Francisco garter snakes have been observed at Sharp Park and at nearby wetlands at Mori Point (e.g., Horse Stable Pond and the north GGNRA California red-legged frog pond) in 2008 (SBI. 2008. Sharp Park Wildlife Surveys and Special Status Reptile and Amphibian Restoration Recommendations)."*

Comment 1.18:

- Pg. 163 - The document states that "most of the aquatic habitat north of the ridgeline is generally ephemeral except water features on the active golf course and Calera Creek and associated ponds." This information is out of date. Mori Point has 4 ponds, all of which have supported breeding of California red legged frogs and hold water throughout the CRLF breeding season in normal rain year.

Response 1.18:

- The text in Section 2.19.4.1 under MM T&E-1.8 in the EIR/EA has been revised to state, *"This is particularly important in that most of the aquatic habitat north of the ridgeline is generally ephemeral except for water features on the active golf course and the aforementioned GGNRA California red-legged frog breeding ponds. The enhancements will better connect the perennial aquatic breeding habitat for the California red-legged frog in Calera Creek south of the ridgeline with the GGNRA ponds north of the ridgeline."*

- Figure 2.10 in the EIR/EA has been revised to include the four GGNRA California red-legged frog breeding ponds.

Comment 1.19:

- Pg. 163 - The enhancements will include "depressions to collect water." Please clarify if they are intended to be permanent or ephemeral water sources? Furthermore, what mitigation measures are required for their construction?

Response 1.19:

- The DEIR/EA stated (on page 164) that the enhancements will "improve dispersal habitat in drought years or after drought years", which indicates that these areas will be ephemeral water sources receiving runoff from the slopes during winter storms. The DEIR/EA included a description (on page 164) of the mitigation measures that will be required during the construction of the enhancement features. The DEIR/EA stated:

  Measure 1: Pre-construction Survey and Construction Monitoring of Mitigation Enhancement Installation. *Prior to installation of enhancement features in the mitigation area, a pre-construction survey will be conducted by a qualified biologist in the portions of the mitigation area where equipment and construction activities will be located. Additionally, a qualified biologist will monitor during development and enhancement of the mitigation area, searching the path and placement locations immediately before equipment is moved or workers advance. California red-legged frogs found within the construction area may be relocated by the approved biologist to a safe location nearby, preapproved by the USFWS, if necessary.*

Measure 2: Construction Area Limitation. *All construction personnel, equipment, and vehicle movement shall be confined within the minimum construction, access, and staging areas necessary for construction.*

Measure 3: Construction Worker Education Program. *Before any construction activities begin, a qualified biologist will conduct a training session with construction personnel to describe the California red-legged frog, its habitat, its conservation status, the specific measures being implemented to minimize effects to the species, and the boundaries of the project area.*

Measure 4: Inspection and Discovery. *While on-site in compliance with Measure 1, a qualified biologist, serving as a Biological Monitor, will inspect the areas within the construction zone, focusing in pits and under equipment and materials left overnight. If a frog thought to be a red-legged frog is encountered during project construction, the following protocol will be implemented:*

- *The Resident Engineer will be notified.*
- *The Resident Engineer will ensure that all work that could result in direct injury, disturbance, or harassment of the individual animal must immediately cease.*
- *The approved-biologist, who will be on-site monitoring construction, will identify the species and may remove the individual to a preapproved safe location nearby, if necessary.*

As a part of the project, areas of temporary habitat loss shall be seeded with native plants to reestablish habitat of equal value within one year of construction.

Comment 1.20:

- Pg. 167 - Provide a timeline, budget, and responsible party for monitoring described for the Habitat Monitoring and Mitigation Plan.

Response 1.20:

- The Habitat Mitigation and Monitoring Plan (HMMP) will be developed subsequent to the project approval, once a preferred Build Alternative is chosen. At this time the details for the HMMP including the pertinent Build Alternative effects and associated mitigation measures, timeline, funding, and responsible party will be described.

Comment 1.21:

- Sec. 2.21.2, pg. 169 - Define "noxious"•-who determined this list? Also, include scientific names. (pampas grass should read jubata grass (*Cortaderia jubata*); prickly ox tongue should read bristly ox tongue, (*Picris echiodes*).

Response 1.21:

- Table 2.18 in the DEIR/EA was based on technical Natural Environment Study (NES) that was completed for the project in December 2009, and an Addendum to the NES that was completed in December 2010. The NES utilized numerous sources to identify noxious weeds

including; the California Noxious Weed List, the General California Noxious Weeds website, and the Federal Noxious Weed List.

- Table 2.18 of the EIR/EA has been updated to include the scientific names of the invasive plant species observed in the BSA.

Comment 1.22:

- Pg. 170 -Verify presence of yellow star thistle. If it's there, we would like to know specific locations so we can follow up and determine areas of potential invasion.

Response 1.22:

- The DEIR/EA included a discussion (on pages 169 to 170) of the presence of invasive species within the BSA. This discussion was based on a technical Natural Environment Study (NES) that was completed for the project in December 2009, and an Addendum to the NES that was completed in December 2010. The information in the NES regarding the presence of plant species within the BSA was based on surveys of the BSA and adjacent areas by biologists. The surveys were conducted to describe and map biotic habitats within the BSA, identify plants and animals found or potentially found on the site, and conduct reconnaissance-level surveys for special-status plant and animal species and their habitats. As part of the NES effort a variety of pertinent technical documents for immediately adjacent projects were also reviewed. The plant occurrences, including star thistle, were not formally mapped, as formal invasive weed surveys were not conducted as part of the NES effort. The plant identifications were included based on anecdotal information regarding their occurrence in the project area.

Comment 1.23:

- Pg. 170 - AM INV-4 Two years in insufficient-NPS recommends 5.

Response 1.23:

- Then text in Table S-1 and Section 2.21.4 of the EIR/EA has been updated to include a five-year monitor and maintenance time frame following project implementation to prevent invasion of noxious weed species.

RESPONSES TO COMMENT #2:
Native American Heritage Commission (date 08/17/11)

Comment 2.1:
The Native American Heritage Commission (NAHC) has reviewed the Notice of Completion (NOC) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064.5(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:

- If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources,
- If any known cultural resources have already been recorded on or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.
- If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
- The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- Contact the Native American Heritage Commission for:
- A Sacred lands File Check... USGS 7.5 minute quadrangle name, township, range and section required.
- A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. Native American Contacts List attached.
- Lack of surface evidence of archeological resources does not preclude their subsurface existence.
- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources. Per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Response 2.1:

The Native American Heritage Commission (NAHC) was contacted in 2007 for this project as part of the rigorous protocols of Section 106 compliance. NAHC staff was contacted in response to this comment and was satisfied when informed of this.

The cultural resources information in the DEIR/EA is based primarily on a technical *Historic Property Survey Report*, *Archaeological Survey Report*, and *Historic Resources Evaluation Report* that were completed for the project in December 2009 as well as Addenda to these reports completed in October 2010. The studies conducted for this project are consistent with Caltrans responsibilities under the January 2004 *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Office, and the California Department of Transportation Regarding Compliance with Section 106 of the National*

Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA) for compliance with Section 106 of the National Historic Preservation Act (NHPA). The preparation of these reports included a prehistoric and historic site record and literature search by the California Historical Resources Information System, Northwest Information Center at Sonoma State University (CHRIS/NWIC File Nos. 06-1262 dated March 16, 2007) to determine if known resources are present within the project's area of potential effects (APE). The site record and literature search found two recorded archaeological sites (CA-SMA-162 and CA-SMA-238) within or adjacent to the APE. No other NRHP or CRHR listed, determined eligible, pending, or potentially eligible properties were identified within or adjacent to the APE as a result of a records search, literature review, and field survey. Based upon the results of the records search and literature review, a field reconnaissance survey of the APE and a supplemental presence/absence coring program was completed for this project. A subsurface presence/absence boring program conducted did not find any indications of buried archaeological resources along the western alignment of SR 1.

An *Archaeological Survey Report* was prepared for the project, which included details associated with the site record and literature search conducted, findings of resources within the APE based on the site record and literature search, potential effects to resources and measures, correspondence records, and DPR 523 Forms for known resources in the APE.

During preparation of the *Archaeological Survey Report*, the Native American Heritage Commission (NAHC) was contacted for a search of the Sacred Lands Inventory. The NAHC record search was negative for Native American resources within or adjacent to the project APE. Letters soliciting additional information were sent to the seven Native Americans individuals/groups, including Ohlone individual and groups, pursuant to both Section 106 regulations and the recommendations of the NAHC. Follow up telephone calls were undertaken June 29, 2007. No additional information was obtained regarding cultural resources within the APE from responding parties.

The DEIR/EA included (on pages 95 to 98) measures for maintenance of the two environmentally sensitive areas (ESA) associated with the two recorded archaeological sites (CA-SMA-162 and CA-SMA-238) within the APE. The measures include: monitoring within the Archaeological Monitoring Area (AMA) adjacent to the ESA boundary in association with a Native American Consultant to ensure that the ESA is not compromised during the removal of the engineered fill embankment; the ESA fence and AMA professionally surveyed and marked; presence of a qualified Archaeological Monitor and a Native American Consultant during subsurface construction within the AMA; monitoring of all earth disturbing construction within the AMA by a qualified Archaeological Monitor with regional experience with prehistoric cultural materials and experience in identifying human bone; and temporarily halting of construction to examine any finds within the AMA and immediately adjacent areas.

Measures were also included for treatment of unexpected discoveries. If buried cultural materials are encountered during construction within the ESA, work shall stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. If human remains are exposed in the ESA during project construction, all work in that area must halt and the San Mateo County Coroner must be contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact the Caltrans District 04 Office of Cultural Resource Studies so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 are to be followed as applicable.

State Government Agencies

RESPONSES TO COMMENT #3:
Jerry Hill – California State Assembly Member, 19th District (date 10/05/11)

Comment 3.1:
I write to you regarding the improvements being discussed for the Calera Creek section of Highway 1 through Pacifica in my district. I have heard from a number of constituents who have requested further study and public vetting of the plan before the San Mateo County Transportation Authority.

The Draft Environmental Impact Report for this project maintains that improved bus service to this area would not enhance transit ridership; however the DEIR does not provide support for that position. Current bus service in Pacifica is sporadic and limited. It would be important to know whether improved or modified bus service would have an effect on Highway 1 traffic and how the cost of that new service would compare to the cost of physical improvements to the highway.

Response 3.1:

Please refer to Master Response # 8.

Comment 3.2:
I would also appreciate your review of steps that can be taken or have been taken to improve traffic flow on the highway through adjustments of the traffic signals.

The proposal for the Calera Creek Highway 1 improvements has been met with strong reaction from the community, both in support and opposition to the plan. Before a plan is adopted it is critical that the community is assured that the concerns of the motoring public and the needs of those who live in the adjacent area have all been fully addressed and that the best possible route has been followed. I look forward to your response to this request.

Response 3.2:

Please refer to Master Response # 2.

RESPONSES TO COMMENT #4:
California State Clearinghouse (date 10/10/11)

Comment 4.1:
The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on October 7. 2011, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make-substantive comments regarding those activities involved in a project which are within an area of expertise of the agency

> or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

Response 4.1:

The above comment was accompanied by a comment from the Native American Heritage Commission. The comment letter and responses are provide above (see Responses to Comment # 2)

Comment 4.2:
This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Response 4.2:

This comment acknowledges that the project is in compliance with the State Clearinghouse review requirements for draft environmental documents.

RESPONSES TO COMMENT #5A:
California Coastal Commission (dated 09/21/11)

Comment 5A.1:
Thank you for responding. As we discussed, Coastal Commission staff need additional time to complete review of the DEIR/EA for the proposed State Route l/Calera parkway widening Project. We expect to submit comments on the document to you by October 21, 2011. I understand that you will accept comments from the Coastal Commission, as another State agency, after the public review period deadline and that this email is sufficient notification.

Response 5A.1:

The Public Review Period for the DEIR/EA was extended to October 22, 2011.

RESPONSES TO COMMENT #5B:
California Coastal Commission (dated 10/21/11)

Comment 5B.1:
Thank you for forwarding the DEIR/EA for the Calera Parkway Widening to our attention for input and comment. The proposed project would widen a 1.3-mile stretch of Highway 1 within the city of Pacifica from four lanes to six lanes to reduce existing, and future, peak-hour traffic congestion. As we have previously stated, the proposed project raises significant issues related to coastal resources and the site is constrained by sensitive habitat and important public views. We appreciate the effort Caltrans and the San Mateo County Transportation Authority (SMCTA) have put into early coordination with Commission staff, and the additional information that has been provided to us will be helpful in evaluating the proposed project during the coastal development permit (CDP) process. However, the DEIR/EA falls short of providing all of the information necessary to evaluate the

project for consistency with the City's certified local coastal program (LCP) and the Coastal Act. We urge you to address the following comments in the final EIR/EA or a re-circulated EIR/EA to allow for a more streamlined review of the project during the CDP process.

Response 5B.1:

This comment is noted and included in the environmental record. Please refer to the responses to specific comments 5B.2 through 5B.14 below.

Comment 5B.2:
The project site is located in both the City's CDP jurisdiction and the Commission's retained CDP jurisdiction. The Commission has retained jurisdiction on the former quarry property just west of the project location, which includes portions of the widened roadway that would be located outside of the existing Caltrans right-of-way as well as any proposed mitigation on the former quarry property that meets the Coastal Act definition of development. Although a consolidated permit review process is possible in this case, it could only occur with the agreement of the Commission, the City and the applicant, and the fact that the majority of the project lies within the City's jurisdiction would weigh heavily into any consideration of potentially consolidating the permit review. The standard of review for those portions of the project in the City's jurisdiction is the Pacifica LCP and the public access policies of the Coastal Act, and the standard of review for those portions of the project in the Commission's jurisdiction is the Coastal Act. For a consolidated CDP review of the whole project, the standard of review would be the Coastal Act, with the City's LCP providing non-binding guidance. Please note that the DEIR/EA, on page 41, erroneously states that an "encroachment permit" is required for work extending onto the Commission's jurisdiction; it is actually a CDP that would be required.

Response 5B.2:

The text in Table 1.8 of the EIR/EA has been revised to state that a Coastal Development Permit (CDP) will be required for work extending into California Coastal Commission Jurisdiction.

Comment 5B.3:
In summary, the DEIR/EA does not provide all of the necessary information to evaluate the project for consistency with the Coastal Act and the certified LCP.

Response 5B.3:

The text of the DEIR/EA included a summary discussion of the proposed project’s consistency with State, regional, and local plans and programs, including the City of Pacifica Local Coastal Plan (LCP) and the Coastal Zone in Section 2.1.2.3 (page 47). This section was based on a review of project plans as compared to the LCP and Coastal Act. The DEIR/EA text listed the LCP policies most relevant to the project, which included the following:

- *Safety and operational improvements and any future improvements shall ensure erosion control, protect coastal views and improve the visual edge of the highway.*

- *Highway 1 shall be considered as a multi-modal travel corridor. Consideration in planning improvements shall include pedestrian, bicycle, bus transit, and emergency vehicle access within the corridor.*

- *Landscaping shall be included in highway improvements to ensure erosion control, protect coastal views and improve the visual edge of the highway.*

This section also included Table 2.1 (pages 48 to 53), which summarized the California Coastal Commission policies that are most relevant to the project and the site, as well as the project's consistency with those policies. The DEIR/EA concluded in this section:

> *The project would be consistent with these policies since either Build Alternative would provide improved bicycle and pedestrian access, as well as vehicular access, within the project segment (refer to Section 2.6 Traffic & Transportation/Pedestrian & Bicycle Facilities). The project would also include erosion control and storm water detention measures (refer to Section 2.9 Hydrology and Floodplain and 2.10 Water Quality and Storm Water Runoff). While the two Build Alternatives would require the removal of mature landscaping and trees along the highway, particularly the mature trees west of SR 1 north of San Marlo Way, the project would include new landscape planting and would protect and/or improve coastal views (refer to Section 2.7 Visual/Aesthetics).*

It is anticipated and acknowledged that additional information will be provided to the California Coastal Commission as part of the Coastal Development Permit process.

Comment 5B.4:
First, the EIR/EA should fully evaluate a range of alternatives that could meet the purpose and need of the project, including alternatives that would reduce traffic congestion, but would not result in significant adverse impacts on coastal resources.

Response 5B.4:

Please refer to Master Response #1. The proposed Build Alternatives have specifically been designed to avoid direct impacts to sensitive habitat areas and coastal wetlands (refer to Section 2.16 through 2.20 in EIR/EA). The project also includes measures to avoid and minimize indirect impacts to these coastal resources. In addition, the project has been designed to minimize impacts to coastal views (refer to Section 2.7 and Appendix G.7 of the EIR/EA)

Comment 5B.5:
In addition, the EIR/EA should provide all of the information necessary to fully evaluate the proposed alternatives' impacts on biological resources, including on wetlands buffers, sensitive species habitat and native vegetation. The document must also analyze a range of feasible measures to avoid, minimize and mitigate such impacts.

Response 5B.5:

The DEIR/EA included a discussion of the biological environment in the project area, including *Natural Communities* in Section 2.16, *Wetlands and Other Waters* in Section 2.17, *Plant Species* in Section 2.18, *Animal Species* in Section 2.19, and *Threatened and Endangered Species* in Section 2.20. The discussions in these sections summarized and were based on a technical Natural Environment Study (NES) that was completed for the project in December 2009, and an Addendum to the NES that was completed in December 2010. The NES is included in Appendix G.7 of the EIR/EA pursuant to the requirements of the CEQA Guidelines Section 15147. Each of these sections included a discussion of the existing biological environment, the potential impacts to the biological environment with implementation of the proposed Build Alternatives, and measures to avoid or

reduce potential impacts. These measures were described in the *Avoidance, Minimization, and/or Mitigation Measures* discussion included in each biological section. Please refer to Section 2.16 through 2.20 for discussion of the specific measures included for each biological area. These measures were also summarized in Table S-1 of the DEIR/EA.

Natural Communities
The measures for Natural Communities in Section 2.16.4 (refer to page 140), in conjunction with the measures included in Section 2.10 Water Quality and Storm Water Runoff, will avoid impacts to sensitive shining willow riparian forest, perennial aquatic habitat, and seasonal wetland/seasonal aquatic habitats.

Wetlands and Other Waters
The DEIR/EA described in Section 2.17.4 (refer to page 143), that the project will include implementation of temporary (construction phase) and permanent (operational phase) Best Management Practices (BMPs) to reduce potential impacts to existing water quality from storm water runoff, as necessitated by the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) permit. These measures will avoid indirect impacts to wetlands in the vicinity of the project.

Plant Species
As described in the DEIR/EA in Section 2.18.4 (refer to page 148), no special-status plant species are present within the impact area of the proposed Build Alternatives. Therefore, the project would not affect any special-status plant species, and no avoidance, minimization, or mitigation measures are proposed.

Animal Species
The measures for Animal Species described in Section 2.19.4 (refer to page 152), will avoid impacts to nesting special-status birds.

Threatened and Endangered Species
Section 2.20.4 lists the measures to avoid or offset impacts to threatened or endangered species. The measures for California Red-legged frog are fully described (on pages 161 to 167) in Section 2.20.4.1 of the DEIR/EA. As noted in the DEIR/EA discussion in Section 2.20.4.1, approximately 6.81-7.08 acres of potential upland dispersal habitat will be permanently affected by the project, depending on the Build Alternative selected, and approximately 3.75 acres will be temporarily affected during construction. This discussion was based on a technical *Natural Environmental Study* (NES) that was completed for the project in December 2009, and an Addendum to the NES that was completed in December 2010. The project proposes a mitigation package to offset these impacts, which includes habitat enhancement.

The mitigation options present opportunities from which the CRLF population at Calera Creek would be able to increase in size, expand its habitat usage of the area north of Calera Creek into the GGNRA lands, and connect with the populations north of the Mori Point ridge. SFGS would be able to better utilize the habitat features and prey base between the GGNRA ponds and the snake ponds at Calera Creek and disperse to Calera Creek, possibly increasing its current population size.

The habitat enhancement will include the Alternate Contingency Plan for Compensatory Mitigation (on pages 166 to 167), as described in Section 2.20.4.1 of the DEIR/EA under MM T&E-1.8. The text in Section 2.20.4.1 of the EIR/EA under MM T&E-1.8 has been updated to include additional information, focusing on enhancement of existing habitat.

Comment 5B.6:
Finally, the EIR/EA should include detailed information about measures that would help reduce negative impacts on public views, including open and articulated designs for bridges and railings, landscaping, and aesthetic treatments for medians and retaining walls that would help them blend with the surrounding environment.

Response 5B.6:

In Section 2.7 of the DEIR/EA, which is based on a Visual Impact Assessment (VIA), the existing visual and aesthetic environment of the project area is described, as well as the potential impacts to the existing environment resulting from implementation of the proposed Build Alternatives. This section also included measures (pages 89 to 91) to minimize adverse visual project impacts, which consist of adhering to the design requirements in cooperation with the Caltrans District 04 Landscape Architect. The measures are described in Section 2.7.4 of the DEIR/EA. As shown in the site photos and photo simulations in Section 2.7 of the EIR/EA, the project area is a developed highway corridor and includes a mix of residential and commercial uses, intermixed with undeveloped parcels and mature vegetation. Overall, the VIA found that, while the project Build Alternatives would result in additional pavement to provide the additional lanes, the project would not significantly change the visual character of the roadway corridor. In addition, while the project would remove mature trees and vegetation along SR 1, the project includes replanting and would improve views and access to the coast.

Implementation of the minimization measure guidelines will reduce impacts of the project. Many of the minimization measure guidelines are specifically being proposed as part of project features to avoid adverse impacts.

The project will also include development of a corridor design concept in cooperation with the Caltrans District 04 Landscape Architect. The corridor design concept will incorporate the design guidelines including: aesthetic treatment of structures; median planting; and replacement planting, as further described below, which will be implemented per Chapter 29 (Highway Planting) of the *Department's Project Development Procedures Manual* and Chapter 900 (Landscape Architecture) of the *Department's Highway Design Manual*. The design guidelines will be designed and implemented with the concurrence of the Caltrans District 04 Landscape Architect.

Structure Aesthetics: Aesthetic treatment will be considered for all structures associated with the proposed project, including retaining walls, soil nail walls, concrete barriers, median barriers, railings, and nose paving. Possible aesthetic treatment can include architectural features such as surface texture, pattern treatment, and color application. The aesthetic treatments on these structures will be designed to make the structure less visually obtrusive and blend in with the surrounding background. Such design can include a softer, more natural taper to the end treatment of the soil nail walls to blend the wall in with the existing topography. A color application can be applied to the wall that is similar to the existing hillside color, which will allow the wall to blend more into the existing hillside. The aesthetic treatments also will decrease the brightness and visual monotony of untreated retaining walls, prevent glare, and deter graffiti. The overall design objective of the project will be to maintain the consistency and visual continuity of the entire project corridor.

In areas where feasible, the project design may include down slope retaining walls rather than upslope walls. The design would also minimize overall height and length of retaining walls to the greatest extent feasible to reduce the visual level of impact.

Median Planting: Including landscaping in the median for the project will provide aesthetic benefit. Median planting provides aesthetics in rural areas where no other highway planting exists. Median plantings provide glare screening for headlights of oncoming traffic, add visual interest through planting of greenery and flowers, and minimize the visual monotony of the expansive width of the roadway. Views from community roads play an important role in the City, and communities recognize that the perception of each community is formed to a large degree by what people observe through their windshields. The landscaping in the median will help to retain the views of the area for travelers.

Highway Planting: Replacement planting shall be implemented per Chapter 29 (Highway Planting) of the Department's *Project Development Procedures Manual* and Chapter 900 (Landscape Architecture) of the Department's *Highway Design Manual*. The replacement plants will be complementary to the existing landscape and appropriate to existing conditions and level of maintenance to be provided. Native seed from a local source (within the same watershed if practicable) will be planted on all disturbed ground. Temporary High Visibility Plastic Fencing will be placed along the perimeter of all environmentally sensitive area (ESAs) during construction and additional vegetation that need not be disturbed by construction including the mature trees at the south east quadrant of the Fassler Avenue/SR 1 intersection, as well as all of the vegetated area west of the retaining walls on the western side of SR 1 between San Marlo Way and Reina Del Mar Avenue. Both areas will be designated on the project plans as outside of limits of work and/or ESAs.

Comment 5B.7:
Moreover, given the standards of review described above, we strongly recommend that the project's EIR/EA include a table identifying the Coastal Act policies and LCP standards applicable to the project. Such a table should include a preliminary evaluation of the project's conformance with each of the applicable policies and standards.[11] Please consider the following:

Response 5B.7:

The table requested in this comment was actually included in the DEIR/EA (refer to Table 2.1 on pages 48-53). Please refer to response to comment 5B.3 above.

Comment 5B.8: Alternatives Analysis
As described in the DEIR/EA, and in this letter, the proposed project could cause adverse impacts to coastal resources, including biological and archaeological resources, public views and water quality. The EIR/EA should fully evaluate project alternatives that avoid these coastal resource impacts as much as possible, while implementing measures to reduce traffic congestion to acceptable levels. The DEIR/EA provides an analysis of three alternatives: (1) the proposed widening project with a narrow median alternative; (2) the proposed widening project with a wide, landscaped median, and; (3) a no project alternative. The two 'build' alternatives both reduce traffic congestion substantially, but appear to result in significant adverse impacts to coastal resources, while the no build alternative would not incorporate any measures to reduce traffic congestion, and would not cause coastal resource impacts. The DEIR/EA also includes a cursory analysis of various alternatives that were considered but rejected without further study because they were determined to be infeasible or

[11] For an example of a previous table that met this purpose, see the 2006 IS/MND/EA for the Salinas Road Interchange Project, prepared by the U.S. Department of Transportation, the Federal Highway Administration, and Caltrans, which can be accessed here: http://www.dol.ca.gov/dist05/projects/salinas_rd/env_ doc.pdf.

ineffective. The EIR/EA should include the studies and analysis that were used to determine these alternatives were infeasible or ineffective as an appendix to the document. In addition, although the rejected alternatives may not be effective enough on their own to make their implementation useful, it appears possible that some combination of the rejected alternatives might be used to create a project that adequately reduces traffic congestion while avoiding coastal resource impacts. Specifically, the following alternatives or combinations of them may be used under a no-build or reduced project alternative: Concept D, the partial widening at Reina Del Mar Avenue; Concept H, signal timing improvements; Concept I, increased or modified public transit service; and Concept J, increased school bus service. The EIR/EA should explore the potential to consolidate these or other alternatives into a no-build or reduced project alternative that could utilize various measures to reduce traffic congestion while completely avoiding or substantially reducing impacts on coastal resources.[12]

Response 5B.8:

Please refer to Master Response #1.

Comment 5B.9: Biological Resources
A primary focus of the California Coastal Act (including Public Resources Code sections 3023030231) and the Pacifica LCP is to protect coastal wetlands. In addition, Section 30240 of the Coastal Act prohibits non resource-dependent development in environmentally sensitive habitat areas (ESHAs) and prohibits resource-dependent development in ESHA that would significantly disrupt habitat values, and Section 30250 requires that new development be located where it would not have significant adverse effects, individually or cumulatively, on coastal resources. Comparable policies are included in the Pacifica LCP.

There is an existing creek with wetlands directly west of the project site that contains aquatic habitat for the California red-legged frog (CRLF), and although the currently proposed alternatives would have no direct impacts on these wetlands, the project would be constructed within 100 feet of them. In addition, the proposed project would result in the loss of 1.27 acres of northern coastal scrub habitat as well as the loss of 4.13 acres of ruderal grassland and .95 acres of non-native/landscaped trees that may provide habitat for various sensitive species. The EIR/EA should provide a detailed description of the project's impacts to these biological resources, as well as proposed measures to avoid, minimize and mitigate them.

First, the EIR/EA should describe the impacts caused by the project due to development within 100 feet of the wetlands and CRLF habitat, including CRLF dispersal corridors, and it should include mitigation measures that could be used to reduce the significance of such impacts. For example, one mitigation measure would be the construction of the proposed retaining wall designed to prevent CRLF from entering the roadway. The EIR/EA should describe other potential mitigation, such as reduced scale project components and the removal of invasive species and restoration of the area with native vegetation, and explain how such measures would enhance habitat values and minimize the impacts of developing in close proximity to these resources.

[12] Public comments have suggested the possibility of pursuing a staggered school schedule to reduce traffic congestion, and the EIR/EA should evaluate this alternative, and any other feasible traffic reduction measures raised through public comment, in addition to those listed above.

Response 5B.9:

Sections 2.16 to 2.20 in the DEIR/EA described the biological resources within the project area and the proposed project's potential effects to theses resources. These discussions were based on a technical *Natural Environmental Study* (NES) that was completed for the project in December 2009, and an Addendum to the NES that was completed in December 2010. The NES discusses impacts to several upland habitats, including ruderal grassland, non-native/landscaped trees and northern coastal scrub, in the context of describing impacts to special-status species such as the California red-legged frog (Section 4.3.1) and San Francisco garter snake (Section 4.3.2). Similarly, the DEIR/EA discussed impacts to the California red-legged frog and San Francisco garter snake in Section 2.20.3 taking into consideration these same habitats. The DEIR/EA and NES describe potential impacts to these habitats in the context of potential disturbance to various birds of special status. The documents also discuss potential impacts to northern coastal scrub as habitat for a variety of special-status plants. Measures are included to address the temporary disturbance, including seeding and replanting with a mixture of grasses and forbs commonly found in grasslands in adjacent habitats and native shrubs. Outside of assessing impacts to these habitats as potential habitat for these plant and wildlife species, the loss of relatively small amounts of these habitats was not considered significant when taking into consideration their floristic composition.

<u>Coastal Wetlands:</u>
As described on pages 141-143 of the DEIR/EA, wetlands at the site were mapped according to the method of both the USACE and the CCC. As acknowledged in the comment, the project would not result in any direct impacts to coastal wetlands. The project construction would occur within 100 feet of these wetland areas. However, the project proposes and includes feasible BMPs to minimize potential impacts during construction. Therefore, based on the nature of these wetlands, their location adjacent to the existing roadway, and the nature of the project, potential indirect impacts were determined not to be significant.

<u>California red-legged frog:</u>
As mentioned above, the DEIR/EA included a discussion of Threatened and Endangered Species in Section 2.20, including CRLF, based primarily on the *Natural Environment Study* (NES) that was completed for the project (refer to Appendix G.7 of the EIR/EA). This section includes a discussion of the potential impacts to CRLF habitat, incidental take, and barriers to movement, based on information from the NES. Regarding habitat and incidental take, the DEIR/EA stated in Section 2.20.3 (on pages 156 to 159):

> *The two project Build Alternatives would not result in direct permanent or temporary effects to aquatic, riparian, or wetland habitats used by California red-legged frogs. The hydrology of aquatic habitats outside the BSA where California red-legged frogs could be present also would not be altered by the project.*
>
> *Construction of the proposed project would disturb developed and roadside/ruderal grassland habitat that could be used for foraging and dispersal by frogs. The Narrow Median Build Alternative would result in permanent impacts to 6.81 acres of potentially occupied habitat and temporary impacts to 3.75 acres of potentially occupied habitat, and the Landscaped Median Build Alternative would affect approximately 0.27 acres of additional dispersal habitat. Temporary impacts would occur in the area between the proposed future edge of pavement and the outer limits of cut and/or fill plus construction staging and access areas. No paving is proposed in temporary impact areas, and it is*

> *anticipated that habitat of equal value would be reestablished within one year following revegetation with native plant species.*

Based on the information and analysis in the NES, the DEIR/EA concludes that temporary impacts to ruderal grassland habitats in the BSA, which are not designated California red-legged frog critical habitat[13], would not be significant.

An existing median barrier currently prevents California red-legged frogs from successfully crossing the SR 1 roadway. Under the proposed project, the paved width of SR 1 would increase and retaining walls would be installed along about 1,200 linear feet of the roadway, north of San Marlo Way except where a cantilever bridge will cross the culvert outflow. An additional permanent barrier will also be constructed approximately between 900 feet south of Mori Point Road and San Marlo Way to prevent small animal movement onto the roadway. This barrier will, in particular, be designed to impede or prevent California red-legged frogs from entering the roadway. There will be beneficial long-term effects to red-legged frogs, and perhaps the population, with the installation of this retaining wall/barrier by reducing the potential for frogs to disperse onto SR 1 and suffer mortality from the high levels of traffic where a median barrier prevents successful crossing.

Please refer to response to comment 5B.5 above for a discussion of the measures included in the project to avoid and minimize impacts to CRLF. The removal of invasive species mentioned by the commenter presumably refers to the former quarry property located directly west of the current project. This property is currently privately held and therefore, not within the jurisdiction of the project.

Comment 5B.10:
In addition, the DEIR/EA indicates that the proposed project would impact potentially suitable nesting habitat for four special status bird species - loggerhead shrike, yellow warbler, San Francisco common yellowthroat and white-tailed kite. However, the DEIR/EA lacks any surveys for these species, and, therefore, it is not clear what the habitat impacts would be. The EIR/EA should include surveys, performed during applicable breeding periods, to determine the extent to which the project area is used by these species. The EIR/EA should also include an explanation of avoidance, minimization and mitigation measures designed to protect these species, which may include limiting construction to specific windows of time, delaying construction if active nests are identified in close proximity to the project site, providing appropriate buffers between active nests and construction activities, restoring habitat that is temporarily impacted, and mitigating for any permanent loss of habitat. At a minimum, the measures should include installing or restoring native vegetation in all areas subject to temporary impacts and mitigating for the permanent loss of native vegetation at least at a 2:1 ratio.

Response 5B.10:

The DEIR/EA included a discussion (on page 150) of the presence of four breeding special-status bird species within the BSA, including the loggerhead shrike, yellow warbler, San Francisco common yellowthroat and white-tailed kite. This discussion was based on a *Natural Environment Study* (NES) that was completed for the project in December 2009, and an Addendum to the NES

[13] The BSA is not within the area designated as Critical Habitat for California red-legged frog in 2006 or under the new revised proposal for Critical Habitat that was published in the Federal Register on September 16, 2008. The nearest Critical Habitat on the revised 2008 map for San Mateo County is the Cahill Ridge unit approximately 0.3 miles east of the project.

that was completed in December 2010. The information in the NES regarding the presence of special-status bird species within the BSA was based on surveys of the BSA and adjacent areas by biologists. Wildlife ecologists conducted reconnaissance surveys of the BSA on June 27, 2007. The surveys were conducted to describe and map biotic habitats within the BSA and identify plants and animals found or potentially found on the site. The special-status birds described in Section 2.19 of the DEIR/EA are those potentially present at various times of year. Because specific surveys can only document species actually present during the survey to be conservative, their presence is assumed. Expected numbers were estimated based on the amount of habitat available and the territory sizes of the species described.

The DEIR/EA included a discussion (on page 151) of the potential impacts from implementation of the project to the four breeding special-status bird species and their habitat, based on the information in the NES. For clarification, both the NES and DEIR/EA state that these species could be impacted by the project, and then such disturbance would be restricted to the construction phase. Disturbance of these species during the breeding season could result in the destruction of active nests, the incidental loss of fertile eggs or nestlings, or the abandonment of nests. The proposed project will affect ruderal and landscaped habitats that could be used by loggerhead shrike; however, only one pair at most would use habitats that would be lost due to project implementation. Riparian or ruderal habitat adjacent to riparian habitat within the BSA that could be used for nesting and foraging by yellow warbler and San Francisco common yellowthroat will not be directly affected by the proposed project. Similarly, only one pair of white-tailed kites could be disturbed by the project. Loss of habitat for these species would not be substantial.

Measures for the avoidance and minimization of impacts to nesting special-status birds were included (on page 152) in the DEIR/EA. The DEIR/EA stated:

> *AM ANML-1: Potential nesting substrate (e.g., bushes, trees, grass, and suitable artificial surfaces) will be removed during the non-breeding season (between September 1 and February 1), if feasible, to preclude nesting. If it is not feasible to schedule vegetation removal during the nonbreeding season, then pre-construction surveys for nesting birds shall be conducted by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. This survey shall be conducted no more than seven days prior to the initiation of construction activities. During this survey the ornithologist will inspect trees, shrubs, and other potential nesting habitats in and immediately adjacent to the impact areas for nests. If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist, in consultation with CDFG, will determine the extent of a buffer zone to be established around the nests, typically 50-100 feet for passerine birds like yellow warblers and San Francisco common yellowthroats and up to 250 feet for white-tailed kites.*
>
> *If construction activities cease for more than one week during the nesting season and nesting habitat for these species remains, additional preconstruction surveys will be conducted.*

Comment 5B.11

Finally, with regard to the proposed mitigation for the loss of dispersal habitat for CRLF, San Francisco Garter Snake and Western Pond Turtle, the EIR/EA should include detailed information detailing the impacts (including through maps and supporting survey data), and identifying why the mitigation is adequate to address the project's impacts and how the mitigation would work, including how the property would be protected, what entities would be responsible for ongoing implementation of the mitigation, how maintenance would be conducted, and what performance criteria would be used to ensure the habitat functions as proposed.

Response 5B.11:

The DEIR/EA discussion regarding impacts to CRLF and San Francisco Garter Snake included supporting figures that mapped the areas of permanent and temporary impacts to the species' habitat. Figure 2.8 on page 157 showed the threatened species habitat impacts for the proposed Narrow Median Build Alternative, and Figure 2.9 on page 158 showed the threatened species habitat impacts for the proposed Landscaped Median Build Alternative. This discussion was based on a Natural Environment Study (NES) that was completed for the project in December 2009, and an Addendum to the NES that was completed in December 2010. The information in the NES regarding the presence of special-status bird species within the BSA was based on surveys of the BSA and adjacent areas by biologists. Wildlife ecologists conducted reconnaissance surveys of the BSA on June 27, 2007. The surveys were conducted to describe and map biotic habitats within the BSA and identify plants and animals found or potentially found on the site.

Please refer to response to comment 5B.5 above for a discussion of the measures included in the project to avoid and minimize impacts to CRLF and San Francisco Garter Snake. Additional detail regarding the success criteria has been added to this language (refer to Section 2.19.4 of the EIR/EA. The DEIR/EA included a discussion (on page 151) of the impacts to habitat for western pond turtle and noted that the same mitigation measures included in the project for California red-legged frogs and San Francisco garter snakes would reduce the potential for individual turtles to be affected by construction activities under either Build Alternative.

The Habitat Mitigation and Monitoring Plan (HMMP) will be developed once a preferred Build Alternative is chosen. At that time the details for the HMMP including the pertinent Build Alternative effects and associated mitigation measures, timeline, funding, and responsible party will be described further.

Comment 5B.12: Visual Resources
Coastal Act section 30251 requires that new development be sited and designed to protect views to and along the ocean and scenic coastal areas. New development must also be visually compatible with the character of surrounding areas. Consistent with this policy, the Pacifica LCP contains comparable standards to protect visual resources.

Highway 1 at this location has views of the former quarry open space property to the west and urban development to the east. Although views of the ocean on the southern end of the project site are partially obstructed by a row of cypress trees, and at the northern end of the project site, views of the ocean are blocked by the topography, the entire Highway 1 corridor is an important public viewshed unto its own. The proposed project would negatively impact visual resources by expanding paved roadway, adding new roadside development such as barriers and retaining walls, and removing existing trees and other vegetation. As previously requested, the EIR/EA should include an evaluation of potential measures to reduce visual impacts, including potential bridge and railing designs that are articulated and open so that public views may be maintained. The EIR/EA should also analyze potential bridge and wall alternatives for consistency with policies protecting both views and biological resources. The DEIR/EA shows several visual simulations that use a plain concrete barrier with a railing that is not articulated. The EIR/EA should evaluate alternative designs that are more aesthetically pleasing, while providing a barrier to prevent sensitive species from entering the roadway, in order to protect biological resources, consistent with the Coastal Act and the City's LCP. If possible, the EIR/EA should also provide information about the proposed railing for the nearby San Pedro Bridge, and evaluate the potential for creating a uniform appearance along this stretch of

Highway 1. In addition, the EIR/EA should evaluate aesthetic treatments for other highway features, including above grade retaining walls and median barriers that blend with the surrounding coastal setting. In all cases, landscaping must be provided that addresses biological concerns and viewshed issues, including by providing screening, mottling, and softening of view impacts associated with the development.

Response 5B.12:

Please refer to the response to comment 5B.6 above.

Comment 5B.13: Water Quality
Coastal Act sections 30230 and 30231 provide for protection of marine resources and water quality, and City LCP policies mimic these requirements. The proposed project has the potential to impact water quality through construction activity and through increasing the area of impervious surface that drains to the creek and out to the ocean.

The DEIR/EA identifies biofiltration strips or swales as the most feasible water quality BMP for the project and describes six locations within the project area that are suitable for their development. However, the DEIR/EA does not identify which of the potential swale locations would be utilized and fails to analyze the effect they would have on water quality, and their capacity to retain stormwater. The EIR/EA should evaluate proposed water quality BMPs in terms of feasibility and effectiveness, including determining where swales should be located and how they should be designed to ensure water quality is protected and peak wet weather flows are accommodated.

Response 5B.13:

The discussion in Section 2.10 (Water Quality and Stormwater Runoff) of the DEIR/EA summarized and is based primarily on a technical *Storm Water Data Report* completed in August 2009 and a *Water Quality Study Report* completed in April 2009 for the project. The *Storm Water Data Report* describes how the biofiltration strips or swales function in regards to removal of pollutants and water quality. Biofiltration strips and swales are vegetated surfaces that remove pollutants by filtration through grass, sedimentation, adsorption to soil or grass, and infiltration through the soil. Strips and swales are mainly effective at removing debris and solid particles, although some constituents are removed by absorption to the soil. Biofiltration swales are vegetated channels that receive directed flow and convey storm water. The text in Section 2.10.4 of the EIR/EA has been updated to add additional detail regarding how biofiltration strips and swales function. The *Storm Water Data Report* also included a table that summarized the locations of the potential biofiltration swales and strips along with water quality flow (Q_{WQF}) information:

Potential Biofiltration Strip and Swale Location								
Side of SR 1	**Location (Station)**		**Treated Impervious Area (ac)**	**Unpaved Area (ac)**	**Total Area (ac)**	**Weighted C_{WQF} (ft^3/s)**	**WQF**	**BMP #**
	Begin	**End**						
SB	47+95	54+10	0.82	0.00	0.82	0.95	0.16	3&4
NB	21+30	23+30	1.61	0.43	2.04	0.88	0.36	1&2
NB	41+50	44+10	2.05	0.00	2.05	0.95	0.39	3
NB	78+00	80+00	1.14	0.56	1.70	0.83	0.28	6
SB	29+95	34+60	1.46	0.00	1.46	0.95	0.28	2&3
SB	51+80	54+10	0.57	0.23	0.80	0.85	0.14	4

Notes:
WQF - the peak flow rate associated with the water quality design storm.

The exact design parameters of the biofiltration swales (such as flow velocities, vegetation mixes, and geometry) will be determined by further analysis during the Plans, Specifications, & Estimates (PS&E) phase of the project.

Comment 5B.14: Conclusion
The proposed project raises significant coastal resource issues, especially biological and visual resource issues that have not been adequately addressed in the DEIR/EA. We strongly recommend that these issues be more thoroughly discussed and analyzed in the final EIR/EA or a revised and re-circulated DEIR/EA to allow for a complete analysis of the proposed project for consistency with the certified LCP and the Coastal Act. It will be particularly critical for the applicant to identify and analyze potential alternatives to the project, including permutations and combinations of alternatives that can achieve project needs and objectives at the same time as limiting coastal resource impacts as much as possible. If you have any questions or would like to discuss these issues further, please contact me at (831) 427-4863.

Response 5B.14:

Please refer to the responses to specific comments 5B.2 to 5B.13 above.

The EIR/EA has been prepared in accordance with the requirements of CEQA, NEPA, and the Department of Transportation (Caltrans). It is Caltrans's position that the EIR/EA meets the nature and intent of CEQA and NEPA, and is legally adequate and complete. In many sections, the EIR/EA text presents a summary of the detailed technical analyses which were included as appendices to the EIR/EA. Many of the questions raised and details requested in the above comments are addressed in the technical appendices to the EIR/EA.

It is acknowledged that an application for a Coastal Development Permit (CDP) will be prepared and filed with the California Coastal Commission for this project subsequent to completion of the environmental review process under CEQA and NEPA.

Local Government Agencies

RESPONSES TO COMMENT #6:
City of Pacifica (dated 09/27/11)

Comment 6.1:
First, I would like to thank you and the rest of your team for all your efforts towards the Calera Parkway Project. I want to commend all of you on the way you organized and facilitated last Thursday's public meeting on the Draft Environmental Impact Report (DEIR).

As you have witnessed during the meeting, there is tremendous interest from the public regarding this project. People are truly involved and want to make sure their comments, opinions and suggestions are heard. Even after the meeting, the public continued to approach us, their elected city officials, for assistance in seeking additional time to review and comment on the DEIR.

Certainly there is no doubt about the existence of high level community concerns regarding this project, especially with regards to its environmental impacts. These concerns should be included and

addressed in the Final EIR. It is also important that members of the community, whose lives will be directly affected by this project, be provided ample opportunity to review and submit comments about the DEIR. It is for these reasons that the City Council would like to ask Caltrans for a fifteen (15) day extension on the comment period for the DEIR.

We are aware of the environmental process and its limitations. However, we firmly believe that ample opportunity for public input should be provided as a part of the process. Therefore, on behalf of the City Council, I would like to ask Caltrans to consider this request for a fifteen day extension of the public comment period.

Response 6.1:

The Public Review Period for the DEIR/EA was extended to October 22, 2011 as requested. This comment is noted and no further response is required as the comment does not raise any environmental issues or questions about the adequacy of the EIR/EA.

RESPONSES TO COMMENT #7:
City of Pacifica Council Member (dated 09/19/11)

Comment 7.1:
I am being demanding on proper wording regarding the highway 1 widening. Pacifica is listed as a sponsor. We are not. For 9 years straight I ask in a city council meeting on clarification. Response we have not voted on the widening, neither yay or nay. It is misleading when we are portrayed as a co sponsor. I am sure the English language can be used to clarify things appropriately. Anyway I am pursuing this language issue until I feel it is not misleading the public etc

Response 7.1:

The SMCTA and City have agreed to study the project and have approved funding for the environmental analysis phase of the project. However, neither the SMCTA nor the City of Pacifica have voted to approve or taken an official position on the project. However, because the project is part of the Measure A program, it must be presented and put forth by the local agencies. For these reasons, the SMCTA and the City are described as co-sponsors of the project in the environmental document.

A Project Study Report was prepared and completed by Caltrans for a prior version of the project. The DEIR/EA stated in Section 1.1 (on page 1) that, *"A Project Study Report (PSR) was completed for the proposed operational improvements to SR 1 by the City of Pacifica and approved by Caltrans in July 1999. The 1999 PSR proposed to add one additional lane in each direction between Fassler Avenue and Reina Del Mar Avenue with a transition from three (3) lanes back to two (2) lanes occurring just past the intersections in each direction."* Page 1 of the 1999 PSR stated, *"The City of Pacifica is a sponsor of this project and has established a "Route 1" fund specifically for improvements to Route 1."* The proposed project was included in the 1999 PSR that was prepared by the City of Pacifica, and the City was identified as a sponsor in the 1999 PSR.

RESPONSES TO COMMENT #8:
South San Francisco City Council and SMCTA Board Member (dated 09/05/11)

Comment 8.1:
At City Council we are always accused of not properly noticing so since there are so few impacted. I think it would be good public policy if we resent the flyer. Who do I talk to? I'm not suggesting that we send a certified letter or stating that their property would be taken if the highway is widened.

Response 8.1:

This comment refers to the Notice of Availability of the DEIR/EA which was mailed to nearby property owners alerting them that the DEIR/EA was available for public review and comment. The notice was mailed to all business and residences within 500 feet of the project on August 4, 2011, as well as all those who attended and submitted a comment at the March 3rd and June 22nd, 2010 meetings. Caltrans and the project considered this request during the public comment period, and a second mailer for the notice was sent out to nearby property owners on September 14, 2011.

The notice for this project was a combined Notice of Availability of the Draft Environmental Impact Report/ Environmental Assessment (EIR/EA) and Public Meeting. This notice was posted for viewing and download on the San Mateo County Transportation Authority (SMCTA) website on August 2, 2011(http://www.smcta.com/whatsNew/2011_08_09_public-comment-rt1-calera-environmental-report.asp). The notice was also published in the San Mateo Times on August 8th, the San Francisco Chronicle on August 10th, the Half Moon Bay Review on August 10th, and the Pacifica Tribune on August 10th, August 24th, September 14th, and September 21st. A news release was also put out on August 8th and September 16th. The public hearing was held on September 22, 2011.

Chapter 4 of the DEIR/EA also summarizes the results of Caltrans' and SMCTA's efforts to fully identify, address and resolve project-related issues through early and continuing coordination with the general public and appropriate public agencies. Additional detail regarding this coordination is included in Chapter 4 of the EIR/EA.

Please refer to Master Response #7 regarding the project's effect to local businesses.

RESPONSES TO COMMENT #9:
Pacific Chamber of Commerce CEO (dated 08/25/11)

Comment 9.1:
I am writing to strongly encourage you to complete the State Route l/Calera Parkway/Highway 1 Widening Project.

This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions.

We also know businesses have been impacted by the traffic bottleneck. When traffic slows that much, no one wants to stay and shop. They just want to keep moving until they are in a place where

they will not risk getting stuck in more traffic. There have been many businesses that have suffered and in some cases closed because it was too challenging for customers to stop and shop at various businesses.

Pacifica and surrounding communities deserve better. As Highway 1 is our only north/south transit corridor, this is a regional issue that affects residential commuters, tourism and Coast side businesses. If we can widen State Route l/Calera Parkway/Highway 1, it will help Pacifica's economic vitality and contribute to our quality of life here.

On behalf of the Pacifica Chamber of Commerce Board of Directors, we strongly urge you to proceed with this project.

Response 9.1:

Thank you for your comment. Please refer to Master Response #12.

RESPONSES TO COMMENT #10:
Pacific Chamber of Commerce President (dated 09/29/11)

Comment 10.1:
The Pacifica Chamber of Commerce opposes any extension of the already generous comment period pertaining to this project.

Extending the 60 days comment period by another 15 days will not generate any enhanced public attention or comment. After twenty years of discussion, it is time to move this project forward into the final EIR process.

Notice of this project and the actual DEIR have been commented on or made available in the following forums for two months:

1. Pacific Tribune weekly newspaper: in stories, official notices and letters to the editor. The Chamber had a front page story Re the project plus several mentions in the Chamber column contained in the paper.

2. Pacifica Patch, an AOL owned blog.

3. Pacifica libraries, city hall, various city departments.

4 Two widely read local blogs: Fix Pacifica and Pacifica riptide.

5. an op/ed in the HMB Review, newspaper.

6. a Caltrans postcard community meeting mailer

7. City website has the DEIR DOT link posted.

Here is a representative sample of a notice.

September 28, 2011

Highway 1 Widening: Public Comments Open Until October 7

Public comment for the Draft Environmental Impact Report and Environmental Assessment (Draft EIR/EA) for State Route l/Calera Parkway Widening Project in Pacifica is open until October 7. The purpose of the proposed project is to reduce congestion on the segment of SR 1 that extends approximately 2,300 feet north of Reina Del Mar Avenue to approximately 1,500 feet south of Fassler and Rockaway Beach avenues. All project documents are at www.smcta.comand at Sanchez Library, Sharp Park Library, Pacifica City Hall, Pacifica Community Center, and other locations. Comments can be submitted anytime during the review period, which ends October 7 at 5 p.m. Submit comments by U.S. mail, fax, or email to:

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4
Attn: Thomas Rosevear
111 Grand Ave., Oakland, CA 94623
Fax: 510-286-5600
Email: thomasrosevear@dot.ca.gov

The Sept 22 DEIR community meeting was well attended. Anyone attending that meeting has ample time to read the DEIR and make a comment. As you know, the majority of those attending the Sept 22 meeting did not speak and presumably were learning about this issue. They too have ample time to jot a quick email with their thoughts.

The City has not made a case for any extenuating circumstances. Using email, residents can comment up to the very last minute of the comment period.

When this extension request was debated at city council on Sept.26, eleven people spoke in favor of an extension. The majority of the extensions speakers were either at the Sept. 22 meeting or already on record regarding the DEIR.

Regardless of the City's assertions of the need for wider input in its Sept 27 letter to you, recent City actions tell a slightly different story. The City Planning Commission had scheduled an Oct 3 meeting to take community input regarding the DEIR. The City public works staff were to attend to fully explain the project and the city involvement. A component of this Oct 3 meeting would have been to solicit comments to you. This public DEIR meeting has been canceled on Sept. 28 by the Planning Director without any explanation.

In conclusion, an extension will be an artificial delay in a very important project already 20 years in the making. No extenuating circumstances have been shown. The DEIR has been extensively circulated and debated. The City has canceled its own Oct 3 Planning Commission meeting which would have informed the public and generated comments.

Let's move on to the final EIR phase of this critical project and implement a solution to this unnecessary commute and safety bottleneck.

Response 10.1:

Thank you for your comment. The Public Review Period for the DEIR/EA was extended to October 22, 2011.

RESPONSES TO COMMENT #11:
Half Moon Bay Coastside Chamber of Commerce (dated 10/21/11)

Comment 11.1:
The Half Moon Bay Coastside Chamber of Commerce & Visitors' Bureau strongly encourages you to complete the SR 1/Calera Parkway/Highway I Widening Project in Pacifica, California.

This project has been needed for years; Pacifica is a gateway to Half Moon Bay and the San Mateo County Coast. The construction of the tunnel at Devil's Slide will hardly improve the access if visitors and residents can't make it through Pacifica in a safe and timely manner. At no time is that stretch of road open and easily navigable.

The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. The cars have nowhere to get out of the way of emergency vehicles.

All Coastside businesses have been impacted by the Pacifica traffic bottleneck. Pacifica and surrounding communities deserve better. As Highway 1 is our only north/south transit corridor. this is a regional issue that affects residential commuters, tourism and Coastside businesses. If we can widen State Route l/Calera Parkway/Highway 1, it will help Pacifica's economic vitality and contribute to our quality of life here.

On behalf of the Half Moon Bay Coastside Chamber of Commerce & Visitors' Bureau Board of Directors we strongly urge you to proceed with this important and valuable project.

Response 11.1:

Thank you for your comment. Please refer to Master Response #12.

RESPONSES TO COMMENT #12:
North Coast County Water District (dated 10/19/11)

Comment 12.1:
The following are the "public comments" from the North Coast County Water District about the Calera Creek Highway 1 Widening Project:

Please note that we have a 18" ductile iron transmission main that runs along the east side of Highway 1 that may be in the proposed widening area. This is the only transmission main that feed the entire south end of Pacifica (and will also serve the Cal Trans Devils Slide Tunnel fire suppression system and OMC building). This line would likely have to be relocated which of course involves new easements and a fairly significant piping job.

Response 12.1:

This comment expresses an opinion regarding the relocation of an existing transmission main utility line with implementation of the proposed project. The DEIR/EA acknowledges in Section 2.5 that: *"Where necessary to construct the proposed project, some existing utility lines would be relocated*

under either Build Alternative." Any work near this transmission line will be coordinated with the North Coast County Water District, as appropriate.

While it is not uncommon for utility relocation plans to be developed after project approval and during the Design Phase, the project's environmental study limit is defined to include areas of utility relocation, and the DEIR/EA evaluated the potential environmental impacts within the context of the entire environmental study area. If there are revisions that later encroach outside of this study limit, Caltrans will evaluate potential impacts under CEQA and NEPA based on updated plans when these become available.

Comment 12.2:
Additionally the District also has a recently installed reclaimed water line that runs in the bike trail immediately west of Highway one. This pipe would likely have to be relocated also and it should be noted that the area immediately west of Highway 1 has been designated an extremely sensitive environmental area that may or may not be a habitat for rare and/or endangered species. Relocating this new line may be complicated by that fact.

Response 12.2:

Please refer to the response to comment 12.1 above.

The DEIR/EA described the proposed project effects to habitat for the threatened California red-legged frog and endangered San Francisco garter snake in Section 2.20.3. This section states that construction of the proposed project would disturb developed and roadside/ruderal grassland habitat that could be used for foraging and dispersal by California red-legged frogs. This section also states that construction of the proposed project would disturb ruderal grassland and non-native woodland habitat between Mori Point Road and San Marlo Way that could be used for dispersal by San Francisco garter snakes. Because construction of the proposed project would have effects to the habitat used by frogs and garter snake, the DEIR/EA describes the measures included in the project which will avoid or offset impacts to threatened or endangered species in Section 2.20.4. With incorporation of the mitigation measures the proposed project would not substantially affect movement or dispersal of California red-legged frogs or San Francisco garter snakes.

Comment 12.3:
While this isn't specifically our line there are also some forced sewer mains that run parallel to our reclaimed water line. The sewer lines are owned and operated by the City of Pacifica.

Response 12.3:

Please refer to the response to comment 12.1 above. Similarly, any work done on this line will be coordinated with the North Coast County Water District and the City of Pacifica, as appropriate.

Comment 12.4:
The District would require a reclaimed water line to be installed, crossing Highway 1 and running north and south on the east side of Highway 1 to serve portions of our service area with reclaimed water. It should be noted that Cal Trans would also benefit from the availability of the same reclaimed water for irrigation purposes.

Response 12.4:

Thank you for your comment. The project will not be responsible for funding, designing, or securing approvals and/or right-of-way for a new water district facility, however if all the details are provided by the water district then installation of this reclaimed water line could be coordinated with the project during final design.

Comment 12.5:
We also have a twelve inch ductile water line that runs in a casing under Highway 1 approximately 300 yards north of the Rockaway area intersection at San Marlo Way. The casing would need to be extended which would involve either a new casing and pipe or splitting a casing and re-welding it over the existing pipe. I'm not sure which would ultimately be cheaper or easier at this time and we also don't know if there are any bends beyond the existing casing that would prevent the casing from being extended.

Response 12.5:

Please refer to the response to comment 12.1 above. Similarly, any work done on this line will be coordinated with the North Coast County Water District, as appropriate.

Comment 12.6:
Finally, there is one additional 12 inch cast iron pipe that crosses Highway 1 at Fassler and serves the Rockaway Beach area. This pipe is also in a casing. The condition of this pipe is likely relatively poor and should probably be replaced to prevent any mishaps in a new section of Highway.

Response 12.6:

Please refer to the response to comment 12.1 above. Similarly, any work done on this line will be coordinated with the North Coast County Water District, as appropriate.

Local Organizations

RESPONSES TO COMMENT #13:
Center for Biological Diversity (dated 10/06/11)

Comment 13.1:
The Center for Biological Diversity ("CBD") submits the following comments on the proposed Highway 1 Widening Project Draft EIR. For the reasons stated below the Draft EIR is woefully inadequate. Please provide the notices required pursuant to Public Resources Code sections 21080.4, 21083.9, 21092, 21108, and 21152 to CBD at the below mailing address and email.

Response 13.1:

Please refer to the responses to specific comments 13.2 through 13.63 below.

The notice prepared pursuant to Public Resources Code (PRC) Section 21080.4, Section 21083.9, and Section 21092 for this project was a combined Notice of Availability of the Draft Environmental Impact Report/ Environmental Assessment (EIR/EA) and Public Meeting. This notice was posted for viewing and download on the San Mateo County Transportation Authority (SMCTA) website on August 2, 2011(http://www.smcta.com/whatsNew/2011_08_09_public-comment-rt1-calera-environmental-report.asp). The notice was mailed to all business and residences within 500 feet of the project, as well as all those who attended and submitted a comment at the March 3rd and June 22nd, 2010 meetings on August 4, 2011; a second mailer for the notice was sent out September 14, 2011. The notice was also published in the San Mateo Times on August 8th, the San Francisco Chronicle on August 10th, the Half Moon Bay Review on August 10th, and the Pacifica Tribune on August 10th, August 24th, September 14th, and September 21st. A news release was also put out on August 8th and September 16th.

The Notice of Determination, pursuant to the requirements of PRC Section 21108 and 21152 will be filed subsequent to project approval. At this time the notice will be filed with the State Clearinghouse and County Clerk, and will be made available on the SMCTA website.

Comment 13.2:
The EIR's Project Description is Inadequate
The Project Description is inadequate. An EIR's project description must include a description of the project's "technical, economic and environmental characteristics, considering the principal engineering proposals if any and supporting public service facilities." (CEQA Guideline 15124(c).) The description of the project's technical and environmental characteristics must be "accurate." (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 193; CEQA Guideline 15124.) "[A]n accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR." (*San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 655 (San Joaquin Raptor II), quoting *County of Inyo*, 71 Cal.App.3d at p. 199.)

Response 13.2:

This comment expresses an opinion that the Project Description in the EIR/EA is inadequate, however, no specific inadequacies are cited. The CEQA Guidelines are based on the California Code of Regulations (CCR) Title 14, Division 6, Chapter 3. The CEQA Guidelines Section 15124 state that, "*The description of the project shall contain the following information but should not supply extensive detail beyond that needed for evaluation and review of the environmental impact.*"

a) The precise location and boundaries of the proposed project shall be shown on a detailed map, preferably topographic. The location of the project shall also appear on a regional map.

b) A statement of the objectives sought by the proposed project. A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project.

c) A general description of the project's technical, economic, and environmental characteristics, considering the principal engineering proposals if any and supporting public service facilities.

d) A statement briefly describing the intended uses of the EIR.

(1) This statement shall include, to the extent that the information is known to the lead agency,

(A) A list of the agencies that are expected to use the EIR in their decision-making, and

(B) A list of permits and other approvals required to implement the project.

(C) A list of related environmental review and consultation requirements required by federal, state, or local laws, regulations, or policies. To the fullest extent possible, the lead agency should integrate CEQA review with these related environmental review and consultation requirements.

As required by CEQA, the DEIR/EA included Figure 1.1 Regional Map, Figure 1.2 Vicinity Map, and Figure 1.3 Aerial Photograph, all which show the location of the proposed project. The DEIR/EA also included Figure 1.4 Conceptual Plan – Narrow Median Build Alternative and Figure 1.5 Conceptual Plan – Landscaped Median Build Alternative, which both show the boundaries of the proposed roadway improvements overlaid on an aerial.

As required by CEQA and NEPA, the DEIR/EA included a statement (on page 5) of the purpose of the proposed project, which is to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along a congested segment of SR 1 within the city of Pacifica.

As required by CEQA, the DEIR/EA described (on pages 9 to 14) the common engineering and environmental design features of the proposed Build Alternatives, including the roadway widening, retaining walls to prevent encroachment into environmentally sensitive areas, new roadway median barrier, bicycle/pedestrian path improvements, sidewalk improvements, cantilever bridge structure for wetland area avoidance, stormwater treatment facilities incorporated into the project, and intersection improvements. The DEIR/EA also included a description (on pages 14 to 16) of the unique features of the Build Alternatives, including dimensions of the roadway median and inside roadway shoulders. Right-of-way requirements were described in Section 1.4.3 and Table 1.5, and the project cost and anticipated schedule was described in Section 1.4.4.

As required by CEQA, the DEIR/EA included an introduction page behind the cover titled *General Information About This Document*, which describes what will happen subsequent to the commenting period and the agencies expected to use the EIR in their decision-making process. The DEIR/EA also included Table 1.8, which lists the permits/approvals required, the agency the permit/approval will be required from, and the status/timeframe when the permit/approval application will be

submitted. The environmental topic sections in Chapter 2 of the DEIR/EA included a *Regulatory Setting* discussion, which describes the related environmental review laws and consultation requirements.

Based on the above information it is Caltrans position that the Project Description in the EIR/EA is adequate and meets the requirements of CEQA and NEPA.

Comment 13.3:
The "Conceptual Plans" for the Landscaped Median Alternative and Narrow Median Alternative at Figures 1.4 and 1.5 are only "preliminary assessments, and should not be used as official records." (EIR p. II.) Likewise, a corridor design concept is still to be developed. (EIR p. 90.)

Response 13.3:

At this stage of the project review process, all plans are conceptual and are not to be used as official records. The DEIR/EA included an introduction page behind the cover titled *General Information About This Document*, which describes that subsequent to the commenting period, Caltrans, as assigned by the Federal Highway Administration, may: (1) give environmental approval to the proposed project, (2) undertake additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project. The conceptual design is sufficiently detailed for Caltrans to determine approval status of the project for the Final EIR/EA. If Caltrans decides to construct all or part of the project, consistent with all projects of this nature, the project will enter the final design phase following the CEQA/NEPA process and project approval. During final design phases, as more information becomes available, the design may be modified slightly based on more accurate and up-to-date findings.

In Section 2.7 of the DEIR/EA, the existing visual and aesthetic environment of the project area is described, as well as the potential impacts to the existing environment resulting from implementation of the proposed Build Alternatives. This section also includes visual minimization measures (pages 89 to 91) for adverse project impacts, which consist of adhering to the design requirements in cooperation with the Caltrans District 04 Landscape Architect.

Implementation of these minimization measure guidelines will reduce impacts of the project. Many of the minimization measure guidelines are specifically being proposed as part of project features to avoid adverse impacts. The project will also include development of a corridor design concept in cooperation with the Caltrans District 04 Landscape Architect. The corridor design concept will incorporate the design guidelines described above including: aesthetic treatment of structures; median planting; and replacement planting, which will be implemented per Chapter 29 (Highway Planting) of the *Department's Project Development Procedures Manual* and Chapter 900 (Landscape Architecture) of the *Department's Highway Design Manual*. The design guidelines will be designed and implemented with the concurrence of the Caltrans District 04 Landscape Architect.

During the final design process, if project elements are modified to any measurable extent from described in the DEIR/EA, the CEQA/NEPA re-validation/addendum process is in place for the purpose of evaluating environmental impacts of such changes. The CEQA/NEPA re-validation/addendum process will either conclude: 1) the design refinements will not result in additional or greater environmental impacts than those already disclosed; or 2) there will be greater environmental impacts than those already disclosed. If the later occurs, a Supplemental EIR/EA will be prepared including additional opportunities for public review and comment.

Comment 13.4:
The EIR does not disclose how wide the Narrow Median Alternative or the Landscaped Median Alternative will be. Without this information it is impossible for the EIR to analyze or the public to understand the visual/aesthetic impacts. Further, the EIR does not disclose the width of the proposed highway at all locations along its route. For example, the EIR states that "[u]nder the Landscaped Median Build Alternative, the existing median will be widened from six feet to 22 feet wide," but fails to disclose where. (EIR p. 80.) Likewise, the EIR states that "[r]etaining walls would be constructed to contain portions of the roadway widening within the existing right-of-way (R/W) or to prevent encroachment into environmentally sensitive areas," referencing only Figures 1.4 and 1.5 (Ibid.). In the absence of adequate information about the proposed project, the EIR can not adequately analyze the visual/aesthetic impacts and thus has not served its purpose as an information disclosure document.

Response 13.4:

Figure 1.4 in the DEIR/EA included a graphical representation on the upper left of the figure that shows how wide the Narrow Median Build Alternative will be. The Narrow Median Build Alternative will include a 10 foot outside shoulder, three 12 foot lanes, a 10 foot inside shoulder, a concrete barrier, then a 10 foot inside shoulder, three 12 foot lanes, a 10 foot outside shoulder, a 10 foot planter, and a 6 foot sidewalk.

Figure 1.5 in the DEIR/EA included a graphical representation on the upper left of the figure that shows how wide the Landscaped Median Build Alternative will be. The Landscaped Median Build Alternative will include a 10 foot outside shoulder, three 12 foot lanes, a 10 foot inside shoulder, a concrete barrier, a 16 foot landscaped median, then a 10 foot inside shoulder, three 12 foot lanes, a 10 foot outside shoulder, a 10 foot planter, and a 6 foot sidewalk.

The DEIR/EA included a discussion (on page 14) in Section 1.4.2 of the locations of the proposed widening for the proposed Build Alternatives. This section states that the main difference between the two Build Alternatives is the design of the proposed median in the SR 1 roadway between San Marlo Way and Reina Del Mar Avenue.

> *"Under the Narrow Median Build Alternative, the median within this segment would be widened from six feet to 22 feet and would include a single three-foot high concrete barrier to separate northbound and southbound lanes as well as ten-foot wide inside shoulders on both the northbound and southbound sides of the highway. Under the Landscaped Median Build Alternative, the median within this segment would be widened an additional 18 feet between San Marlo Way and Reina Del Mar Avenue to provide space for a landscaped median."*

The locations of the proposed retaining walls were graphically represented on Figure 1.4 and Figure 1.5 in the DEIR/EA. The proposed retaining walls were also included on the visual simulations in the DEIR/EA. The proposed retaining wall along the west side of SR 1, south of Fassler Avenue was shown on Key View #2 (Photo 13). The proposed retaining wall on the east side of SR 1 along Harvey Way was shown on Key View #4 (Photo 16) and Key View #4 (Photo 17). The proposed retaining wall along the west side of SR 1, north of San Marlo Way was shown on Key View #4 (Photo 16), Key View #4 (Photo 17), Key View #5 (Photo 18), and Key View #5 (Photo 20). The proposed retaining wall along the embankment northwest of the Reina Del Mar Avenue intersection was shown on Key View #7 (Photo 23).

Comment 13.5:
The EIR fails to describe the specific locations where the Project will impact residences, businesses, intersections, bus stops, pedestrian and bicycle walkways, natural communities, and sensitive plant and animal species. In addition, the EIR fails to provide any definitive information regarding barriers.

Response 13.5

Section 1.4.3 (pages 16-20) and Section 2.3 of the DEIR/EA (page 56) included discussions on the proposed project impacts to residences and businesses. Table 1.5 on pages 16-18 identified the specific property (right-of-way) requirements at each parcel along the alignment for both alternatives. The project will necessitate the relocation of the residents living in the one single-family dwelling located at 425 Old County Road. Section 2.22.1.2 of the DEIR/EA also described effects on businesses during construction of the project. No roadway or driveway access to businesses is will be severed during the construction of the project.

The DEIR/EA described the impacts to traffic and transportation/pedestrian and bicycle facilities in Section 2.6.3. This section included a discussion of the project effects to the SR 1/Fassler Avenue/Rockaway Beach intersection and the State Rote 2/Reina Del Mar Avenue intersection, as well as the highway and local streets between these two intersections. This section of the DEIR/EA also included a discussion of the project effects to the pedestrian and bicycle facilities between the two intersections.

Impacts to natural communities, and sensitive plant and animal species are evaluated in Section 2.16 through 2.20 of the DEIR/EA (pages 135-170), which are based on information in the Natural Environmental Study.

Comment 13.6:
The EIR states that "[t]emporary impacts would occur in the area between the proposed future edge of pavement and the outer limits of cut and/or fill plus construction staging and access areas" (EIR p. 156), but does not disclose where this "area between" is located.

Response 13.6

Figures 2.6 and 2.8 in the DEIR/EA graphically display the areas of temporary impacts under the Narrow Median Build Alternative. Figures 2.7 and 2.9 in the DEIR/EA graphically display the areas of temporary impacts under the Landscaped Median Build Alternative. Permanent and temporary impacts are described in Sections 2.16 through 2.20 of the DEIR/EA.

Comment 13.7:
<u>The EIR's Environmental Setting is Inadequate.</u>
The EIR fails to adequately analyze the environmental setting. An EIR must present an accurate and complete description of the environmental setting in the vicinity of the project as it existed before commencement of the project. *(San Joaquin Raptor I*, 27 Ca1.App.4th at 722.) The environment consists of the "physical conditions which exist within an area which will be affected" by a project. (Pub. Res. Code § 21060.5.) A complete description of the "pre-existing environment" *(San Joaquin Raptor I, supra*, 27 Cal.App.4th at 723) is critical to establish a baseline for analyzing whether the project's impacts are significant. (*County of Amador v. El Dorado County Water Agency* (1999) 76 Cal.App.4th 931, 952; CEQA Guidelines 15125 & 15126.2(a).) As the County of Amador court

stated, "the question is whether the EIR contains a sufficient description of the baseline environment to make further analysis possible." (*Id.* at 954.)

It is noteworthy that there is no EIR section entitled "Environmental Setting," and thus the reader is forced to ferret this information out of various sections in an attempt to determine what is the state of the environment in the vicinity of the project before project commencement. Further, the area which might conceivably be the environmental setting is so vague that the reader can not determine what area is included and what is outside the project area. For example, in discussing cultural impacts the EIR states that the project's area of potential effects (APE) "consists of the area within the footprint of the project, as well as those areas directly adjacent to the project where indirect effects could occur." (EIR p. 92.) No further explanation is provided regarding what areas are considered "directly adjacent" and what areas are or are not indirectly affected. Thus, the APE is undefined.

Response 13.7:

The project is subject to federal and state environmental review requirements because the project sponsor(s) proposes to use federal funds from the Federal Highway Administration (FHWA) and/or the project requires a FHWA approval action. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Caltrans is the lead agency under CEQA and NEPA. FHWA's responsibility for environmental review, consultation, and any other action required in accordance with NEPA and other applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

The CEQA Guidelines Section 15125(a) state that *"An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to an understanding of the significant effects of the proposed project and its alternatives."*

Chapter 2 of the EIR/EA includes the environmental topics addressed for the project, in Section 2.1 to Section 2.22. In each topic section there is a discussion entitled *"Affected Environment"* or *"Existing . . ."*, which describes the existing environmental setting and physical environmental conditions for the area affected by the proposed project, for the pertinent topic section in the vicinity of the proposed project at the time the environmental analysis was completed. This section, therefore, includes the information pursuant to the Caltrans guidance for completion of joint environmental documents, as well as the CEQA Guidelines Section 15125(a).

Figure 2.5, Figure 2.6, and Figure 2.7 in the DEIR/EA graphically displayed the boundaries of the Biological Study Area (BSA), and as this area also encompasses the area of potential effect (APE), this figure also defines the APE. The APE is established to include all the project elements that may have a potential to affect archaeological resources whether through excavation, utility relocation, or staging. The Archaeology APE (or Direct APE) encompasses all areas that potentially would be directly and physically impacted by the project. The Architectural APE (or Indirect APE) encompasses additional properties that could be affected indirectly by the project. Indirect effects may extend beyond the project's footprint to encompass visual, audible, or atmospheric intrusions; shadow effects; vibrations from construction activities; or change in access or use.

Comment 13.8:
Likewise, for biological impacts the EIR states that the Biological Study Area ("BSA") "consists of the footprint of the project as well as all areas that may be affected directly or indirectly by the construction activity or action" and "encompasses the same area as the Area for Potential Effect (APE)." (EIR p. 135.) Again, no further explanation is provided in the EIR regarding what areas may or may not be directly/indirectly affected; therefore, the BSA and APE are undefined. In fact the BSA appears to fluctuate in the EIR; Figure 2.5 refers to a Biological Study Areas but Figures 2.6 and 2.7 refer only to Revised Biological Study Areas without explanation. Further, the EIR fails to explain how these areas were determined. If the impact being considered is water quality impacts or air impacts, does the APE extend as far as the water flows or the air particulate move? The EIR does not disclose this important information.

Response 13.8:

The Biological Environment discussion was based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010 (Appendix G.7 in the EIR/EA). As part of the NES effort, the Biological Study Area (BSA) was defined. The BSA was delineated generally using Caltrans right-of-way (ROW) boundary except in areas where the project will be outside the existing ROW. In those instances, the temporary project impact area as described in the project plans provided by the engineers was used as the outer boundary of the BSA. Therefore, the BSA extends from approximately 1,700 feet south of Fassler Avenue to approximately 2,300 feet north of Reina Del Mar Avenue and encompasses all of the future Caltrans ROW on each side of SR 1 based on ROW acquisitions necessary for the project. In addition, for purposes of assessment under the Federal Endangered Species Act (FESA), the area where potential impacts, direct and indirect, can occur, was defined as the BSA plus any additional adjacent or downstream habitat that could be affected by project-related activities (e.g., downstream water quality effects or unknown area of dust or seed dispersal in areas surrounding the project footprint). The BSA is described in the EIR/EA under the *Biological Environment* section and encompasses the same area as the Area for Potential Effect (APE).

Comment 13.9:
The environmental setting description is inadequate. The EIR states that "[s}easonal wetland/seasonal aquatic habitat types occur in a ditch that parallels SR I *outside* of the BSA for either Build Alternative for the *most* part (EIR p. 142), but fails to disclose how much of the seasonal wetland/seasonal aquatic habitat is inside the BSA and how much is outside. This is relevant to the assessment of impacts because the BSA by definition "consists of the footprint of the project as well as all areas that may be affected directly or indirectly by the construction activity." (EIR p. 92.) In addition, "[f]our thickets of shining willow trees were observed growing outside of seasonal wetland areas, seasonal aquatic areas, or the Calera Creek riparian corridor during wetlands surveys," but these trees "were not mapped as wetlands." (EIR p. 142.)

Response 13.9:

The Biological Environment discussion was based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010. This document was provided as Appendix G.7 to the DEIR/EA, pursuant to the CEQA Guidelines Section 15147. As part of the NES, the habitat types within the BSA were mapped, including seasonal wetland/seasonal aquatic habitat. Approximately 0.18 acres (less than one percent) of this habitat type occurs within the BSA. Seasonal wetland/seasonal aquatic

habitat occurs in a ditch that parallels SR 1, of which only three small fringe areas occur within the BSA. The text of Section 2.17.2 of the EIR/EA has been revised to clarify this information.

As stated on page 142 in Section 2.17.2 of the DEIR/EA, because the four thickets of shinning willow trees appear to have been either planted and/or dependent on soil moisture far below the soil surface, these trees were not mapped as wetlands.

Comment 13.10:
Further, wetland studies arbitrarily excluded "land privately held on either side of SR 1." Even if the project footprint does not include these private lands (which is doubtful given the proposed acquisitions), the environmental setting must include any wetlands on private land for the EIR to properly assess indirect impacts (e.g. from contaminant runoff or indirect air impacts). Such information is readily available.

Response 13.10:

The discussion of wetlands in Section 2.17 of the DEIR/EA was based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010. For purposes of assessment under the Federal Endangered Species Act (FESA), the area where potential impacts, direct and indirect, can occur, was defined as the BSA plus any additional adjacent or downstream habitat that could be affected by project-related activities (e.g., downstream water quality effects or unknown area of dust or seed dispersal in areas surrounding the project footprint). A *Preliminary Delineation of Wetlands, Other Waters and Coastal Zone Wetlands*, was also completed for the project (Appendix G.8 of the EIR/EA), which includes a large-scale map depicting wetland features. Legal access was provided, via consent of landowners, on all properties supporting wetland and drainage features with the potential to be directly or indirectly affected by project improvements as determined by field studies conducted in 2004, 2005, 2006, 2007, 2008 and 2010. In addition, as part of the NES, prior wetland delineation work completed by L.C. Lee & Associates in 2002 for the quarry property was reviewed. The delineation work was deemed to be appropriate, and no project work would occur on this property. Therefore, the exclusion of wetland surveys on other private lands was not arbitrary, but rather determined to be unnecessary for the current analysis.

Comment 13.11:
The EIR's environmental setting is internally contradictory in regards to threatened California red legged frogs. The EIR states categorically that "California red legged frogs are not known in Calera Creek east of SR 1" (EIR p. 155), but then suggests that frogs do disperse across Highway 1 as red-legged frogs "attempt to cross SR 1 in the project area" and that "virtually no east-west dispersal across SR 1 occurs in the BSA" (i.e. some dispersal does occur). (Ibid.)

Response 13.11:

The discussion in the EIR/EA under Section 2.20 was based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010. As part of the NES effort, biologists surveyed the BSA and adjacent areas to describe and map biotic habitats within the BSA, identify plants and animals found or potentially found on the site, and conduct reconnaissance-level surveys for special-status plant and animal species and their habitats. The NES noted that California red-legged frogs are known to occur in Calera Creek and on property adjacent to the BSA, but were not observed during breeding season surveys of the BSA conducted March through May 2006 following the

current presence/absence protocol. Given their ability to disperse and the proximity of previous observations, California red-legged frogs may disperse from wetland habitat sources into or through habitats in the BSA, particularly juveniles moving away from breeding habitat.

The DEIR/EA stated that the California red-legged frogs are not known to occur in Calera Creek east of SR 1, referring to the creek immediately adjacent to the highway. For clarification, there is a CNDDB record from 2006 for California red-legged frog in the Calera Creek drainage to the east of SR 1, approximately 3,000 feet from the highway. However, this individual is more likely to have dispersed from known populations located upslope in the GGNRA lands farther east because of the minimal connectivity the Calera Creek culvert provides. Additional detail has been added to the text of the EIR/EA to clarify this (refer to Section 2.20.2.1).

Comment 13.12:
The EIR states that "California red-legged frogs use portions of the mosaic of habitats in the area west of SR 1 for breeding, foraging and dispersal" (EIR p. 156), but fails to disclose where these habitats are located.

Response 13.12:

The DEIR/EA stated (on page 156) in a footnote that the California red-legged frog breeding habitat closest to proposed project disturbance areas are the city of Pacifica wastewater treatment ponds, over 250 feet from construction areas and aquatic habitat in Calera Creek, which is over 200 feet from the future roadway. The information in this section is based on Chapter 3, *Environmental Setting* of the NES, which is Appendix G.7 to the EIR/EA, pursuant to the requirements of CEQA Guidelines Section 15147. Photo 4 of Section 4.3.1.1 of the NES shows the exact location of frogs on the adjacent quarry lands and this section includes a detailed description of those lands.

Comment 13.13:
The EIR's environmental setting is also internally contradictory in regards to the endangered San Francisco Garter Snake. The EIR states that the "presence of San Francisco garter snakes is *unlikely* within the BSA and the project construction area." (EIR p. 159, emphasis added.) In the very next sentence the EIR states that "San Francisco Garter Snake *could occur* within the BSA due to past occurrence of the species on the site, the proximity to known established populations, the proximity of suitable foraging habitat in the Pacifica water treatment ponds and Calera Creek, and the suitable dispersal habitat within the western portions of the BSA between Mori Point Road and San Marlo Way." *(Ibid,* emphasis added.)

Response 13.13:

The discussion of the presence of San Francisco garter snake in the BSA is based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010. Part of NES effort included surveys by biologists to determine the presence of special-status habitats and species within the BSA. No San Francisco garter snakes were detected in the BSA by herpetologists during surveys in 2002 or 2006, or during project reconnaissance-level surveys in 2007 and 2008. However, to be conservative, the NES stated that nevertheless, this highly endangered species should be considered potentially present within the BSA due to: the past occurrence of the species on the site; the proximity to known established populations; the proximity to suitable foraging habitat in water treatment ponds and Calera Creek; and the potentially suitable dispersal habitat within the BSA. In addition, the NES noted that at the project resource agency meeting on August 14, 2008, it was stated

that the USFWS position would be to consider the western portion of the BSA north of San Marlo Way to be "*occupied habitat*". Therefore, the DEIR/EA noted that the San Francisco garter snake could occur within the BSA, based on the information in the NES.

For clarification, the terms "unlikely" and "could occur" are used in the EIR/EA and the NES to relay that while the likelihood of occurrence is extremely low, the potential for the San Francisco garter snake to occur on certain portions of the project area is not zero, thus, a definitive statement regarding absence of the species cannot be made when taking into consideration other factors such as those listed in the EIR/EA. A footnote has been added to the text in Section 2.20.3.2 of the EIR/EA to clarify this.

Comment 13.14:
The environmental setting is internally contradictory. The EIR states that
Shining willow riparian forest and perennial aquatic habitat occur within and adjacent to Calera Creek. Isolated seasonal wetland/seasonal aquatic habitat types also occur within the BSA. These habitats are not present within areas that will be directly affected by either project Build Alternative (refer to Figures 2.5, 2.6 and 2.7). (EIR p. 135.) However, Figure 2.5 shows 0.55 acres of shining willow riparian forest, 0.18 acres of seasonal wetland/seasonal aquatic, and 0.2 acres of perennial aquatic habitat. Given this and that the BSA, by definition, "consists of the footprint of the project as well as all areas that may be affected directly," it is inconsistent for the EIR to state that these habitats are not present.

Response 13.14:

As described in the EIR/EA, the Biological Study Area or BSA includes the footprint of the project as well as all areas that <u>may</u> be affected by the project. Generally, the BSA includes not only the footprint of proposed improvements, including staging areas and construction access areas, but a considerable buffer area surrounding the project improvement. Thus, not every habitat described within the BSA is impacted by the project; in fact, just the opposite. This can be seen by comparing Figure 2.5 to Figure 2.6/2.7 of the EIR/EA. The analysis in the NES determined the exact effects on areas within the BSA. The NES BSA often times is used to inform the project design so that sensitive biological and regulated resources can be avoided.

The shining willow riparian forest and perennial aquatic habitat, as well as the isolated seasonal wetland/seasonal aquatic habitat types occur within the footprint of the project area. The DEIR/EA included a discussion (on page 139) on the potential permanent or temporary impacts to these areas from the project. The DEIR/EA stated:

> *"No natural communities of concern (i.e., shining willow riparian forest, aquatic, or seasonal wetlands) are located within areas of permanent or temporary project impacts. Either of the two Build Alternatives would avoid these habitats in the BSA by using retaining walls to constrain roadway fill. A cantilevered bridge would be constructed over a seasonal aquatic habitat west of SR 1 that is currently shaded by trees. Although the cantilevered roadway section of the culvert area would create some shading, this would not be a substantial change because the aquatic habitat is shaded and no vegetation is growing in this area under existing conditions. Therefore, the project will not result in direct impacts to natural communities of concern."*

Therefore, even though these habitats are present within the BSA, the proposed Build Alternatives will not affect them.

Comment 13.15:
Moreover, there is a fundamental conceptual error in this EIR's approach to describing the environmental setting. The purpose of the environmental setting under CEQA is to allow the public and decision makers to understand the proposed project's impacts on that setting. This EIR turns the concept upside down and describes the setting as the area impacted, but doesn't describe the area before it was impacted. Thus, the basic role of the EIR - to determine if impacts are adverse and potentially significant - are seriously impeded by this distorted approach.

Response 13.15:

Please refer to the response to comment 13.7 above.

Comment 13.16:
Visual/Aesthetic Impacts
The EIR fails to analyze if impacts will be adverse or significant. In preparing the EIR, "the agency must determine whether any of the possible significant environmental impacts of the project will, in fact, be significant." (*Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th 1099, 1109; CEQA Guideline 15126.) In addition to determining the significance of the impacts, the draft EIR must also include a detailed analysis of how adverse the Project's adverse impacts will be. *(Galante Vineyards v. Monterey Peninsula Water Management Dist.* (1997) 60 CaI.App.4th 1109, 1123, citing *Santiago County Water Dist. v. County of Orange* (1981) 118 Cal.App.3d 818, 831.) Without such analysis, an EIR lacks "a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences." (*See id.*, citing CEQA Guideline 15151.)

The EIR admits that "the project Build Alternatives would alter the visual character of portions of the project alignment" (EIR p. 80), that "[v]isual changes would also occur where existing mature vegetation along the roadway ... is removed" and could be permanent in some areas" (EIR p. 81), that "removal of trees, screening vegetation, and structures, as well as the excavation into the embankment west of SR 1, would change the motorist's views and diminish the quality of the visual experience *(ibid*), that "introduction of new retaining walls and vehicle barriers as new manufactured visual elements will contrast with the natural features and will change the appearance of these areas" (*ibid*), and that" the project would "increase light and glare." (EIR p. 89.) Despite acknowledgment of these aesthetic and visual changes, the EIR fails to disclose if they will be adverse and/or significant. Instead, the EIR repeatedly limits its analysis to statements that the project "will not substantially affect" views or aesthetics.

Response 13.16:

Chapter 3 of the EIR/EA includes the CEQA evaluation and discussion of the significance of impacts of the proposed project, pursuant to the CEQA Guidelines Section 15126 and Section 15126.2(a). Section 3.2.1 describes the less-than-significant environmental effects of the proposed project. Section 3.2.1.7 describes the significance determination for visual/aesthetics. This section states,

> *"While the project would have some visual impacts, they would not result in a significant impact under CEQA because: 1) they would not constitute a substantial adverse effect on a scenic vista; 2) they would not substantially damage scenic resources, including, but not limited to trees, rock outcroppings and historic buildings within a state scenic highway; 3) the loss of the vegetation would not substantially degrade the existing visual character or*

> *quality of the area; and 4) the project would not introduce a new source of substantial light or glare into the area."*

Therefore, the EIR/EA discloses that the proposed project will have a less-than-significant effect on the visual/aesthetics within the project area.

Comment 13.17:
The EIR fails to utilize thresholds of significance to determine project impacts. Thresholds of significance are used by agencies to determine the significance of environmental effects. (CEQA Guideline 15064.7, subd. (a).) A threshold of significance is an identifiable quantitative, qualitative or performance level of a particular environmental effect. (*Ibid.)* Failure to comply with a significance threshold means the effect will normally be determined to be significant, and conversely compliance with a significance threshold means the effect normally will be determined to be less than significant. (Ibid.) A "threshold of significance" for a given environmental effect is that level at which the project's effects are normally considered significant. (*Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App 4th 98, 111.)[14] Because the purpose of an EIR is to determine if identify the project's significant environmental impacts (§21 002.1, subd. (a)), thresholds of significance play a role in determining if any of the possible significant environmental impacts will, in fact, be significant." (*Protect the Historic Amador, supra,* 116 Cal.App.4th at1109.)

Response 13.17:

Caltrans has not adopted thresholds of significance pursuant to CEQA nor is it required to. Chapter 3 of the EIR/EA includes the CEQA evaluation and discussion of the significance of impacts of the proposed project, pursuant to the CEQA Guidelines Section 15126 and Section 15126.2(a).

Comment 13.18:
The EIR fails to utilize its own stated thresholds of significance to determine the proposed project's visual/aesthetic impacts. For example, the EIR states that the quality of the visual environment was determined using a combination of three criteria: vividness, intactness, and unity. (EIR p. 74.) The EIR concludes that the "Narrow Median or Landscaped Median Build Alternatives will not change the overall intactness or unity of the viewshed" (EIR p. 81), but does not disclose project impacts to "vividness," Likewise, the EIR states that the "level of visual impact is determined by combining the severity of resource change with the degree to which people are likely to oppose the change." (EIR p. 73.) However, the EIR never analyzes project impacts never discusses its own stated criteria of "the degree to which people are likely to oppose the change."

Response 13.18:

Please refer to the response to comment 13.17 above regarding thresholds of significance.

The discussion of visual and aesthetics is based upon a *Visual Impact Assessment* (VIA) completed for the project in January 2011. The process used in the visual impact study generally follows the guidelines outlined in the publication *"Visual Impact Assessment for Highway Projects"*, Federal

[14] Use of existing environmental standards in determining the significance of a project's environmental impacts is an effective means of promoting consistency in significance determinations. (*Protect the Historic Amador, supra,* 116 Cal. App. 4th at 1107 citing *Communities for a Better Environment v. California Resources Agency, supra,* 103 Cal.App.4th at p.111)

Highway Administration (FHWA), March 1988. Pursuant to the guidelines, visual quality was evaluated by identifying the vividness, intactness and unity present in the viewshed. The FHWA states that this method should correlate with public judgments of visual quality well enough to predict those judgments. This approach is particularly useful in highway planning because it does not presume that a highway project is necessarily an eyesore. This approach to evaluating visual quality can also help identify specific methods for reducing each adverse impact that may occur as a result of the project. The three criteria for evaluating visual quality can be defined as follows: vividness is the visual "power" or "memorability" of landscape components as they combine in distinctive visual patterns; Intactness is the visual "integrity" of the natural and built landscape and its freedom from encroaching elements. It can be present in well-kept urban and rural landscapes, as well as in natural settings; and Unity is the visual "coherence and compositional harmony" of the landscape considered as a whole. It frequently attests to the careful design of individual manmade components in the landscape.

Pursuant to these criteria, the VIA described the visual quality of the landscape units[15] within the project area. To describe the vividness, the VIA included the following statements:

- *Landscape Unit #1 – Southbound SR 1: The landscape also possesses a moderately high level of vividness due to the striking distant views of the hillsides and the large slopes to the east.*
- *Landscape Unit #2 - Rockaway Beach/Pacific Ocean: The distant natural features of the viewshed are vivid, . ."*
- *Landscape Unit #3 - Rockaway Quarry : Vividness is moderately high due to distant views of Mori Point, Cattle Hill, and the foothills from the highway.*
- *Landscape Unit #4 - Reina Del Mar : The level of vividness is moderate because the random pattern of commercial and residential development adjacent to the highway, as well as the flat topography on the east and the existing embankment on the west detract from the broad vistas that extend to the distant hills.*

The visual impacts of the proposed project were determined by assessing the visual resource change due to the project and predicting viewer response to that change. Visual resource change is the sum of the change in visual character and the change in visual quality. The DEIR/EA incorporated (on page 81) the visual impact findings of the VIA, and states that, "*While the project would change the appearance at certain locations along the project alignment, the proposed widening under either the Narrow Median or Landscaped Median Build Alternatives will not change the overall intactness or unity of the viewshed and would not substantially affect views or the aesthetics of the project corridor. The changes proposed to the median by either Build Alternative will remain consistent with the existing visual quality of the viewshed."* The DEIR/EA further states, "*The project will not substantially affect motorists' views of prominent hills and ridgelines that are visible from vantage points along SR 1."*

Because the VIA defined the views of the surrounding hillsides and slopes as vividness criteria for the project area, the DEIR/EA disclosed (on page 81) project impacts to "vividness" in the statement that the project will not substantially affect motorists' views of prominent hills and ridgelines. Therefore, the EIR/EA incorporates all of the criteria utilized to determine the visual quality of the existing environment, pursuant to the FHWA guidelines for assessing visual impacts.

[15] A "landscape unit" is a portion of the regional landscape and can be thought of as an outdoor room that exhibits a distinct visual character. A landscape unit will often correspond to a place or district that is commonly known among local viewers.

Comment 13.19:
Further confusing is the EIR's statement that "(i]mplementation of the following [visual/aesthetic] minimization measure guidelines will reduce impacts of the project to non significant levels," (EIR p. 90). The only reasonable inference here is that project impacts are significant without implementation of the mitigation measures, but the EIR fails to disclose which impacts are significant or why.

Response 13.19:

Please refer to the response to comment 13.17 above. The EIR/EA is a combined CEQA and NEPA document. Per this format, Chapter 2 of the document describes the impacts of the project, along with any avoidance, minimization, and/or mitigation measures. CEQA does require significance to be considered for each resource. These impact conclusions are provided in Chapter 3. The conclusion in Chapter 3 for visual effects is less than significant.

Comment 13.20:
<u>The EIR's Analysis of Growth Impacts is Inadequate</u>
The EIR fails to utilize its own stated thresholds of significance to determine the proposed project's growth impacts. The EIR states that CEQA Guidelines 15126.2(d) requires that environmental documents “.....discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." Despite this clear CEQA requirement and the EIR's use of it as a threshold of significance, the EIR's discussion of growth impacts fails to consider whether the project would "foster" growth or construction of additional housing. Instead, the EIR utilizes different standards of whether the project would "open additional areas to development" or whether "development is tied to the construction." (EIR p. 55.) A project could potentially foster - i.e. further - growth without directly opening additional areas to development or having development as part of the project.

Response 13.20:

Please refer to Master Response #13.

Comment 13.21:
The EIR fails to adequately analyze growth impacts. CEQA Guideline 15126.2(d) mandates that the EIR discuss the characteristics of the project which "may encourage and facilitate other activities that could significantly affect the environment either individually or cumulatively." However, this EIR studiously avoids this analysis; there is no discussion in the EIR of whether the project may encourage or facilitate other activities that could affect the environment. In addition, EIR's frequently discuss growth impacts in the context of whether the project "will remove an impediment to growth." No such analysis is included in this EIR. The CEQA error is not the EIR's conclusion, but its failure to undertake the required analysis which would inform the public and decision makers of project impacts.[16]

Response 13.21:

Please refer to Master Response #13.

[16] In addition, the EIR states that the project will not "substantially change" the "overall capacity" of roads, but here too this is not the CEQA standard for analyzing growth impacts.

Comment 13.22:
The EIR's procedural error - omitting required analysis of potentially significant impacts – is particularly egregious as the EIR hints that the project would have "influence on future growth in the region.[17] (EIR p. 55.) The EIR fails to state what this "influence" is, how little it will be, or whether it will be adverse or significant. Likewise, the EIR reveals that "[i]ndirect growth-inducing impacts would be minimal" (*ibid*), but fails to disclose what the indirect impacts will be, and whether such impacts will be adverse or significant.

Response 13.22:

Please refer to the responses to comments 13.20 and 13.21 above.

Comment 13.23:
<u>The EIR's Water Quality and Storm Water Runoff is Inadequate.</u>
The EIR fails to properly analyze impacts to water quality. The EIR admits that both "Build Alternatives may affect water quality during the short-term (i.e., construction phase) and long term (i.e., operational phase)." (EIR p. 106.) The EIR fails to disclose what the short-term impacts will be, instead referencing "Section 2.21 Invasive Species of this document." There is no "Section 2.21 Invasive Species" section of the EIR. Reference to the "Construction Impacts" section of the EIR reveals that despite acknowledging that construction excavation and grading "have the potential to degrade water quality in the form of sedimentation, erosion, and fuels/lubricants from equipment" (EIR p. 171), the EIR never discloses if these impacts will be potentially significant.

Response 13.23:

The text in Section 2.10.2 of the EIR/EA has been revised to change Section *2.21 Invasive Species* to Section *2.22 Construction Impacts*.

Please refer to the response to comment 13.19 above. Chapter 3 of the EIR/EA includes a discussion of the significance of impacts under CEQA resulting from the proposed project. Section 3.2.1 describes the less-than-significant effects of the proposed project, including water quality in Section 3.2.1.9. This section states that, *"The project would not result in significant impacts to water quality…."* Therefore, even though the project would result in short-term constructed-related impacts to water quality, overall project-related impacts would not be potentially significant.

Comment 13.24:
In addition, while acknowledging that "because most of the storm drains discharge into the creeks" and that because these creeks support numerous wildlife and plant species, "a short-term degradation of water quality could adversely affect such species" (EIR p. 171), the EIR never discloses what wildlife and plant species will be adversely affected, how they will be adversely affected or if these impacts will be potentially significant.[18]

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[17] Elsewhere the EIR states that there will be "anticipated background increase in traffic" (EIR p. 66) and that "traffic is forecasted to increase due to anticipated regional growth and new development" (EIR p. 67), and "potential development in the area." (EIR p. 68.) Nowhere does the EIR discuss whether the proposed project will foster this regional growth and new development or remove an impediment to such growth.

[18] Because construction will last two years, calling these impacts "short term" is unreasonable. Any other EIR that contemplated discharging fuels and lubricants from scrapers, bulldozers, backhoe loaders, cement trucks, cranes,

Response 13.24:

The analysis is Section 2.16 of the EIR/EA is based upon a Natural Environmental Study (NES), which evaluates the biological impacts of the project Build Alternatives. The DEIR/EA stated in Section 2.16.3.1 that the project includes feasible BMPs to treat stormwater runoff and control pollutants in runoff during the construction and post-construction periods. These measures will avoid indirect impacts to shining willow riparian forest, aquatic, and seasonal wetland habitats in the vicinity of the project. Per this discussion, the impacts to these species would be from stormwater runoff and pollutants in runoff.

Chapter 3 of the EIR/EA includes a discussion of the significance of impacts under CEQA resulting from the proposed project. Section 3.2.1 describes the less-than-significant effects of the proposed project, including the biological environment and resources in Section 3.2.1.16. This section states that, *"The proposed project would not directly impact natural communities of concern, such as riparian or aquatic habitats."* Therefore, the project would have a less-than-significant impact under CEQA on natural communities of concern.

Comment 13.25:
The EIR concludes "the project is not expected to cause permanent effects to ground water," but ground water is not part of the environmental setting or "affected environment" described by the EIR. (EIR p. 106.) The EIR environmental setting includes Rockaway Creek, Calera Creek, Sanchez Creek, Horse Stable Pond, and the Pacific Ocean. The EIR omits any analysis of impacts to these water bodies.

Response 13.25:

The discussion in Section 2.10 of the EIR/EA focuses on Water Quality and Stormwater Runoff. This discussion is based primarily on a technical *Storm Water Data Report* completed in August 2009 and a *Water Quality Study Report* completed in April 2009 for the project. The *Water Quality Study Report* included a description of the existing groundwater resources within the project area and noted, *"There are no significant groundwater resources relevant to the Calera Parkway Project. The California Department of Water Resources evaluated the characteristics of groundwater basins in California and summarized the results in California's Groundwater – Bulletin 118 (2003). The Calera Parkway Project area is not included in 28 identified groundwater basins. The California Department of Water Resources also provides historical data for wells in California. The nearest well listed is approximately ten miles south of the Calera Parkway Project site. According to the Soil Survey of San Mateo County, the depth of the water table for the area surrounding the Project site is greater than 6 feet. The Preliminary Geotechnical Report did not include any information on groundwater."*

The text in Section 2.10.2 of the EIR/EA has been updated to incorporate the description of the existing groundwater resources within the project area.

The discussion in Section 2.10 of the EIR/EA focuses on Water Quality and Stormwater Runoff. This discussion is based primarily on a technical *Storm Water Data Report* completed in August 2009 and a *Water Quality Study Report* completed in April 2009 for the project. The *Storm Water*

and asphalt/paving/concrete equipment into wetlands and endangered species habitat would not describe the impacts as "short term."

Data Report included a description of the water bodies within the project area and noted that the indirect receiving water body for the project is the Pacific Ocean, into which Calera Creek, Rockaway Creek, Sanchez Creek (formerly known as Sharp Park Creek), and Laguna Salada all drain. The *Storm Water Data Report* also noted that all four creeks cross the project.

Section 2.10.2 of the DEIR/EA described the existing environment/affected environment, based on the information from the *Storm Water Data Report*, which includes Rockaway Creek, Calera Creek, Sanchez Creek, Horse Stable Road, and the Pacific Ocean. The description of the existing environment constitutes the baseline physical conditions by which it is determined if there will be changes in these existing physical conditions associated with the proposed project. Because these water bodies are included in the affected environment description, the analysis of environmental consequences included in Section 2.10.3 of the EIR/EA encompasses the effects to these water bodies.

Comment 13.26:
<u>The EIR's Analysis of Impacts to Natural Communities Is Inadequate.</u>
The EIR fails to adequately analyze environmental impacts. There is no discussion of indirect impacts to natural communities.

There is no discussion of whether impacts to natural communities will be adverse or potentially significant.

Response 13.26:

Please refer to the response to comment 13.24 above. The DEIR/EA included a discussion (on page 139) of impacts to natural communities in Section 2.16.3.1. This section defines natural communities of concern as shinning willow riparian forest, aquatic, or seasonal wetlands. This sections states that the project includes measures to avoid indirect impacts to shinning willow riparian forest, aquatic, and seasonal wetland habitats in the vicinity of the project. These measures include feasible BMPs to treat stormwater runoff and control pollutants in runoff during the construction and post-construction periods. Per this discussion, the indirect impacts to natural communities would be from stormwater runoff and pollutants in runoff.

Chapter 3 of the EIR/EA includes a discussion of the significance of impacts resulting from the proposed project. Section 3.2.1 describes the less-than-significant effects of the proposed project, including biological resources in Section 3.2.1.16. This section states that, *"The proposed project would not directly impact natural communities of concern, such as riparian or aquatic habitats."* Therefore, the proposed project would have a less-than-significant impact on natural communities.

Comment 13.27
The EIR fails to discuss air impacts from road construction and use directly adjacent to shining willow riparian forest, aquatic, or seasonal wetlands habitat.

Response 13.27:

Section 2.22.3 of the DEIR/EA included a discussion of the air quality impacts associated with the proposed project construction activities.

The DEIR/EA included a discussion (on page 139) of the impacts to natural communities in Section 2.16.3.1. As stated in this section, there are no natural communities of concern (i.e., shinning willow

riparian forest, aquatic, or seasonal wetlands), located within areas of permanent or temporary impacts. Therefore, the proposed project would have no direct impacts to natural communities of concern.

The proposed widening project would occur along the existing, developed SR 1 corridor. Because this area is currently developed with a four-lane highway, and because the proposed widening would not directly impact sensitive habitat areas, the temporary air emissions from roadway construction are not anticipated to significantly impact the nearby sensitive habitat areas. The discussion of indirect impacts to natural communities included in Section 2.16.3.1 of the EIR/EA refers the reader to Section *2.10.3 Water Quality and Stormwater Runoff, Environmental Consequences*. Section 2.10.3 and Section 2.10.4 of the EIR/EA describe the measures and BMPs included in the project to reduce the pollutant component of stormwater runoff, and therefore will reduce or avoid impacts to the surrounding project environment and adjacent uses, including natural communities.

Comment 13.28
The EIR fails to include any discussion of impacts from the cantilevered bridge foundation to shining willow riparian forest, aquatic, or seasonal wetlands habitat.

Response 13.28:

The DEIR/EA included a discussion (on page 139) of impacts to natural communities in Section 2.16.3.1, which is based upon the Natural Environmental Study (NES). This section defines natural communities of concern as shinning willow riparian forest, aquatic, or seasonal wetlands. This sections states, "*A cantilevered bridge would be constructed over a seasonal aquatic habitat west of SR 1 that is currently shaded by trees. Although the cantilevered roadway section of the culvert area would create some shading, this would not be a substantial change because the aquatic habitat is shaded and no vegetation is growing in this area under existing conditions.*" This section concludes that the project, including the cantilevered bridge, will not result in direct impacts to natural communities of concern.

Comment 13.29
The EIR claims that storm water runoff BMPs "will avoid indirect impacts to shining willow riparian forest, aquatic, and seasonal wetland habitats in the vicinity of the project" (EIR p. 139), but fails to disclose how it reached this conclusion.

Response 13.29:

Please refer to response to comment 13.27 above.

Comment 13.30:
<u>The EIR's Analysis of Wetlands and Other Waters is Inadequate.</u>
The EIR fails to adequately analyze impacts to wetlands. The EIR claims that "No work or staging of equipment or materials is proposed within areas supporting wetlands or other waters as defined by USACE or coastal wetlands as defined by the CCC." (EIR p. 142.) However, this statement is contradicted at EIR p. 20 and by Figure 1.5. The EIR at p. 20 states that "(t]he proposed construction staging area is located along the west side of SR 1, approximately 600 feet south of Reina Del Mar

Avenue, within the state right-of-way."[19] Figure 1.5 shows that there are "existing wetlands" within this very area. The EIR does not include any explanation for this internal contradiction.

Response 13.30:

The discussion (on page 142) in the DEIR/EA that addresses impacts to wetlands and other waters noted that the project, "*specifically avoids wetland and high quality riparian habitat areas…..*" Therefore, even though there are wetlands within the vicinity of the project area, these wetlands areas would be avoided. The EIR/EA also includes a discussion of impacts to seasonal wetland habitats in Section 2.17.3.1. Measures are included in the project, as described in Section 2.17.4, to avoid impacts to seasonal wetland habitats. As described in Section 2.17.4, *"all temporary staging areas and construction access roads will be located in upland areas or existing developed areas out of wetland, aquatic and riparian habitats."* Therefore, wetlands areas would be avoided and no work or staging of equipment or materials is proposed within areas supporting wetlands or other waters.

In addition, Figure 2.5 in the Section 2.17.2 of the EIR/EA shows that the project area located 600 feet south west of Reina Del Mar Avenue consists of ruderal grassland. As such, any direct or indirect impacts to wetlands will be entirely avoided.

Comment 13.31:
The EIR admits that [i]ndirect impacts on water quality in wetlands, riparian habitat areas, and other waters on-site or offsite are possible during and after construction of the project." (EIR p. 143, emphasis added.) However, the EIR fails to disclose what these indirect impacts will be, whether they will be adverse or significant.

Response 13.31:

The DEIR/EA stated (on page 143) that the project includes feasible BMPs to treat stormwater runoff and control pollutants in runoff during and after construction. These measures will avoid indirect impacts to wetlands, riparian habitat areas, and other waters on-site or offsite, in the vicinity of the project. Per this discussion, the indirect impacts on water quality in these areas would be from stormwater runoff and pollutants in runoff.

Please refer to the response to comment 13.30 above.

Comment 13.32:
The EIR states that a three-parameter approach is used to classify wetlands for purposes of the Clean Water Act, but then fails to disclose if those 3 parameters are met in the project area. (EIR p. 141)

Response 13.32:

The discussion in the DEIR/EA under Section 2.17 Wetlands and Other Waters was based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010. As part of the NES effort, biologists surveyed the BSA and adjacent areas to describe and map biotic habitats within the BSA, identify plants and animals found or potentially found on the site, and conduct reconnaissance-level surveys for special-status plant and animal species and their habitats. The surveys determined

[19] Construction equipment used on this project would include scrapers, bulldozers, backhoe loaders, cement trucks, cranes, and asphalt/paving/concrete equipment." (EIR p. 20)

that wetland habitat occurs within the BSA so a formal wetland delineation is necessary for the proposed project and coordination with the U.S. Army Corps of Engineers (USACE) and the California Coastal Commission (CCC) is required. A preliminary wetland delineation was conducted in 2005 to confirm a previous delineation of the adjacent property where it overlaps the BSA and to compare it to the CCC method for determining wetlands (i.e., one wetland characteristic). A Wetland Technical Assessment and delineation for the project was then conducted for both the CCC and USACE (i.e., using the *Draft Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Western Mountains, Valleys, and Coast Region* [Revised 9 April 2007]) jurisdictional definitions.

Section 2.17.1 of the EIR/EA includes a discussion of the applicable laws and regulations that protect wetlands and other waters. Wetlands are classified pursuant to the Clean Water Act using three parameters; 1) the presence of hydrophytic (water-loving) vegetation, 2) wetland hydrology, and 3) hydric soils (soils subject to saturation/inundation). All three of these parameters are included in the discussion (on page 141) in Section 2.17.1 of the DEIR/EA. Section 2.17.2 of the DEIR/EA describes the existing wetland environment within the project area. The requisite three-parameters were met in numerous locations throughout the BSA and those areas are all shown on Figure 2.5 of the DEIR/EA. However, as noted on page 142 of the DEIR/EA, the project Build Alternatives have specifically been designed to avoid fill and direct impacts to these wetland areas.

Comment 13.33:
<u>The EIR's Analysis of Impacts to Special Status Species is Inadequate.</u>
The EIR fails to state any threshold of significance for evaluating impacts to special status species (EIR p. 151.)

Response 13.33:

Please refer to the response to comment 13.17 above.

Comment 13.34:
The EIR acknowledged that there is Western Pond Turtle nesting habitat within the BSA, that there is potential Western Pond Turtle nesting in the BSA (EIR p. 145), and that Western pond turtles could occur within the BSA as dispersing individuals (EIR p. 150). Despite this, the EIR fails to provide any analysis of potential impacts to this species or to its habitat. The EIR only states that avoidance measures for frogs and snakes would reduce potential impacts to individual turtles. A discussion of mitigations does not substitute for the required analysis of potentially significant impacts. In fact, that measures are needed to reduce impacts demonstrates that there are impacts - which the EIR does not describe or discuss.

Response 13.34:

The potential for western pond turtles to occur at the site and the potential for the project alternatives to impact western pond turtles were evaluated in Section 2.19 of the EIR/EA, which was based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010 (refer to Appendix G.7 of the EIR/EA). The NES stated that western pond turtles could occur within the BSA as dispersing individuals very rarely, but are not expected to occur regularly and are not expected to nest. As stated on page 150 of the DEIR/EA:

"Aquatic habitat where western pond turtles would reside is not present within the BSA. Aquatic habitat for western pond turtles is present west of the BSA at the Pacifica wastewater treatment ponds. Based upon surveys of suitable nesting habitat within 300 feet of the wastewater ponds, western pond turtles could occur within the BSA as dispersing individuals, but are not expected to occur regularly or nest within the BSA."

The DEIR/EA describes (on page 151) in Section 2.19.3 the impacts to the western pond turtle, based on the information from the NES. Page 151 of the DEIR/EA states: *"Habitat for the western pond turtle within the BSA is marginal, although it is possible that turtles may occur in the BSA occasionally as dispersing individuals."* Because the site does not constitute valuable western pond turtles habitat, and because western pond turtles are not expected to reside within the BSA, impacts to this species are not considered significant.

In order to prevent impacts to individual western pond turtles, which could disperse to the site, the project proposes avoidance measures. The same measures proposed to avoid impacts to California red-legged frog and San Francisco garter snake would avoid impacts to individual western pond turtles. This section specifically states that, "*The same measures included in the project for California red-legged frog and San Francisco garter snakes in Section 2.20 Threatened and Endangered Species would reduce the potential for individual turtles to be affected by construction activities*." Therefore, these measures are included to reduce construction-related impacts to western pond turtle. Section 2.20.4 describes the avoidable and minimization measures included in the project in detail. The installation of wildlife exclusion fencing (WEF) and ESA fencing, preconstruction surveys, monitoring during fencing installation, construction area delineation, and the worker education program would avoid any effects to rare individual western pond turtles that may disperse into the BSA.

Chapter 3 of the EIR/EA includes a discussion of the significance of impacts of the proposed project. Section 3.2.1.16 describes the environmental effects of the proposed project on biological resources. The text in this section of the EIR/EA has been revised to include a discussion of the impacts to western pond turtle, based on the information in the NES:

> *Habitat for the western pond turtle within the BSA is marginal at best, although it is possible that turtles may occur in the BSA rarely as an occasional dispersant. There will essentially be no loss of biologically functional habitat for western pond turtles. The mitigation measures outlined above for California red-legged frogs and San Francisco garter snakes would further reduce the potential for individual turtles, that may only rarely, if ever, occur within the project area, to be affected by construction activities. Therefore, the project is not expected to adversely affect the western pond turtle.*

Comment 13.35:
The EIR fails to analyze whether impacts to loggerhead shrike, yellow warbler, San Francisco common yellowthroat, or white-tailed kite will be significant, despite acknowledging that disturbance of each of these species "during the breeding season could result in the destruction of active nests, the incidental loss of fertile eggs or nestlings, or the abandonment of nests." (EIR p. 151.)

The EIR concludes that "[I]oss of habitat for these species (loggerhead shrike, yellow warbler, San Francisco common yellowthroat, and white-tailed kite) would not be substantial" (EIR p. 151), but fails to explain how it reach this conclusion.

Response 13.35:

The discussion in the EIR/EA under Section 2.19 was based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010 (refer to Appendix G.7 of the EIR/EA).

Section 2.19.3 of the EIR/EA describes the impacts to animal species within the project area, including breeding special-status bird species, based on information from the NES. This section states that even though the project would affect ruderal and landscaped habitats that could be used by loggerhead shrike, given the developed nature of these areas and their location along SR 1, only one pair at most would use habitats that would be lost during project implementation. The project would also not directly affect the ruderal or riparian habitat within the BSA that could be used for nesting and foraging by yellow warbler and San Francisco common yellowthroat. This section further states that only one pair of white-tailed kites could be disturbed by the project. Therefore, because the project will not directly affect riparian or ruderal habitat that could be used by these species and would only affect one pair of loggerhead shrike and white-tailed kites, the project effects, including loss of habitat, would not be substantial.

Chapter 3 of the EIR/EA includes a discussion of the significance of impacts under CEQA of the proposed project. The EIR/EA includes a discussion in this Chapter of the environmental effects to biological resources. This section states that, "*Construction activities during the breeding season of loggerhead shrike, yellow warbler, San Francisco common yellowthroat, and white-tailed kite could affect breeding success of these special-status species.*" Section 2.19.4 of the EIR/EA includes a measure to avoid and minimize construction-related impacts to nesting special-status birds.

Comment 13.36:
<u>The EIR's Analysis of Impacts to California Red Legged Frogs is Inadequate.</u>
The EIR fails to discuss the CEQA standard for impacts to threatened and endangered species. (EIR p. 153.) Also, the EIR improperly equates CEQA's adverse impact solely with "take." Habitat modification may also cause a significant impact to species through, inter alia, population fragmentation even where individual members of the species are not directly harmed.

Response 13.36:

The EIR/EA includes a discussion of the CEQA Evaluation associated with the proposed project in Chapter 3. This chapter includes a discussion (on pages 184 and 185 of the DEIR/EA) of the significant environmental effects of the proposed project on biological resources, including the threatened and endangered California red-legged frog and San Francisco garter snake. This section describes impacts to habitats occupied by these species. Section 2.20.3.1 of the EIR/EA also includes a discussion of the impacts to habitat utilized by the California red-legged frog. Section 2.20.3.2 of the EIR/EA describes the impacts to habitats that could be utilized for dispersal by San Francisco garter snake. Mitigation measures to avoid or offset impacts to California red-legged frog and San Francisco garter snake are identified in Section 2.20.4 of the EIR/EA.

Comment 13.37:
The EIR fails to discuss project impacts to California red legged frogs (EIR p. 156) at either the ditch that parallels SR 1 and the Pacifica water treatment ponds or the riparian habitat along Calera Creek or the upland habitat around the water treatment ponds, despite acknowledging observations of the frogs and the existence of foraging habitat in these areas. (EIR p. 155.)

Response 13.37:

The discussion in the EIR/EA under Section 2.20.3.1 of project impacts to California red-legged frog was based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010. The NES noted that California red-legged frogs are known to occur in Calera Creek and on property adjacent to the BSA, but were not observed during breeding season surveys of the BSA following the current presence/absence protocol. Given their ability to disperse and the proximity of previous observations, California red-legged frogs may disperse from wetland habitat sources into or through habitats in the BSA, particularly juveniles moving away from breeding habitat.

The discussion in the EIR/EA under Section 2.20.3.1 addresses project-related impacts to California red-legged frogs, based on the information from the NES. None of the features listed in the comment occur within the project footprint, and as such, the analysis of impacts is limited to those areas discussed in Section 2.20.3.1 of the EIR/EA. This section states that, *"California red-legged frogs use portions of the mosaic of habitats in the area west of SR 1 for breeding, foraging and dispersal."* This section also includes a footnote that notes were the nearest occurrence of the CRLF habitat is in this area, which states, *"The California red-legged frog breeding habitat closest to proposed project disturbance areas are the city of Pacifica wastewater treatment ponds, over 250 feet from construction areas. Aquatic habitat in Calera Creek is over 200 feet from the future roadway."* Therefore, because the habitat for the CRLF occurs away from the proposed project area, the EIR/EA concludes that, *"The two project Build Alternatives would not result in direct permanent or temporary effects to aquatic, riparian, or wetland habitats used by California red-legged frogs. The hydrology of aquatic habitats outside the BSA where California red-legged frogs could be present also would not be altered by the project."*

Comment 13.38:
The EIR fails to provide an adequate analysis of the two-year construction phase impacts to California red legged frogs. (EIR p. 156.) The EIR states that "construction of the proposed project would disturb developed and roadside/ruderal grassland habitat that could be used for foraging and dispersal by frogs" (EIR p. 156), but does not discuss if this will be a significant impact. Likewise, the EIR states that "there could be loss of individual frogs during construction" (EIR p. 157), but fails to state if this loss will be significant or why. Further, the EIR omits any analysis of construction light and noise impacts to species including sensitive and threatened species.

Response 13.38:

The discussion in the EIR/EA under Section 2.20.3.1 of project impacts to California red-legged frog was based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010 (refer to Appendix G.7 of the EIR/EA). The NES identified project-related impacts to special-status plant and animal species and their habitats, including California red-legged frog.

The proposed widening project would occur along the existing, developed SR 1 corridor. Because this area is currently developed with a four-lane highway, and because the proposed widening would not directly impact sensitive habitat areas, the temporary light and noise from roadway construction are not anticipated to significantly impact the nearby sensitive habitat areas.

Chapter 3 of the EIR/EA includes a discussion of the significance of impacts under CEQA from the proposed project. This chapter describes significant environment effects of the proposed project on

biological resources, including California red-legged frog, in Section 3.2.2.1, based on information from the NES. This section states that, *"An additional 3.75 acres of potentially occupied upland habitats would be temporarily impacted during construction. Construction activities may significantly impact individual California red-legged frogs dispersing or foraging within the construction zone."* Therefore, the impacts to California red-legged frog during construction would be significant, including the loss of frogs dispersing or foraging within the construction zone.

The NES includes numerous Avoidance and Minimization Measures to prevent construction-phase impacts to sensitive wildlife species. Section 3.2.2.1 of the EIR/EA includes the measures, based on information from the NES, and notes that, *"With incorporation of the mitigation measures outlined in Section 2.20 Threatened and Endangered Species, of this document, the proposed project would not significantly impact movement or dispersal of California red-legged frogs or San Francisco garter snakes."* Therefore, with incorporation of these measures, the short-term and temporary construction-related significant impacts on California red-legged frog would be reduced to a less-than-significant level.

Comment 13.39:
The EIR fails to disclose if project impacts to California red legged frogs will be significant, despite acknowledging that the "Narrow Median Build Alternative would result in permanent impacts to 6.81 acres of potentially occupied habitat and temporary impacts to 3.75 acres of potentially occupied habitat (sec Figure 2.8), and the Landscaped Median Build Alternative would affect approximately 0.27 acres of additional dispersal habitat." (EIR p. 156.)

Response 13.39:

Please refer to the responses to comments 13.16 and 13.19 above. Chapter 3 of the EIR/EA includes a discussion of significance of impacts under CEQA from the proposed project. This chapter describes significant environment effects of the proposed project on biological resources, including California red-legged frog in Section 3.2.2.1. This section states, "*Implementation of the Narrow Median Build Alternative would result in permanent impacts to 6.81 acres of upland habitats potentially occupied by California red-legged frogs. The Landscaped Median Build Alternative would result in an additional 0.27 acres of impact to dispersal habitat. An additional 3.75 acres of potentially occupied upland habitats would be temporarily impacted during construction. Construction activities may significantly impact individual California red-legged frogs dispersing or foraging within the construction zone."* This section also states that, *"With incorporation of the mitigation measures outlined in Section 2.20 Threatened and Endangered Species, of this document, the proposed project would not significantly impact movement or dispersal of California red-legged frogs or San Francisco garter snakes."* Therefore, with incorporation of these measures, the significant impacts on California red-legged frog would be reduced to a less-than-significant level.

Comment 13.40:
The EIR concludes that the "two project Build Alternatives would not result in direct permanent or temporary effects to aquatic, riparian, or wetland habitats used by California red-legged frogs" (EIR p. 156), but fails to offer any explanation of how it reached this conclusion.

Response 13.40:

Please refer to the response to comment 13.31 above.

Comment 13.41:
The EIR states that (t)emporary impacts would occur in the area between the proposed future edge of pavement and the outer limits of cut and/or fill plus construction staging and access areas" (EIR p. 156), but does not disclose what those impacts will be or whether they will be significant. CEQA requires discussion of both short-term and long-term impacts.

Response 13.41:

The EIR/EA describes the short-term construction-related impacts from the proposed project in Section 2.22. This section includes a discussion of the short-term effects during construction on water quality. The discussion states that the water quality of various creeks could be affected by construction activities, including excavation and grading activities, which could affect water quality in the form of sedimentation, erosion, and fuels/lubricants from equipment. Because most of the storm drains discharge into the creeks, the water quality of various creeks could be affected by construction activities. Since these creeks support numerous wildlife and plant species, a short-term degradation of water quality could adversely affect such species. However, with incorporation of the avoidance and minimization measures described in Section 2.22.2.2 indirect effects to species in the vicinity of the project would be avoided.

Chapter 3 of the EIR/EA includes a description of the significance of impacts under CEQA of the proposed project. This chapter describes the significant environmental effects of the proposed project in Section 3.2.2; biological resources are discussed in Section 3.2.2.1. The discussion of the significant effects of the proposed project on biological resources states, *"An additional 3.75 acres of potentially occupied upland habitats would be temporarily impacted during construction. Construction activities may significantly impact individual California red-legged frogs dispersing or foraging within the construction zone."* Therefore, the construction activities associated with the proposed project would have short-term and temporary significant impacts on California red-legged frog habitat. The mitigation measures to avoid or offset impacts to California red-legged from are described in Section 2.20.4.1 of the EIR/EA.

Comment 13.42:
The EIR is internally contradictory regarding effects on frogs. The EIR states that "[n]o project related increase in traffic mortality is expected," and on the same page states that because "California red-legged frogs can disperse ...along the roadway," there could be "loss of individual frogs during construction." (EJR p. 159.)

Response 13.42:

The discussion in the EIR/EA under Section 2.20.3.1 of project impacts to California red-legged frog was based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010 (refer to Appendix G.7 of the EIR/EA). The NES noted that California red-legged frogs are known to occur in Calera Creek and on property adjacent to the BSA, but were not observed during breeding season surveys of the BSA following the current presence/absence protocol. Given their ability to disperse and the proximity of previous observations, California red-legged frogs may disperse from wetland habitat sources into or through habitats in the BSA, particularly juveniles moving away from breeding habitat.

The discussion in the EIR/EA under Section 2.20.3.1 addresses project-related impacts to California red-legged frogs. This discussion is divided into separate subheading sections that address different

types of impacts. The first subheading *Habitat and Incidental Take*, addresses the permanent and temporary impacts to habitat, as well as the construction-related impacts to individual California red-legged frogs. The discussion in this subsection was based on the information from the NES. The NES stated that near the project, Calera Creek and the off-site ditch are used by California red-legged frogs; thus these areas are designated as environmentally sensitive areas (ESAs), and California red-legged frogs could disperse from the ESAs through the relatively poor roadside habitat in an attempt to disperse into new habitat. Because of their ability to disperse, the proximity of previous observations, and the habitat uses near the project area, the DEIR/EA concluded that the California red-legged frog may disperse along the roadway, and therefore, there could be loss of individual frogs during construction of the project.

The second subheading in Section 2.20.3.1 titled *Barriers to Movement*, addresses impacts to California red-legged frogs after the project is completed. The discussion in this subsection was also based on the information from the NES. The NES stated that California red-legged frogs are currently able to access the southbound lanes of the roadway from the area where they potentially occur, between Mori Point Road and San Marlo Way and mortality on the roadway almost certainly occurs. As described in *Chapter 1 Proposed Project*, under Section 1.4.1.1, the proposed project includes retaining walls to contain portions of the roadway widening within the existing right-of-way (R/W) or to prevent encroachment into environmentally sensitive areas. A permanent exclusion barrier would also be constructed under the proposed project on the west side of SR 1 between Calera Creek and San Marlo Way (with the exception of the driveway access to the former quarry property and the western leg of the Reina Del Mar Avenue intersection) so that special-status species are less likely to enter the roadway. Therefore, because the proposed project includes a retaining wall and barrier that will be designed to impeded or prevent special-status species, including California red-legged frogs, from entering the roadway, the EIR/EA concluded that the completed project will not result in an increase in mortality on the roadway.

Comment 13.43:
The EIR fails to analyze indirect project impacts to California red legged frogs. (EIR p. 156.)

Response 13.43:

The discussion in the EIR/EA under Section 2.20.3.1 of project impacts to California red-legged frog was based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010 (refer to Appendix G.7 of the EIR/EA). The NES stated that near the project, Calera Creek and the off-site ditch are used by California red-legged frogs.

The EIR/EA describes the short-term construction-related impacts from the proposed project in Section 2.22. This section includes a discussion (on page 171 of the DEIR/EA) of the short-term effects during construction on water quality. The discussion states that the water quality of various creeks could be affected by construction activities, including excavation and grading activities, which could affect water quality in the form of sedimentation, erosion, and fuels/lubricants from equipment. Because most of the storm drains discharge into the creeks, the water quality of various creeks could be affected by construction activities. Since these creeks support numerous wildlife and plant species, a short-term degradation of water quality could adversely affect such species. However, with incorporation of the avoidance and minimization measures described in Section 2.22.2.2 indirect effects to species in the vicinity of the project would be avoided.

Chapter 3 of the EIR/EA includes a description of the significance of impacts under CEQA of the proposed project. This chapter describes the significant environmental effects of the proposed project in Section 3.2.2; biological resources are discussed in Section 3.2.2.1. The discussion of the significant effects of the proposed project on biological resources states, "*Construction activities may significantly impact individual California red-legged frogs dispersing or foraging within the construction zone.*" Therefore, the construction activities would have short-term and temporary significant impacts on California red-legged frog habitat.

Comment 13.44:
<u>The EIR's Analysis of Impacts to San Francisco Garter Snake is Inadequate.</u>
The EIR fails to disclose if project impacts to San Francisco Garter Snake will be significant, despite acknowledging that 1) "there could be loss of individual snakes during construction," 2) project construction "would disturb" habitat between Mori Point Road and San Marlo Way that "could be used for dispersal by garter snakes, and 3) the Narrow Median Build Alternative would result in *permanent impacts* to 6.81 acres of potentially occupied snake habitat and temporary impacts to 3.75 acres of potentially occupied snake habitat, and 4) the Landscaped Median Build Alternative would result in an additional 0.27 acres of impact to dispersal habitat.. (EIR p. 160.)

Response 13.44:

The EIR/EA describes the short-term construction-related impacts from the proposed project in Section 2.22. This section includes a discussion (on page 171 of the DEIR/EA) of the short-term effects during construction on water quality. The discussion states that the water quality of various creeks could be affected by construction activities, including excavation and grading activities, which could affect water quality in the form of sedimentation, erosion, and fuels/lubricants from equipment. Because most of the storm drains discharge into the creeks, the water quality of various creeks could be affected by construction activities. Since these creeks support numerous wildlife and plant species, a short-term degradation of water quality could adversely affect such species. However, with incorporation of the avoidance and minimization measures described in Section 2.22.2.2 indirect effects to species in the vicinity of the project would be avoided.

Chapter 3 of the EIR/EA includes a description of the significance of impacts under CEQA of the proposed project. This chapter describes the significant environmental effects of the proposed project in Section 3.2.2; biological resources are discussed in Section 3.2.2.1. The discussion of the significant effects of the proposed project on San Francisco garter snake states, "*Implementation of the Narrow Median Build Alternative would result in permanent impacts to 6.81 acres of upland habitats potentially occupied by dispersing San Francisco garter snakes. (This is the same habitat as for California red-legged frogs.) The Landscaped Median Build Alternative would result in an additional 0.27 acres of impact to dispersal habitat. An additional 3.75 acres of potentially occupied upland habitats would be temporarily affected during construction. Construction activities may significantly impact individual San Francisco garter snake dispersing or following prey within the construction zone.*" Therefore, the replacement of habitat, temporary affects to habitat during construction, and construction activities, associated with the proposed project would constitute a significant impact to San Francisco garter snake.

Comment 13.45:
The EIR contains contradictory information about project impacts to San Francisco Garter Snake. The EIR states that "the proposed retaining walls would *not* constitute a new substantial barrier that would affect San Francisco garter snake dispersal." (EIR p. 160, emphasis added.) However, the very next sentence states that the "installation of retaining walls and the permanent barrier along

about 1,200 linear feet of the roadway (north of San Marlo Way) *will* add a new barrier at the edge of the road for San Francisco garter snakes attempting to disperse to the east or southeast." (*Ibid*, emphasis added.)

Response 13.45:

The discussion in the EIR/EA under Section 2.20.3.1 of project impacts to California red-legged frog was based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010 (refer to Appendix G.7 of the EIR/EA).

The NES stated that no San Francisco garter snakes were detected in the BSA by herpetologists during California red-legged frog surveys in 2002 or 2006 or during project reconnaissance-level surveys in 2007 and 2008. The NES further stated though that this highly endangered species should be considered potentially present within the BSA due to the past occurrence of the species on the site, the proximity to known established populations, the proximity of suitable foraging habitat in the water treatment ponds and Calera Creek, and the potentially suitable dispersal habitat within the BSA. At a meeting with resource agency staff on 14 August, it was stated that the USFWS position would be to consider the western portion of the BSA north of San Marlo Way to be "occupied habitat".

In regards to San Francisco snake dispersal, the NES noted that there is a median barrier on SR 1 for the length of the BSA except at the intersections. The median barrier has a flat, vertical surface that would thwart attempts to climb it. Based on the information in the NES, the DEIR/EA noted (on page 160) that the current and existing median presents a barrier to wildlife movement. As described in *Chapter 1 Proposed Project*, under Section 1.4.1.1, the proposed project includes retaining walls to contain portions of the roadway widening within the existing right-of-way (R/W) or to prevent encroachment into environmentally sensitive areas. A permanent exclusion barrier would also be constructed under the proposed project on the west side of SR 1 between Calera Creek and San Marlo Way (with the exception of the driveway access to the former quarry property and the western leg of the Reina Del Mar Avenue intersection) so that special-status species are less likely to enter the roadway. There is currently no existing barrier at the edge of the SR 1 roadway. Therefore, the DEIR/EA described (on page 160) that the addition of a new retaining wall/barrier at the edge of the roadway would be a new feature and barrier in this location, the edge of the roadway, for San Francisco garter snakes attempting to disperse to the east or southeast. Snakes currently attempting to cross the highway are most likely killed. In this same discussion of the DEIR/EA, it is concluded that, *"Since the existing median already presents a barrier to movement and the proposed retaining walls and new barrier would keep snakes from reaching the roadway at these locations, thereby preventing snake mortality, the proposed retaining walls and new barrier would not constitute a new substantial barrier that would affect San Francisco garter snake populations."*

Therefore, even though a new barrier would be present at the edge of the roadway, the EIR/EA is consistent with its conclusion that the new retaining walls and barrier along the western side of SR 1 would not constitute a new substantial barrier that would affect San Francisco garter snake populations and dispersal.

Comment 13.46
The EIR fails to analyze indirect project impacts to endangered San Francisco Garter Snake. (EIR p. 160.)

Response 13.46:

The discussion in the EIR/EA under Section 2.20.3.1 of project impacts to California red-legged frog was based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010 (refer to Appendix G.7 of the EIR/EA). The NES stated that San Francisco garter snakes are most likely to be where their primary prey, the California red-legged frog, is concentrated: in the off-channel ponds, Calera Creek, and ponds associated with the wastewater treatment plant adjacent to Calera Creek between the wastewater treatment plant and SR 1. California red-legged frogs are also found in the ditch on the quarry site that parallels a portion of SR 1 within the BSA; San Francisco garter snakes may also occasionally occur in the ditch.

Please refer to the response to comment 13.44 above.

Comment 13.47:
Land Use Impacts
Several relevant sections of Pacifica's LCP were omitted from the EIR's analysis of land use impacts. Page C-112 of the LCP discusses Highway One and states that improvements to Highway One would include "such things as safety improvements to intersections, widening the shoulders and moving lanes, providing a median strip, signalization and turning lands. The intention of these improvements is *not* to increase the capacity of the roadway." (Emphasis added)

The EIR admits that the proposed build alternatives will increase the capacity of the roadway which is inconsistent with the goals and policies of the LCP. The increased capacity and greatly changed appearance of the Highway will adversely impact the unique coastal nature of Pacifica.

Response 13.47:

The LCP policy referenced has been added to the text of the EIR/EA. The additional detail from the LCP mentioned in the comment has been added to Section *2.1 Land Use* of the EIR/EA. The project traffic impacts are described in Section 2.6.3 of the EIR/EA. The EIR/EA notes in this section that the widening of SR 1 between just south of Fassler Avenue/Rockaway Beach Avenue and just north of Reina Del Mar Avenue from two to three lanes in each direction would provide increased *throughput* capacity through the two study intersections (emphasis added). The information in this section also states that, under the year 2015 conditions and the year 2035 conditions, the proposed Build Alternatives would not directly generate additional traffic trips or change the overall distribution of trips in the site area, and therefore, would not substantially affect the operations of other highway segments beyond the immediate project site area and would not substantially affect the operations of local streets in the area. The project need is to alleviate a localized bottleneck only within the project reach, which is projected to deteriorate over the design life of the project. Because the project would not change the number or configuration of lanes on SR 1 to the north or south of the project area, the project Build Alternatives are not anticipated to change regional trip distribution or volumes on SR 1 segments north and south of the project area. The proposed project would improve operations at the Fassler Avenue/SR 1 and the Reina Del Mar/SR 1 intersections, which would improve operations of Fassler Avenue and Reina Del Mar Avenue.

Comment 13.48:
The EIR's Analysis of Mitigations is Inadequate.
The EIR fails to adequately analyze mitigation measures. An EIR must set forth and analyze feasible mitigation measures to eliminate or minimize each significant impact. (§§ 21002, 21002. 1(a) & (b);

CEQA Guidelines 15126(e), 15126.4. (emphasis added).) CEQA requires that where a lead agency has identified significant impacts of a project on the environment, the agency must continue to identify and adopt mitigation measures or project alternatives to reduce or avoid those impacts so long as the impacts remain significant and further reduction measures are feasible. (Pub. Resources Code, §§ 21002, 21002.1, 21081.) The Supreme Court has used the term "full mitigation" as shorthand for this requirement. (*City of Marina v. Bd. of Trustees of the Cal. State Univ.* (2006) 39 Cal.4th 341, 349 (*City of Marina*).)

Response 13.48:

Chapter 2 of the EIR/EA includes the environmental topics addressed for the project, in Section 2.1 to Section 2.22. In each topic section there is a discussion entitled *"Avoidance, Minimization, and/or Mitigation Measures*, which identifies and describes the feasible measures to mitigate, minimize, or avoid project-related impacts to the pertinent environmental topic section in accordance with the requirements of CEQA and NEPA.

Comment 13.49:
This EIR impermissibly defers formulation of mitigation measures without stating any performance criteria. For example, a corridor design concept will be developed at some undisclosed point in the future. (EIR p. 90.)

Response 13.49:

In Section 2.7 of the EIR/EA, the existing visual and aesthetic environment of the project area is described, as well as the potential impacts to the existing environment resulting from implementation of the proposed Build Alternatives. This section also includes visual minimization measures (pages 89 to 91 of the DEIR/EA) for adverse project impacts, which consist of adhering to the design requirements in cooperation with the Caltrans District 04 Landscape Architect.

Implementation of these minimization measure guidelines will reduce impacts of the project. Many of the minimization measure guidelines are being proposed as part of project features to avoid adverse impacts.

The project will also include development of a "corridor design concept" in cooperation with Caltrans District 04 Landscape Architect. The corridor design concept will incorporate the design guidelines described above including: aesthetic treatment of structures; median planting; and replacement planting, which will be implemented per Chapter 29 (Highway Planting) of the *Department's Project Development Procedures Manual* and Chapter 900 (Landscape Architecture) of the *Department's Highway Design Manual*. The design guidelines will be designed and implemented with the concurrence of the Caltrans District 04 Landscape Architect.

Because the corridor design concept will incorporate the measures that are listed in the EIR/EA, the performance standards for the measures have been identified and the measures have not been deferred to be developed at a later time. This discussion is consistent with requirements of the CEQA Guidelines.

Comment 13.50:
In addition, the EIR fails to disclose mitigation feasibility as required by CEQA despite acknowledging that *"where feasible,* the project design may include down slope retaining walls", and that project "design would also minimize overall height and length of retaining walls to the greatest *extent feasible."* (*Ibid.* emphasis added.)

Response 13.50:

Chapter 2 of the EIR/EA includes the environmental topics addressed for the project, in Section 2.1 to Section 2.22. In each topic section there is a discussion entitled *"Avoidance, Minimization, and/or Mitigation Measures,* which identifies and describes the feasible measures to minimize or avoid project-related impacts to the pertinent environmental topic section in accordance with the requirements of CEQA.

Comment 13.51:
The EIR fails to adequately discuss mitigations. The EIR, referencing EIR section 2.10.3, states that the project includes feasible BMPs to treat storm water runoff and control pollutants in runoff during the construction and post-construction periods, but fails to discuss why the mitigations are feasible.[20] (EIR p, 139.) Also, the EIR does not discuss the feasibility of mitigation AM HAB-I which appears factually incorrect in stating that "[a]ll temporary staging areas and construction access roads will be located in upland areas or existing developed areas out of wetland, aquatic and riparian habitats."

Response 13.51:

The text in Section 2.16.3.1 of the EIR/EA has been revised to reference Section *2.10.4 Water Quality and Stormwater Runoff, Avoidance, Minimization, and/or Mitigation Measures.*

The discussion in Section 2.10 of the EIR/EA focuses on Water Quality and Stormwater Runoff. This discussion is based primarily on a technical *Storm Water Data Report* completed in August 2009 and a *Water Quality Study Report* completed in April 2009 for the project. The *Storm Water Data Report* included a description of the BMPs considered for incorporation into the project. Biofiltration strips were ranked second in the *Storm Water Data Report* after infiltration devices[21] for general pollutant removal consideration. Preliminary investigation into the climate and site conditions does demonstrate favorable conditions for the establishment of vegetation that is necessary for the use of biofiltration devices. Because of favorable conditions at areas available for placement of treatment devices, biofiltration strips and their potential locations are proposed for the project, per the information in the *Storm Water Data Report.*

Biofiltration swales were ranked third in the *Storm Water Data Report* for general pollutant removal consideration. The feasibility requirements for biofiltration swales is similar to that of biofiltration strips, with the main difference being that swales have the ability to receive concentrated conveyed flows without the concern of erosion and loss of vegetation. Because of favorable conditions at areas available for placement of treatment devices, biofiltration swales and their potential locations are proposed for the project, per the information in the *Storm Water Data Report*.

[20] EIR section 2.10.3 does not mention BMPs.

[21] While areas available for placement of treatment devices meet the feasibility requirements for infiltration devices, they do not meet the design requirements specified in *Checklist T-1, Part 4* (see attachments). The requirement not met for infiltration basins is the need for pretreatment through the use of vegetation or biofiltration and the Hydrologic Soil Groups of C and/or D for Infiltration Trenches.

The *Storm Water Data Report* also included a description of how the biofiltration strips or swales function in regards to removal of pollutants and water quality. Biofiltration strips and swales are vegetated surfaces that remove pollutants by filtration through grass, sedimentation, adsorption to soil or grass, and infiltration through the soil. Strips and swales are mainly effective at removing debris and solid particles, although some constituents are removed by adsorption to the soil. Biofiltration swales are vegetated channels that receive directed flow and convey storm water. The text in Section 2.10.4 of the DEIR/EA has been updated to include more detail regarding how biofiltration strips and swales function.

The EIR/EA includes a discussion of impacts to natural communities, defined as shining willow riparian forest, aquatic, or seasonal wetlands, in Section 2.16.3.1. Measures are included in the project to avoid and minimize impacts to natural communities. As described in Section 2.16.4, *"all temporary staging areas and construction access roads will be located in upland areas or existing developed areas out of wetland, aquatic and riparian habitats."* Therefore, these natural community areas would be avoided and no work or staging of equipment or materials is proposed within areas supporting these habitats.

Comment 13.52:
The EIR fails to discuss why avoidance and minimization measures for California red-legged frogs and San Francisco garter snakes would reduce the potential for impacts to Western Pond turtles, if such measures arc feasible, or if the impacts will be reduced to the level of insignificance.

Response 13.52:

Please refer to response to comment 13.34 above.

Comment 13.53:
The EIR states that "potential nesting substrate (e.g., bushes, trees, grass, and suitable artificial surfaces) will be removed during the non-breeding season (between September 1 and February 1), if feasible, to preclude nesting" (EIR p. 152) but fails to discuss feasibility.

Response 13.53:

The discussion in the EIR/EA under Section 2.19.5 of avoidance, minimization, and/or mitigation measures for project-related impacts to nesting special-status birds was based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010 (refer to Appendix G.7 of the EIR/EA). As part of the NES effort, biologists surveyed the BSA and adjacent areas to describe and map biotic habitats within the BSA, identify plants and animals found or potentially found on the site, and conduct reconnaissance-level surveys for special-status plant and animal species and their habitats. Based on the reconnaissance-level surveys, and the results of database reviews, it was determined that four special-status bird species could breed and nest in or adjacent to the BSA in small numbers: loggerhead shrike, yellow warbler, San Francisco common yellowthroat, and white-tailed kite.

The NES noted that due to these species potential to nest within or adjacent to the BSA, construction disturbance of any of these four species during the breeding season could result in the destruction of active nests, the incidental loss of fertile eggs or nestlings, or the abandonment of nests. Therefore, the NES recommended that avoidance measures be implemented to protect these species consistent

with the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. The NES included a list of the avoidance measures, which the DEIR/EA incorporated (on page 152). Construction activities should be avoided during the nesting season of these special-status birds, if it is capable of being done and/or possible. If it is not possible to avoid construction during the nesting season, then the nesting substrate within the project area of these special-status birds will be removed during the non-breeding season, to prevent the birds from nesting within the project area. However, the DEIR/EA noted in its description of the measure to avoid impacts to nesting special-status birds, if it is not possible to schedule vegetation removal associated with the project during the non-breeding season of these special-status birds, then pre-construction surveys will be conducted to ensure that no nests will be disturbed by project implementation activities.

The CEQA Guidelines Section 15126.4 (a)(1) state that, *"An EIR shall describe feasible measures which could minimize significant adverse impacts, including where relevant, inefficient and unnecessary consumption of energy."* The CEQA Guidelines Section 15364 define feasible as, "capable of being accomplished in a successful manner within a reasonable period of time, taking *into account economic, environmental, legal, social, and technological factors."* The CEQA Guidelines do not specify that an EIR shall describe the feasibility of the mitigation measures identified, but only include those measures that are deemed feasible to minimize or avoid each significant environmental effect identified in the EIR. The CEQA Guidelines further state in Section 15126.4 (a)(1) (B) that, *"Where several measures are available to mitigate an impact, each should be discussed and the basis for selecting a particular measure should be identified. Formulation of mitigation measures should not be deferred until some future time. However, measures may specify performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way."*

Within the description of the measures to avoid impacts to nesting special-status birds, the EIR/EA encompasses more than one specified way in which the significant effect of the project construction on nesting special-status birds would be avoided, because one specified way may not be feasible depending on the construction timing of the project.

Comment 13.54:
The EIR includes no discussion of whether mitigations for California red legged frog impacts will reduce impacts to insignificance.

Response 13.54:

Please refer to the responses to comments 13.38 and 13.39 above.

Comment 13.55:
There is no discussion of mitigation feasibility despite 1) conditioning mitigations on "the extent practicable" (EIR p. 161) and 2) acknowledging that mitigation bank credits for frog and snake habitat are not currently available. (EIR p. 167.)

Response 13.55:

Please refer to the response to comment 13.53 above.

Section 2.20.4.1 of the EIR/EA identifies the measures to avoid impacts to California red-legged frog. The EIR/EA text identifies more than one specified way in which the significant effect of the project on California red-legged frog could be avoided in the event one type is not feasible.

The DEIR/EA stated (on page 167) that there are currently no mitigation bank credits available for preservation and enhancement of habitat for the San Francisco garter snake and California red-legged frog. However, the DEIR/EA further stated that if mitigation bank credits do become available and the service area includes the project site, then mitigation bank credits may be purchased to satisfy the mitigation requirement. Therefore, the EIR/EA describes another way to mitigate the significant effect of the project on California red-legged frog and San Francisco garter snake, because one specified way may not be feasible. In addition, because there are no mitigation credits currently available, this mitigation option has to be postponed until the opportunity to purchase mitigation bank credits becomes available. Additional detail has been added to Section 2.20.4 of the EIR/EA to clarify this.

Comment 13.56:
The mitigation formulation is impermissibly deferred by 1) putting off consideration of where the exclusion fencing will be installed, and 2) failing to disclose the "mitigation package" proposed to the GGNRA. (EIR pp. 161, 163.)

Response 13.56:

The DEIR/EA described (on page 161) the measures to avoid or offset impacts to California red-legged frog, including an exclusion barrier (MM T&E-1.2) in the form of wildlife exclusion fencing (WEF) to be installed prior to the initiation of construction activities. The DEIR/EA stated under the description of this measures that, "*WEF will be located along the edge of construction impact areas wherever they are within 300 feet of Calera Creek or the off-site ditch that parallels southbound SR 1, northeast of San Marlo Way and south of Calera Creek (refer to Figures 1.4 and 1.5).*" The text in this section of the EIR/EA (MM T&E-1.2) has been revised to state that, "*The final project plans will show how the WEF will be installed*", because the text earlier in the description of this measure states where the WEF will be located.

Per comments received from the National Park Service (NPS) (refer to Comment 1.4), the text under MM T&E-1.8 and MM T&E-2.8 in the EIR/EA has been revised to clarify that the NPS staff has "agreed in concept" to the mitigation proposal in cooperation with the Golden Gate National Recreation Area (GGNRA).

Section 2.20.4 lists the measures to avoid or offset impacts to threatened or endangered species. The measures for California Red-legged frog are fully described (on pages 161 to 167) in Section 2.20.4.1 of the DEIR/EA. As noted in the DEIR/EA discussion in Section 2.20.4.1, approximately 6.81-7.08 acres of potential upland dispersal habitat will be permanently affected by the project, depending on the Build Alternative selected, and approximately 3.75 acres will be temporarily affected during construction. This discussion was based on a technical *Natural Environmental Study* (NES) that was completed for the project in December 2009, and an Addendum to the NES that was completed in December 2010. The project proposes a mitigation package to offset these impacts, which includes habitat enhancement. The proposed concept is to enhance a 5.14-acre open space parcel owned by the City of Pacifica that is west of the Pacifica waste water treatment plant and south of the GGNRA. In addition to enhancement of the 5.14 acres of upland habitat, the upland habitat will also be enhanced from the preserved parcel, over the saddle within the GGNRA (approximately 5.46 acres in size), and down to a bowl area adjacent to GGNRA California red-legged frog breeding ponds. Additional detail has been added to the text of this section based on recent site visits to determine the preferred mitigation opportunities to compensate for temporary impacts and permanent impacts to

potential upland dispersal habitat for the California red-legged frog (CRLF) and San Francisco garter snake (SFGS) (refer to Section 2.20.4 of the EIR/EA).

The identified mitigation options present opportunities from which the CRLF population at Calera Creek would be able to increase in size, expand its habitat usage of the area north of Calera Creek into the GGNRA lands, and connect with the populations north of the Mori Point ridge. SFGS would be able to better utilize the habitat features and prey base between the GGNRA ponds and the snake ponds at Calera Creek and to disperse to Calera Creek, possibly increasing its current population size.

The habitat enhancement will include the Alternate Contingency Plan for Compensatory Mitigation (on pages 166 to 167), as described in Section 2.20.4.1 of the EIR/EA under MM T&E-1.8. The text in Section 2.20.4.1 of the EIR/EA under MM T&E-1.8 has been updated to include the additional information, focusing on enhancement of existing habitat.

Comment 13.57:
There is no analysis of whether the impacts expected from mitigation will be significant. (EIR p. 164.)

Response 13.57:

Because the installation of WEF and ESA fencing will not be implemented during enhancement activities at the mitigation site, there would be no impacts to sensitive and steeply sloping habitat at the site.

Chapter 3 of the EIR/EA includes a description of the significance of impacts under CEQA of the proposed project. This chapter describes the significant environmental effects of the proposed project in Section 3.2.2; biological resources are discussed in Section 3.2.2.1. The discussion of the significant effects of the proposed project on California red-legged frog states, *"An additional 3.75 acres of potentially occupied upland habitats would be temporarily impacted during construction. Construction activities may significantly impact individual California red-legged frogs dispersing or foraging within the construction zone."* Therefore, the construction activities associated with the proposed project would have short-term and temporary significant impacts on California red-legged frog habitat. Section 3.2.2.1 of the EIR/EA also notes that, *"With incorporation of the mitigation measures outlined in Section 2.20 Threatened and Endangered Species, of this document, the proposed project would not significantly impact movement or dispersal of California red-legged frogs or San Francisco garter snakes."* Therefore, with incorporation of these measures, the construction-related significant impacts on California red-legged frog would be reduced to a less-than-significant level.

Comment 13.58:
There is no analysis of the feasibility of invasive species mitigations (EIR p. 170), despite acknowledging that these species are "very difficult to eradicate." (EIR p. 169.)

Response 13.58:

Please refer to the response to comment 13.50 above. The avoidance, minimization, and mitigation measures on page 170 of the DEIR/EA are standard Caltrans measures used on a variety of highway projects, and for this reason, are considered to be feasible.

Comment 13.59:
The EIR's Analysis of Cumulative Impacts is Inadequate.
The EIR fails to properly analyze cumulative impacts. CEQA mandates a finding of significance when a project "has possible environmental effects that are individually limited but cumulatively considerable." (CEQA Guideline 15065, subd. (a)(3).) Cumulatively considerable means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. (*Ibid*.)

Response 13.59:

Section 2.23 of the EIR/EA includes a discussion of cumulative impacts associated with the proposed project, pursuant to CEQA Guidelines Section 15130(a). The discussion addresses environmental resource areas where the proposed project would result in an impact (i.e., traffic, visual/aesthetics, air quality, noise and vibration, and biological environment and resources), because where there is an individual impact, there is potential for a cumulative impact. Environmental resource areas not impacted by the proposed project (i.e., cultural resources, geology, floodplains, energy, and farmlands) were not addressed because if there is no individual impact, no cumulative impacts can occur.

For each of the environmental resource areas discussed in Section 2.23, the EIR/EA described the potential cumulative effects and likelihood of occurrence, as well as an explanation why the cumulative impact was not considered significant, pursuant to CEQA Guidelines Section 15130(a)(2).

Comment 13.60:
The EIR fails to consider the cumulative growth impacts of the proposed project in combination with other past, present and reasonably foreseeable projects. For example, the EIR fails to consider the cumulative impacts of the proposed project with the opening of the Devil's Slide tunnel that will bring more traffic through Pacifica.[22] In fact, neither the tunnel nor Devil's Slide are even mentioned in the EIR, never mind discussed for cumulative growth impacts.

Response 13.60:

Section 2.23 of the EIR/EA includes a discussion of cumulative impacts associated with the proposed project. The discussion addressed environmental resource areas where the proposed project would result in an impact because with the individual impact, there is potential for a cumulative impact. Environmental resource areas not impacted by the proposed project were not addressed because if there is no individual impact, no cumulative impacts can occur.

Please refer to the responses to comments 13.19-13.22 above. The DEIR/EA included a discussion on growth-inducing impacts associated with the proposed project in Section 2.2 and Section 3.2.1.2. The discussion in Section 2.2.2 Environmental Consequences (on page 55) concluded that the proposed project would not result in any direct growth-inducing impacts. Chapter 3 of the EIR/EA addresses the significance of impacts of the proposed project. Growth is discussed under Section 3.2.1.2. Because the growth-inducing impacts under the proposed project would be less-than-significant and no direct growth-inducing impacts would occur, there is no potential for cumulative

[22] Caltrans website foresees that the tunnel will open in late 2012.

growth impacts to occur, and therefore growth is not discussed in the cumulative impacts section of the EIR/EA.

The discussion in Section 2.23 of the EIR/EA utilized the adopted plan approach for the cumulative impact analysis to identify past, present, and reasonably foreseeable future actions. The planned growth in the area was defined by the adopted city of Pacifica General Plan and those for the surrounding cities. Because the EIR/EA cumulative analysis utilized the adopted plan approach; a list of specific past, present, and probable future projects in the vicinity, including the tunnel or Devil's Slide project, were not identified. The projected traffic volumes in the traffic analysis for future conditions do account for the re-opening of Devil's Slide.

Comment 13.61:
The EIR omits any analysis of cumulative water quality impacts despite acknowledging that the project will create approximately 5.9 acres to 6.56 acres of new impervious surfaces on top of the fact the "most of the project site is already covered by existing impervious surfaces."

Response 13.61:

Section 2.23 of the EIR/EA includes a discussion of cumulative impacts associated with the proposed project. The discussion addressed environmental resource areas where the proposed project would result in an impact because with the individual impact, there is potential for a cumulative impact. Environmental resource areas not impacted by the proposed project were not addressed because if there is no individual impact, no cumulative impacts can occur.

The DEIR/EA included a discussion of impacts to water quality and storm water runoff associated with the proposed project in Section 2.10. The discussion in Section 2.10.3 Environmental Consequences (on page 106) concluded that the proposed project would not have a significant impact on long-term water quality. Chapter 3 of the EIR/EA addresses the significance of impacts under CEQA of the proposed project. Section 3.2.1 describes the environmental resource areas where less-than-significant effects of the proposed project would occur. Water quality and storm water runoff is discussed under Section 3.2.1.10 and states, "*The project would not result in significant impacts to water quality.*" Because the impacts under the proposed project to long-term water quality would be less-than-significant and there would be no impact to long-term water quality, there is no potential for cumulative impacts to occur. Additional detail has been added to Section 2.23.2 of the EIR/EA to clarify this.

Comment 13.62:
<u>The EIR Must Be Revised and Re-circulated.</u>
Recirculation is required where "the draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded." (CEQA Guideline 15088.5, subd. (a)(4).) As described above, this EIR fails to meet the minimum standards for adequacy under CEQA. Once the EIR is fixed it must, therefore, be re-circulated for public review and comment prior to a decision on EIR certification.

Response 13.62:

The DEIR/EA has been prepared in accordance with the requirements of CEQA, NEPA, and the Department of Transportation (Caltrans). It is Caltrans's position that the EIR/EA meets the nature and intent of CEQA and NEPA, and is legally adequate and complete. In many sections, the EIR/EA text presents a summary of the detailed technical analyses which were included as appendices to the

EIR/EA. Many of the questions raised and details requested in the above comments are addressed in the technical appendices to the EIR/EA. Please refer to responses to comments 13.2 through 13.61 above.

Comment 13.63:
NEPA Requires Preparation of an EIS
NEPA requires that if at any point in the process of preparing an Environmental Assessment it is discovered that a project would result in significant impacts, an Environmental Impact Statement must be prepared. The DEIR/EA acknowledges that the Project, prior to mitigation, is likely to result in significant cultural, hazardous waste, biological resource, water quality, air quality, and noise impacts. (EIR pp. 184-185.) These levels of significant impacts require that an EIS be prepared under NEPA, rather than an EA.

Response 13.63:

The comment contends that significant impacts on pages 184 and 185 the DEIR/EA would necessitate the preparation of an EIS. The referenced pages of the DEIR/EA (184-185) are from Chapter 3. As indicated on page 181 of the DEIR/EA, Chapter 3 discusses the effects of this project and CEQA significance. Effects determinations within Chapter 3 are not applicable to NEPA.

The FHWA NEPA regulations distinguish three classes of actions which prescribe the level of documentation that is required in the NEPA process (23 CFR 771.115). Class I actions are actions that significantly affect the environment and normally require the preparation of an EIS. Class III actions are those in which the significance of the environmental impacts is not clearly established. All actions in this class require the preparation of an EA.

Because the significance of the environmental impacts associated with proposed project was not clearly established, it was determined that preparation of an EA was appropriate for the proposed project. The determination of significance is different under NEPA and CEQA. NEPA is concerned with whether the project as a whole has the potential to "significantly affect the quality of the human environment." In consideration of the project as a whole, the Department, as assigned by FHWA, has determined that the NEPA action does not significantly affect the environment, and the Department has issued a Finding of No Significant Impact (FONSI) in accordance with NEPA.

RESPONSES TO COMMENT #14:
San Mateo County Economic Development Association (dated 09/20/11)

Comment 14.1:
The San Mateo County Economic Development Association (SAMCEDA) was founded in 1953 to promote business issues that enhance and sustain the economic prosperity of our region and its local communities. Housing, Land Use and Transportation are three areas that we follow at the national, state and regional levels.

It is our understanding that Caltrans is the lead agency for the State Route l/Calera Parkway/Highway 1 Widening Project in Pacifica and is seeking input prior to the close of the public comment period on October 7th for the Draft Environmental Impact Report/Environmental Assessment.

At our Board of Directors meeting on Tuesday, September 20th this project was discussed and at this time the Board of Directors of SAMCEDA supports and encourages the continuation of the environmental review process. This will allow all the necessary and relevant Information gathered

and studied so that a full vetting of the potential benefits and impacts of the project can be thoroughly examined by all interested stakeholders.

Response 14.1:

Thank you for your comment. Please refer to Master Response #12.

RESPONSES TO COMMENT #15:
San Mateo County Association of Realtors (dated 10/12/11)

Comment 15.1:
The San Mateo County Association of REALTORS (SAMCAR) endorses the vitally needed safety and commute traffic improvement to State Route 1 (Coast Highway) in Pacifica.

A one mile segment from the Vallemar/Reina Del Mar traffic signal light south to the Rockaway/Fassler Avenue traffic signal needs to be widened and to have the turn lanes improved. This very minimal widening will permit acceleration and deceleration lanes. In addition, the added benefit of the turn lane upgrades will speed the flow of traffic through those intersections, ensuring that North-South traffic flow becomes safer.

Aside from relieving congestion, perhaps the more pressing concern is that emergency vehicles are delayed in their response to calls. These delays could be life altering as the nearest hospital for most of the coast is Seton Medical Center in Daly City.

Without this project, ambulances and other emergency vehicles will continue to experience significant delays during commute times trying to transport patients to Seton Medical Center. If that's not a primary consideration for this project in protecting the public health, safety and welfare, one would be hard pressed to find a reason more germane.

In addition, improved shoulders on Highway 1will provide safety improvements for break downs, collision avoidance and aforementioned emergency vehicles.

As you are aware, Pacifica is a series of neighborhoods threaded along Highway 1. .. but one thing is certain; each and every one of them is impacted until the Rt. 1: Calera Parkway project is done. A modernized Highway 1design, as proposed in this project, acknowledges that Pacificans entering Highway 1 from Vallemar, Rockaway and points south, have no other way out of town. Likewise, commuters from south coast, and many from the City of Half Moon Bay, take State Route 1 north as the most efficient route. Highway 1 is a major county arterial serving the entire coast down to Santa Cruz. Highway 1and Highway 92 are the ONLY ways out of the City of Half Moon Bay. Efficient traffic flow is critical for safety, commute and commerce reasons.

During commute periods, traffic delays are significant. State Route 1 is a regional arterial and traffic up and down the coast is affected. As the gateway to the San Mateo coast, Santa Cruz and points south, tourists and commercial traffic are stuck. Air quality deteriorates and gas consumption escalates.

Juxtapose the benefit to the environment from proceeding with the project with the questions raised by those opposed to the Widening/traffic safety improvements, and in all candor, the pedantic is a shopworn recurrence of environmental degradation; efficient roads are growth inducing; the project

will cause more delays than will help alleviate when finished; and, Measure A money should be spent on a more pressing county program.

The fact of the matter is the project's environmental protections, implemented as a matter of settled and established law, will fully secure the wetlands and protected species. There is no shortage of state and federal oversight agencies to monitor these matters.

Finally, ensuring funding is there when needed for this vital safety project is imperative. As you are aware, similar local projects such as the Devil's Slide Bypass Tunnel and the Half Moon Bay Main Street/Rt. 92 intersection improvement, took some years to approve and then fund. Pacifica's Highway 1 widening will probably take some oversight, as did the Devil's Slide Bypass Tunnel, to keep the project in various transportation plans and maintain the funding from multiple sources.

The San Mateo County Association of REALTORS urges Caltrans and allied agencies to proceed with the State Route 1; Calera Parkway Widening Project.

Response 15.1:

Thank you for your comment. Please refer to Master Response #12.

RESPONSES TO COMMENT #16:
Climate Action Plan Task Force in Pacifica (dated 08/27/11)

Comment 16.1:
I'm a member of the Climate Action Plan Task Force in Pacifica and we have had several discussions about the highway widening project. After looking over the DEIR for this project I can see that it addresses VMT (Vehicle Miles Traveled) and Adaptation. However one of the topics discussed in the task force meetings is about the impact of Induced or Generated Traffic. One of the sources of this concept comes from a study called *Generated Traffic and Induced Travel, Implications for Transport Planning* published in August 19, 2010 by Todd Litman of the Victoria Transport Policy Institute.

Response 16.1:

Please refer to Master Response #13.

Comment 16.2:
Anyway, the way the discussions go is this: Widening the highway won't do any good because it just generates more traffic and any benefits that come would ultimately be lost because of generated or induced traffic. Ignoring the futility of clothing one's own children, my argument was that if the generated traffic came from another congested roadway (in this case, Highway 92 in Half Moon Bay, CA), I would think that there would be a benefit as it not only relieves the congestion from Hwy 1, but also alleviates the congestion on Hwy 92 as well. Or does it?

Response 16.2:

Please refer to Master Response #13.

The purpose of the EIR/EA is to evaluate the impacts of the proposed project to the existing environment within the project area. The proposed improvements/plans for SR 1 beyond the project area are outside the scope of the EIR/EA analysis.

Other possible future improvements to other portions of SR 1 are unknown at this time, and any analysis of potential impacts resulting from highway improvements elsewhere would be purely speculative. As described in Section 1.2.3 of the DEIR/EA (pages 7-8), the project has independent utility, which means that the proposed improvements have logical starting and ending points, and that the proposed improvements can be implemented within the project limits, and completion of other projects would not be required in order to realize the operational benefits of the proposed improvements.

Comment 16.3:
Anyway, after taking a quick glimpse of the DEIR, I think this particular concept (Induced Travel or Generated Traffic) needs to be addressed as it will come up as an objection. I've attached the article for you to look at.

Response 16.3:

Please refer to Master Response #13.

Businesses

RESPONSES TO COMMENT #17:
Pacific Coast Real Estate (dated 10/11/11)

Comment 17.1:
I am writing to strongly encourage you to complete the Calera Parkway Widening Project.

This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions.

We also know businesses have been impacted by the traffic bottleneck. When traffic slows that much, no one wants to stay and shop. They just want to keep moving until they are in a place where they will not risk getting stuck in more traffic. There have been many businesses that have suffered and in some cases closed because it was too challenging for customers to stop and shop there.

Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Response 17.1:

Thank you for your comment. Please refer to Master Response #12.

RESPONSES TO COMMENT #18:
Starboard TCN Worldwide Real Estate (dated 10/07/11)

Comment 18.1:
On September 22nd, a meeting was put on by Cal Trans regarding the widening of Highway 1 in Pacifica. As a native resident of Pacifica, overall I am opposed to development along our coast and in Pacifica, as I believe most people are. I also am aware that development is what allowed us, now living in Pacifica and along to coast, to have a home, raise families and at times operate a business. Pacifica is over 50% designated open space which will absolutely never be developed. We are a city that is financially broke due to very little income from too few businesses located in Pacifica. At times development needs to be accepted and promoted.

The opponents of the highway plan were out in force, as is usual for any development project that comes up. The Sierra Club, the Friends of Pacifica, who overturned a ballot development voted on by the residents of Pacifica for Mori's Point and who were instrumental also in defeating projects planned for the Quarry site. The highway corridor has been the focus of the "NO" group for years. They were doing their usual by threatening lawsuits and doing all they can to stop, slow down and increase costs to the project at every step. Their claims of environmental sensitive areas (especially in the limestone Quarry site) were as ridiculous as ever. The lack of consideration for the safety issue with this corridor regarding fire, ambulance, and police requirements is unbelievable. Where were all these people when the defunct biodiesel plant was being proposed and approved by

Pacifica's own Mayor and city council and pushed by the same people who are always complaining about traffic, safety, and environmental issues? Where were those who were standing on the Highway opposing the development of the Quarry due to the traffic? What Hypocrites.

That highway was at one point a dirt road that was shared by traffic going in both directions. Should we have left it in that state? Does the Sierra Club care that the population on the coast is growing and will make this corridor more tied up and diminish our already poor safety response rate, let alone traffic congestion and pollution in general. Who wants to be stuck in the tunnel due to congestion? The "No" crowd has only one solution - do nothing.

I appreciate that some people actually say that they just want nothing. I don't appreciate those who bring up issues that really are just a stalling tactic to stop what they do not like. Our city council voted to delay any decision on this by another two weeks. This project has been in discussion since at least 1987. Shows the preparedness of our city council. This highway project should be done for the safety of the area, relief of the bottleneck that the road has become, and should allow access to the Quarry site that can very well contribute to the last possible place for Pacifica to be able to generate some revenue and create a location that will draw people to Pacifica.

Response 18.1:

Thank you for your comment. Please refer to Master Response #12.

RESPONSES TO COMMENT #19:
Alain Pinel Realtors (dated 10/14/11)

Comment 19.1:
I fully support the comments submitted by SAMCAR regarding the Hwy 1 project in Pacifica. The environmental costs of not doing this project far exceed the costs of doing it.

Response 19.1:

Thank you for your comment. Please refer to Master Response #12.

RESPONSES TO COMMENT #20:
Pacifica Lenders LLC (dated 10/14/11)

Comment 20.1:
Pacifica Lenders LLC is the owner of 87 acres in the City of Pacifica commonly referred to as the Rockaway Beach Quarry. Pacifica Lenders acquired the Property in April 2010 by deed-in lieu of-foreclosure from the prior owner Rockaway Beach LTD, a developer and borrower of Pacifica Lenders. We are currently marketing the project in hopes of securing a developer that can work with the community on a sensible development that would balance the economic needs of Pacifica along with the sensitive environmental issues as well. However, any type of development of the quarry site would have an impact on this already congested segment of Highway I, particularly in the project area of the Calera Parkway.

We have reviewed the Draft EIR/EA for the Highway 1 widening project and would like to express our support for the project. The City Council recently accepted Land Use Alternatives associated with the City of Pacifica's General Plan update; therefore the widening project is timely.

This section of Highway 1 started out as two-lanes until 1965 when it was increased to 4 lanes. A median was added to improve safety in 1993. Given the population growth since the mid 1960's, existing traffic congestion and the potential development anticipated in the area, including the quarry site, the proposed expansion is clearly warranted.

While both of the alternatives being considered would result in the acquisition of either 19,800 square feet (under the narrow median alternative) or 22,000 square feet (under the landscaped median alternative) of the quarry property, we support either of these alternatives. Either alternative would improve traffic circulation in the area and would not restrict access to the quarry site, while preserving, to the best extent practicable, the sensitive habitats in the area.

Response 20.1:

Thank you for your comment. The Landscape Median Build Alternative has been identified as the preferred alternative. Please refer to Master Response #12.

RESPONSES TO COMMENT #21A:
Pacifica Pet Hospital (dated 10/05/11)

Comment 21A.1:
I am writing to comment on the State Route 1/Calera Parkway Widening Project.

I am one of the owners of Pacifica Pet Hospital at 4300 Coast Highway. I am very familiar with the traffic patterns around the two intersections involved. My concerns are both personal and practical.

Practically speaking, while I do see the traffic problems in the morning, I'm not sure that the multi-million dollar expansion project you are proposing will do anything to solve the issue. Traffic backs up in the morning "starting" at the Highway 1/Reina Del Mar intersection, and building to the south. Widening the highway south of Reina Del Mar, then collapsing it back to 2 lanes at that point will do absolutely nothing to ease congestion unless there are significant changes mode to the way school traffic enters/leaves the Vallemar district (for example, re-routing traffic to a second light or merge lane). The light will still be there, and everyone will still need to get through THAT light.

Response 21A.1:

Please refer to Master Response #10.

Comment 21A.2:
It seems to me that the problem lies mostly with the school traffic in the morning. It is my understanding that the school in this location starts earlier than the others in Pacifica.
In my opinion, a solution as simple as changing the start time for school could do a lot more to ease congestion and cost a WHOLE lot less money.

Response 21A.2:

Please refer to Master Response #6.

Comment 21A.3:
I have had friends who commute to the city from Pacifica tell me that the congestion adds no more than 15-20 minutes to their commute time, at the worst. The only time that traffic is an issue in Pacifica through that area is in the morning during commute hour. Given this, a multimillion dollar fix seems to be overkill so that people can save 15 minutes in the morning. Personally, I'd prefer to get up 15 minutes earlier rather than spend a lot of taxpayer money in the current economy for a solution that may not work anyway.

Response 21A.3:

Please refer to Master Response #11.

Comment 21A.4:
Personally, I have additional concerns. Our business lies within the proposed project area. We have been there for 20 years, providing the community with jobs and the city with tax revenue. Taking away 900 square feet of our property will cut 20 feet into our property, significantly impacting our parking situation and making it impossible for us to stay in business. Also, during construction I anticipate much disruption to the roadway, which will inevitably effect ingress and egress onto our property. Veterinary Hospitals are not a high-profit margin business - the inevitable loss in business during construction may very well impact us to the point that we could no longer afford to remain in business as well. As you can see there is great potential for this project to be disastrous to our business.

Because I believe there are other fixes that would be less costly to the taxpayers AND less disruptive to the businesses along this corridor, unless these concerns are addressed, I cannot in any way support the highway widening project, and will actively work to gain community support against the project.

Response 21A.4:

Please refer to Master Response #7.

As stated by the commenter, the proposed Landscaped Median Build Alternative would include acquisition of 900 square feet of the parcel where the Pacifica Pet Hospital is located. The Caltrans Right of Way Division administers the statewide program for right of way acquisition and real property management in support of Caltrans' purpose, mission, vision and goals. Caltrans Acquisition and Condemnation Section is responsible for purchasing the property rights necessary for constructing and maintaining the State's transportation system. The state and federal constitutions, and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended, authorize the purchase of private property for public use and assure full protection of the rights of each citizen. A general overview of the Caltrans acquisition process is provided to affected property owners in the booklet *Your Property--Your Transportation Project*. When only a part of a property is needed for a project, every reasonable effort is made to ensure that property owners are fairly compensated and do not suffer damages to the remainder of your property.

This comment will be considered as part of the project decision process.

RESPONSES TO COMMENT #21B:
Pacifica Pet Hospital (dated 10/05/11)

Comment 21B.1:
I am writing to comment on the State route 1/Calera Creek widening project.

As a resident of Vallemar (the neighborhood adjacent to the project) and the owner of a business on Highway that lies within the proposed project boundaries I have 2 major concerns.

First, like many people who reside in the area I am not convinced of the need for a project of this scope. I appreciate the congestion that occurs on Highway 1 because I see it every day. Being someone who travels down Reina Del Mar and along Highway 1 every day it seems clear to me that the problem originates at the Vallemar School. The school starts every day during the morning rush hour traffic and there are NO busses to transport the children to the school.

Response 21B.1:

Please refer to Master Response #6 regarding the schedules for schools in the project area, and refer to Master Response #3 regarding school buses.

Comment 21B.2:
Every parent drives their child to school and causes congestion in the morning, which along with the poorly timed traffic lights is the source of the vast majority of the congestion. Literally hundreds of parents dropping off their children at a school 100 yards from a congested intersection during rush hour just does not work, but it does not require a multi-million dollar road project to solve that problem.

Response 21B.2:

Please refer to Master Response #2 and Master Response #6.

Comment 21B.3:
My second concern is about my business located on Highway 1. I own the veterinary hospital located 4300 Coast Highway. I have been the owner of the hospital for over 20 years. I have expanded and grown my business with 1 million dollars in improvements and I employ 25 people. There are 2 things that will negatively affect my business, perhaps significantly and fatally.
First, during the construction of the project, if it goes forward, it is IMPERATIVE that ingress and egress from my business not be obstructed. This is a serious concern of mine and the other operating businesses along the east side of the highway.

Response 21B.3:

Access to all businesses would be maintained during construction. Please refer to Master Response #7.

Comment 21B.4:
At least one alternative would require acquisition of right of way and easements for utilities. That removes parking spaces from the front of my hospital. Parking for the business is EXTREMELY tight as it is. The loss of even 1 or 2 parking spaces would have a significant impact on my business.

That, in effect, also has a negative impact on the City of Pacifica due to a potential loss of jobs and the taxable income of a $2 million/year local business.

Response 21B.4:

This comment expresses an opinion that the potential acquisition of right of way would result in a loss of parking spaces, which would impact an existing business and the City of Pacifica. Please refer to Master Response #7.

As stated by the commenter, the proposed Landscaped Median Build Alternative would include acquisition of 900 square feet of the parcel where the Pacifica Pet Hospital is located. The state and federal constitutions, and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended, authorize the purchase of private property for public use and assure full protection of the rights of each citizen. A general overview of the Caltrans acquisition process is provided to affected property owners in the booklet *Your Property--Your Transportation Project.* When only a part of a property is needed for a project, every reasonable effort is made to ensure that property owners are fairly compensated and do not suffer damages to the remainder of your property.

Comment 21B.5:
The opposite side of the highway from my hospital is nothing but an empty lot (the quarry). Why cut into my property and those businesses adjacent to mine when shifting the project over to the west eliminates the need to obtain any right of way or easement rights?

I do understand the problems with traffic congestion along Highway 1 but as a resident and business owner in Pacifica, I have some serious concerns about this project. Unless my concerns are adequately addressed I cannot support this project.

Response 21B.5:

This comment expresses an opinion that shifting the proposed project to the west would eliminate the need to obtain right-of-way or utility easements. As described in Section 1.4.3 of the EIR/EA, right-of way requirements would be required on both the west and east side of SR 1 under either of the proposed Build Alternatives. Table 1.5 of the EIR/EA lists the preliminary right-of-way requirements under both Build Alternatives. The comment will be considered as part of the project decision process.

RESPONSES TO COMMENT #22:
Best Western Plus Lighthouse Hotel (dated 09/02/11)

Comment 22.1:
I am writing to strongly encourage you to complete the Calera Parkway Widening Project.

This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions.

We also know businesses have been impacted by the traffic bottleneck. When traffic slows that much, no one wants to stay and shop. They just want to keep moving until they are in a place where they will not risk getting stuck in more traffic. There have been many businesses that have suffered and in some cases closed because it was too challenging for customers to stop and shop there.

Pacifica deserves better. If we can widen that road, it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Response 22.1:

Thank you for your comment. Please refer to Master Response #12.

RESPONSES TO COMMENT #23:
Lenci Cruise and Travel II (dated 09/06/11)

Comment 23.1:
I am writing to strongly encourage you to complete the State Route l/Calera Parkway/Highway l Widening Project.

This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire, and Ambulance Professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions.

We also know businesses have been impacted by the traffic bottleneck. When traffic slows that much, no one wants to stay and shop. They just want to keep moving until they are in a place where they will not risk getting stuck in more traffic. There have been many businesses that have suffered and in some cases closed because it was too challenging for customers to stop and shop at various businesses.

Pacifica and surrounding communities deserve better. As Highway 1 is our only north/south transit corridor, this is a regional issue that affects residential commuter, tourism and Coast side businesses. If we can widen State Route 1/Calera Parkway/Highway 1, it will help Pacific's economic vitality and contribute to our quality of life here.

On behalf of Lenci Cruise and Travel II. we strongly urge you to proceed with this Project.

Response 23.1:

Thank you for your comment. Please refer to Master Response #12.

Individuals

RESPONSES TO COMMENT #24A:
Hal Bohner (dated 09/23/11)

Comment 24A.1:
I respectfully submit the following comments concerning the DEIR/EA for the Calera Parkway, Highway One in Pacifica. I live in the Vallemar district of Pacifica and am very familiar with Highway One in Pacifica.

Preliminary Matters
In 2010 there were two public meetings in Pacifica held by Caltrans and SMCTA concerning the proposed SR 1 / Calera Parkway / Highway 1 Widening Project. I attended those meetings and submitted written comments concerning the project to Mr. Joseph Hurley, Program Director for SMCTA in two letters dated March 11, 2010 and July 15, 2010. In my letters I included a number of comments directed to what at the time was the upcoming DEIR/EA. I am attaching copies of my letter to Mr. Hurley along with the attachments to them and request that they be included with this letter and responded to as part of the comments concerning the DEIR/EA.

Response 24A.1:

Please refer to the responses to specific comments 24A.3 to 24A.68 below.

Comment 24A.2:
Summary
To summarize my comments, in my opinion the DEIR/EA is not legally adequate, and it must be revised and re-circulated. I will explain the basis for my opinion below and will focus my comments on seven subject areas, namely: Species of Special Concern, Noise, Traffic Forecasts, Alternatives, Construction Schedule, Local Plans; and Other Unanswered Questions.

Response 24A.2:

It is Caltrans's position that the EIR/EA meets the nature and intent of CEQA and NEPA, and is legally adequate and complete. In many sections, the EIR/EA text presents a summary of the detailed technical analyses which were included as appendices to the EIR/EA, pursuant to the CEQA Guidelines Section 15147. Please refer to responses to comments 24A.2 to 24A.68 below for responses to the specific comments.

Comment 24A.3:
I. Species of Special Concern

A. Errors which should be corrected
The DEIR states, "California red-legged frogs are not known in Calera Creek east of SR 1." (DEIR, pg. 155) This is a significant and erroneous assumption, and it should be corrected.

In fact, the California red-legged frog has been found in the Calera Creek area east of Highway 1 near 200 Berendos Avenue. I am including documentation of this fact in the form of a mitigated Negative Declaration prepared by the City of Pacifica titled MITIGATED NEGATIVE DECLARATION, INITIAL STUDY & CHECKLIST, Prepared For: Proposed Single-Family Dwelling at 200 Berendos Avenue Pacifica, CA (APN 022-330-150) Date Prepared: December 17,

2007. (Mitigated Neg Dec.pdf) This document can be downloaded from the web site of the government of the City of Pacifica at http://www.cityofpacifica.org/depts/planning/environmental_documents/200_berendos_avenue/default.asp.

The Mitigated Negative Declaration states at page 16, " During inspection of the subject site, six species of birds were identified, one butterfly (Cabbage White), one amphibian (California red-legged frog (CRLF)) and 36 plants, half of which are considered non-native species."
The document further states at page 16,

"As stated in the assessment, a subadult CRLF was spotted in the pond below the culvert by the biologist during the site inspection. The CRLF is a federally threatened species and a California species of special concern."

Having erroneously concluded that there are no red-legged frogs east of Highway 1 the DEIR goes on to compound the error by stating, "The existing box culvert under SR 1 is considered a barrier or obstacle to the dispersal of California red-legged frogs to the east due to its length and concrete floor with a five percent slope over the eastern half." (DEIR at pg. 155). This conclusion as well is false and must be amended.

First, the presence of a red-legged frog east of Highway 1 near Calera Creek is strong evidence that frogs can and do migrate through the culvert. Moreover, as further evidence to support my point I am attaching a Biological Opinion from the United States Department of the Interior, Fish and Wildlife Service to U.S. Army Corps of Engineers dated December 18, 2000 Subject: Formal Endangered Species Consultation on the Proposed Pacifica Police Station, California State Highway 1, Pacifica, San Mateo County, California. The Biological Opinion discusses the Calera Creek restoration site which is to the west of Highway 1 and a "proposed project" which is located at the Pacifica Police Station east of Highway 1 on Calera Creek. The Biological Opinion states,

"Calera Creek provides a direct surface water connection between [the] proposed project site, and the Calera Creek restoration site through a large culvert passing under Highway 1. Therefore it is reasonable to assume that garter snakes and red-legged frogs could migrate from the Calera Creek restoration site upstream through the culvert to utilize 1.05 acres of waters/wetlands and dense riparian vegetation in and around Calera Creek on the proposed project." (Biological Opinion at pg. 11)

The Biological Opinion further states,
"The restoration project will also provide suitable habitat that will allow garter snakes and red-legged frogs to move from the Recycling plant restoration site up into the watershed toward Crystal Springs to the east, San Pedro Creek and Shamrock Ranch to the south providing exchange of genetic material between populations." (Biological Opinion at pg. 13)

Response 24A.3:

The discussion in the EIR/EA under Section 2.20 was based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010. As part of the NES effort, biologists surveyed the BSA and adjacent areas to describe and map biotic habitats within the BSA, identify plants and animals found or potentially found on the site, and conduct reconnaissance-level surveys for special-status plant and animal species and their habitats. The NES noted that California red-legged frogs

are known to occur in Calera Creek and on property adjacent to the BSA, but were not observed during breeding season surveys of the BSA conducted March through May 2006 following the current presence/absence protocol. Given their ability to disperse and the proximity of previous observations, California red-legged frogs may disperse from wetland habitat sources into or through habitats in the BSA, particularly juveniles moving away from breeding habitat.

The discussion in the EIR/EA under Section 2.20.2.1 was based on the information from the NES. The NES stated that near the project, California red-legged frogs are expected to be found in highest numbers at the off-site water treatment ponds west of SR 1, over 250 feet from the future roadway alignment and, despite seemly reduced numbers, they are still found in the offsite ditch that parallels SR 1. Primary foraging areas would be within the riparian habitat along Calera Creek and the upland areas around the water treatment ponds. Given their dispersal ability and given the close proximity of this wetland habitat to the BSA, it is possible that individuals disperse from these sources into or through habitats in the BSA, particularly juveniles moving away from breeding habitat. Calera Creek and the off-site ditch are used by California red-legged frogs; thus these areas are designated as ESAs, and California red-legged frogs could disperse from the ESAs through the relatively poor roadside habitat in an attempt to disperse into new habitat. In addition, the NES stated that the California red-legged frog may use the isolated aquatic habitats located within the BSA west of SR 1,(i.e., a small portion of the parallel ditch and the culvert outflow near San Marlo Way), and individuals may occur in various upland areas that provide temporary cover and refugia. These areas include the seasonal wetland habitat on top of the fill embankment, grassland/ruderal habitat on the embankment, and in portions of the coast scrub and non-native woodland habitat. Because of their ability to disperse, the proximity of previous observations, and the habitat uses near the project area, the DEIR/EA concluded that the California red-legged frog may disperse along the roadway. The NES further stated that California red-legged frogs are currently able to access the southbound lanes of the roadway from the area where they potentially occur, between Mori Point Road and San Marlo Way and mortality on the roadway almost certainly occurs. The DEIR/EA incorporated the information from the NES into Section 2.20.2.1, which describes the existing environment for California red-legged frogs' presence and their habitat.

In regards to the presence of California red-legged frog in Calera Creek east of SR 1, the discussion in the DEIR/EA (on page 155) is based on the information from the NES. The DEIR/EA stated that California red-legged frogs are not known in Calera Creek east of SR 1, referring to the creek immediately adjacent to the highway. For clarification, there is a CNDDB record from 2006 for California red-legged frog in the Calera Creek drainage to the east of SR 1, approximately 3,000 feet from the highway. As described in greater detail in the NES (Appendix G.7 to the EIR/EA) the Calera Creek box culvert under the roadway is a barrier to dispersal of California red-legged frogs attempting to move eastward of SR 1. The 10 foot by eight foot concrete box culvert conveying Calera Creek beneath SR 1 is over 470 feet in length, and the eastern half is sloped at a five percent grade. The lack of light in the culvert, in addition to the enhanced predation potential, means that frogs are unlikely to attempt to disperse through the box, and few would be successful if they tried. On the other hand, it is entirely possible that California red-legged frogs may be washed down through the culvert during high rainfall events, from east to west. Given the physical parameters of the 470 foot long concrete box culvert, as described above, it is far more likely that California red-legged frogs found east of State Route1 have dispersed from known populations upslope in the GGNRA lands.

Based on the information from the NES, the DEIR/EA described in Section 2.20.2.1 that the California red-legged frogs are not known in Calera Creek east of SR 1, and the existing box culvert under SR 1 is considered a barrier or obstacle to the dispersal of California red-legged frogs to the

east due to its length and concrete floor with a five percent slope over the eastern half. The text in Section 2.20.2.1 of the DEIR/EA has been updated to include additional information from the NES regarding why the culvert is a barrier or obstacle to California red-legged frog movement.

USFWS issued the Biological Opinion (BO) for this project in January 2012, which authorizes take of the California red-legged frogs and San Francisco garter snake as: (1) the injury and mortality of no more than one California red-legged frog and San Francisco garter snake of any life history stage; and (2) the capture, harm and harassment of all California red-legged frogs and San Francisco garter snakes within the 83.80-acre action area. The USFWS also determined that this level of anticipated take is not likely to result in jeopardy to the California red-legged frog or San Francisco garter snake, and is not likely to jeopardize the continued existence of these species. The BO also included measures to reduce impacts to California red-legged frog and San Francisco garter snake.

We appreciate the commenter bringing this biological opinion to our attention. Based on the existing conditions and the information presented by the biologists in the NES, the culvert is a barrier to movement and the creek area east of SR 1 is not occupied California red-legged frog habitat.

Comment 24A.4:

A. <u>The DEIR must include additional analysis and mitigation</u>

The DEIR must provide a detailed discussion of the effects of the project on the culvert and on Calera Creek. For example would the project involve increasing the length of the culvert or otherwise altering it to reduce its effectiveness as a migration route?

Response 24A.4:

Per the discussion (pages 8 to 23) in Chapter 1 of the DEIR/EA, the proposed project <u>does not</u> include increasing the length of the culvert or otherwise altering it. Please refer to the response to comment 24A.3 above.

Section 2.9.3 of the EIR/EA includes a discussion of the project-related effects to the surface water bodies and flood areas within the project site, based on information from the *Location Hydraulic Study*. This section states that:

> *"Portions of the project area are within the one percent floodplain; however, the proposed project would not affect the floodplains.The additional impervious area amounts due to either of the project Build Alternatives is minor relative to the 1,311 acres (2.05 square miles) of combined watershed area, 384 acres (0.6 square miles) for Rockaway Creek and 928 acres (1.45 square miles) for Calera Creek, which drains to the project area. Consequently, this increase in impervious area would have a minimal effect on the existing hydrology. . .This increase could, however, result in local ponding due to increases in local runoff to individual storm drain systems beyond their current conveyance capacity. . . During the final design phase, storm drain facilities would be improved as needed to meet hydraulic design standards. The final design would ensure that the storm and floodwaters would not encroach on the traveled way. The project would upgrade highway storm drain systems to accommodate the increase in impervious area such that the storm drain systems would avoid problematic flooding during a four percent (25-year) design storm per the criteria in the Highway Design Manual. In addition, the highway, itself, would remain at least as passable in a one percent (100-year) storm as it is in the existing condition, per FHWA criteria. . . In addition, construction Best Management Practices (BMPs) would be implemented to minimize runoff to water bodies and wetlands. The project would also*

> *include permanent treatment BMPs, biofiltration swales, and bio-strips to treat stormwater originating on-site before it reaches storm drain systems."*

Section 2.10.3 of the EIR/EA includes a discussion of the project-related effects to the water quality and storm water runoff within the project site. This states that,

> *"Compared to existing/no project conditions, the Build Alternatives would not have a significant effect on long-term water quality. This conclusion is based on the fact that the two project Build Alternatives would create approximately 5.9-6.56 acres of new impervious surfaces within the watershed area. This is a relatively minimal increase in impervious surfaces, especially given the fact that most of the project site is already covered by existing impervious surfaces (i.e., the existing highway). Therefore, the increase in pollutant-containing runoff would not be substantial."*

Comment 24A.5:
The DEIR must provide as mitigation the complete removal of the culvert and replacing it with a bridge while restoring Calera Creek which passes under it, which would thereby improve Calera Creek as a migration route.

Response 24A.5:

The project does not include any changes to the existing culvert. Please refer to the response to comment 24A.3 above.

Comment 24A.6:
Highway 1 is an almost impenetrable barrier and a downright deadly threat to wildlife throughout practically all of its length. The project would just make that worse, as is amply demonstrated in the DEIR which states, "It is expected that most or all red-legged frogs that attempt to cross SR1 in the project area are killed by traffic." (DEIR pg 155) At an absolute minimum Calera Creek must be day lighted as mitigation.

Response 24A.6:

The discussion in the EIR/EA under Section 2.20.3.1 addresses project-related impacts to California red-legged frogs. This discussion is divided into separate subheading sections that address different types of impacts. The second subheading in Section 2.20.3.1 titled *Barriers to Movement,* addresses impacts to California red-legged frogs after the project is completed. The discussion in this subsection was also based on the information from the NES. The NES stated that California red-legged frogs are currently able to access the southbound lanes of the roadway from the area where they potentially occur, between Mori Point Road and San Marlo Way and mortality on the roadway almost certainly occurs. As described in Chapter 1 Proposed Project, under Section 1.4.1.1, the proposed project includes retaining walls to contain portions of the roadway widening within the existing right-of-way (R/W) or to prevent encroachment into environmentally sensitive areas. A permanent exclusion barrier would also be constructed under the proposed project on the west side of SR 1 between Calera Creek and San Marlo Way (with the exception of the driveway access to the former quarry property and the western leg of the Reina Del Mar Avenue intersection) so that special-status species are less likely to enter the roadway. Therefore, because the proposed project includes a retaining wall and barrier that will be designed to impeded or prevent special-status species, including California red-legged frogs, from entering the roadway, the DEIR/EA concluded that the completed project will not result in an increase in mortality on the roadway.

Comment 24A.7:
I note that Caltrans may have already done some analysis of removal of the culvert and replacing it with a bridge. Figure 1.9 of the DEIR appears to show a "proposed bridge structure" indicated in orange near where the culvert apparently is presently located. Unfortunately the DEIR includes nothing explaining this, and explanation must be provided.

Response 24A.7:

Figure 1.9 in the EIR/EA includes a graphical representation of one of the project alternatives that was considered during project development but eliminated from further discussion. This alternative included widening SR 1 from four to six lanes for 1.3 miles extending from 1,500 feet south of Fassler Avenue to 2,300 feet north of Reina Del Mar Avenue similar to the proposed Build Alternatives. Restoring the Calera Creek undercrossing was also initially explored under this alternative. This alternative is described in the EIR/EA in Section 1.4.8.3. In regards to the restoration of Calera Creek under this alternative the EIR/EA states: *"The variation of this alternative which explored restoration of the Calera Creek crossing would affect jurisdictional wetlands and sensitive cultural resource sites."* For this reason, the restoration was not considered further.

Comment 24A.8:
<u>II. Noise</u>
<u>A. The DEIR incorrectly concludes that noise related to the project is less than significant under CEQA.</u>
The DEIR/EA concludes that, "traffic noise impacts of the proposed project are considered less than significant under CEQA." (DEIR pg 183) There are two serious problems with this conclusion: 1) The DEIR indicates that noise resulting from the project would be sufficiently severe that noise barriers might be installed. (DEIR pg 133) It is absurd to conclude that noise impacts of sufficient severity to require consideration of noise barriers, if not actual construction of the barriers, are not significant under CEQA. 2) It is not clear whether the stated conclusion, i.e. less than significant impact, applies to noise from construction activities as well as noise after construction has been completed. The DEIR must discuss both time frames, and it is clear that noise from construction activities would be a significant impact under CEQA.

Response 24A.8:

Please refer to Master Response #5 regarding soundwalls. As described in Section 2.15.4 of the EIR/EA, although the project would not result in a substantial increase in traffic-related noise, projected noise levels would however, approach or exceed the Federal Highway Administration's (FHWA's) noise abatement criteria at four locations. For this reason, the EIR/EA evaluated the feasibility of soundwalls to reduce noise levels at these locations, in accordance with the FHWA methodology. Based on the information in Section 2.15.4, soundwalls are <u>not</u> proposed as part of either Build Alternative.

The text in Section 2.15 Noise of the EIR/EA summarized and was based on an analysis in the Noise Study Report prepared by Illingworth & Rodkin in October 2009 (Appendix G.11 of the EIR/EA). Section 2.15.3 describes the noise effects associated with the proposed project. The beginning of this section states, "*The short-term (i.e., construction phase) noise effects of the proposed project are described in Section 2.21 Construction Impacts. The project's long-term (i.e., operational phase) effects are described below."*

Chapter 3 describes the less-than-significant effects of the proposed project in Section 3.2.1; noise is discussed in Section 3.2.1.15. The discussion states:

> *"The Caltrans Traffic Noise Analysis Protocol (TNAP) states that a traffic noise impact may be considered significant under CEQA if the project is predicted to result in a substantial increase in traffic noise. A substantial noise increase is defined as an increase of 12 dBA Leq(h) above existing conditions. The results of the traffic noise modeling indicate that the project will typically result in increases of zero (0) to two (2) dBA Leq(h) throughout the study area. The highest increases would be two (2) dBA Leq(h), which would not be a perceptible increase. Therefore, traffic noise impacts of the proposed project are considered less than significant under CEQA. Refer to Section 2.15, Noise, of this document."*

This discussion refers the reader to Section 2.15 of the EIR/EA for additional detail and applies to the operation (long-term) phase of the project, after construction is complete.

Chapter 3 of the EIR/EA describes the construction-related effects of the proposed project; noise is discussed in Section 3.2.1.17 under Construction Impacts. The discussion states: "*Noise from construction activities is likely to constitute a temporary annoyance at residences located along SR 1 during specific activities. Construction activities may also generate noticeable ground vibration at nearby residences, with pile driving being the construction source that could produce the greatest ground vibrations, if used in the project."* Therefore, the EIR/EA includes an impact discussion that applies to the construction (short-term) phase of the project. The EIR/EA includes avoidance and minimization measures to address construction-related noise impacts in Section 2.22.4.2.

Based on the discussion in Section 2.15 and Chapter 3 of the EIR/EA construction-related and operational-related noise impacts would not be substantial.

Comment 24A.9:
Furthermore, the DEIR discusses noise during construction but it never states the conclusion that construction-related noise is a significant impact under CEQA. The DEIR must so state.

Response 24A.9:

Chapter 3 includes a discussion of the impacts associated with the proposed project and the CEQA significance. ; Noise is discussed in Section 3.2.1.17 under Construction Impacts. The discussion states, *"Noise from construction activities is likely to constitute a temporary annoyance at residences located along SR 1 during specific activities. Construction activities may also generate noticeable ground vibration at nearby residences, with pile driving being the construction source that could produce the greatest ground vibrations, if used in the project."* This section identifies short-term impacts and therefore, the EIR/EA includes measures to reduce the potential for noise impacts resulting from project construction in Section 2.21.4.2.

Comment 24A.10:
<u>B. The DEIR has failed to properly address mitigation for noise impacts.</u>
For example, although the DEIR discusses the possibility of constructing sound walls it concludes that sound walls would be too expensive. This is not the proper test under CEQA. Instead under CEQA the DEIR must address whether sound walls would be feasible. Moreover, under CEQA it is not proper for the EIR to delay a decision concerning whether sound walls would be constructed.

Under CEQA the decision whether to construct a major mitigation measure such as a sound wall may not be delayed but must be squarely addressed and resolved in the EIR.

Response 24A.10:

Please refer to Master Response #5.

Comment 24A.11:
Also, mitigation of noise impacts should include providing improved insulation for residences and installing windows with low noise transmission. However, this form of mitigation was not addressed in the DEIR. This form of mitigation is clearly feasible. It has been used extensively in Pacifica and elsewhere as mitigation for noise due to airplanes traveling to and from San Francisco International Airport.

Response 24A.11:

As described in the response to comment 24A.8 above, the project would not result in a significant impact under CEQA and would not require mitigation for long-term increases in noise levels. In accordance with Caltrans and Federal Highway Administration (FHWA) practice for NEPA evaluation, the DEIR/EA included a discussion (on page 133) of the feasibility and reasonableness of soundwalls as abatement measures for projected noise levels at two locations that will approach or exceed the FHWA noise abatement criteria. The text of the DEIR/EA summarized and was based on an analysis in the Noise Study Report prepared by Illingworth & Rodkin in October 2009 (Appendix G.11 of the EIR/EA).

The Noise Study Report included a discussion (on pages 29 to 30) of the noise abatement options, which stated:

> *"Receivers that would experience noise levels that would exceed either state or federal thresholds must be evaluated for potential noise abatement/mitigation. Substantial noise increases would not occur at Category B receivers in the study area, but many receivers along the project corridor would experience future noise levels that would approach or exceed the NAC. As a result, noise abatement must be evaluated for these receivers. Potential noise abatement measures identified in the Protocol and 23 CFR 772 include:*
>
> - *Avoiding the project impact by using design alternatives, such as altering the horizontal and vertical alignment of the project;*
> - *Constructing noise barriers;*
> - *Using traffic management measures to regulate types of vehicles and speeds;*
> - *Acquiring property to serve as a buffer zone; and/or*
> - *Acoustically insulating public use or nonprofit institutional structures.*
>
> *Of the above options available the chosen abatement type for this project would likely be the construction of noise barriers."*

Therefore, based on an analysis in the Noise Study Report, the DEIR/EA included the discussion of soundwalls as the chosen abatement type for this project.

The Noise Study Report also included a discussion (on page 19) of unusual and extraordinary abatement measures. In situations where noise levels are severe and traditional abatement measures are not found to be feasible or reasonable, "unusual and extraordinary" noise abatement strategies must be considered. Noise impacts are considered "severe" when predicted noise levels equal or

exceed 75 dBA Leq (h) or are 30 dB or more above existing noise levels. Such unusual and extraordinary measures may include soundwalls that would be unreasonable from a construction cost perspective or interior noise insulation treatments at affected residential units. These unusual and extraordinary noise abatement measures must provide a feasible noise reduction of at least five (5) dBA and would be evaluated by Caltrans on a case-by-case basis. Such measures may also include requirements between the owner and Caltrans that future operating costs or maintenance would be the responsibility of the owner.

Because the project would not result in significant noise level increases, the suggested measures are not required under CEQA and are not identified in the EIR/EA. The measures suggested in the comment would not be "roughly proportional" to the project's impacts, and there is no nexus under CEQA warranting the suggested measures. For these reasons, the suggested insulation measures are not proposed.

Comment 24A.12:
Regarding construction-related noise the DEIR identifies six mitigation measures. (DEIR, pg. 176). However, in Table S-1 under the heading "Avoidance, Minimization and/or Mitigation Measures" those mitigation measures are not mentioned. Instead all that is stated is the conclusory statement, "The Department's Standard Provisions to construction contracts would control and minimize noise." (DEIR Table S-1, pg. xliv)

This is not proper under CEQA. Instead, Table S-1 must state the conclusion that noise related to construction activities would be a significant effect and the mitigation measures must be stated. One good reason for this is because normally when preparing a Mitigation Monitoring and Reporting Program under CEQA the responsible agency simply copies mitigation measures from a summary such as Table S-1. By omitting mitigation measures the DEIR creates a risk that the six mitigation measures will not be incorporated in the Mitigation Monitoring and Reporting Program. Moreover, it is confusing, at best, for the DEIR to state six specific mitigation measures in one part of the report while in the summary under the heading "Avoidance, Minimization and/or Mitigation Measures" not to state those mitigation measures.

Response 24A.12:

Table S-1 of the EIR/EA was intended to briefly summarize the impacts and avoidance, minimization, and/or mitigation measures discussed in the EIR/EA text. As requested, the text in Table S-1 of the EIR/EA under Noise and Vibration has been updated to include MM-CON 1.7 to MM-CON 1.12 to address construction-related noise impacts associated with the proposed project.

Comment 24A.13:
<u>C. The Cumulative Impacts conclusion is plainly incorrect</u>
The DEIR states,
"The Narrow Median Build Alternative would incrementally contribute to overall noise levels; however, future increases in noise will not be substantial. Therefore, the cumulative noise impact would not be substantial." (DEIR Table S-1, pg. xlvi)

This is obviously incorrect because CEQA analysis of cumulative impacts must consider all impacts, not just the impacts of the project in isolation, and the DEIR elsewhere states,
"Projected noise levels would, however, approach or exceed FHWA's noise abatement criteria at four locations, two of which also approach or exceed the criteria under existing conditions." (DEIR pg 132)

Response 24A.13:

Section 2.23 of the EIR/EA includes a discussion of cumulative impacts associated with the proposed project, pursuant to CEQA Guidelines Section 15130(a). The discussion addressed environmental resource areas where the proposed project would result in an impact (i.e., traffic, visual/aesthetics, air quality, noise and vibration, and biological environment and resources), because where there is an individual impact, there is potential for a cumulative impact. Environmental resource areas not impacted by the proposed project (i.e., cultural resources, geology, floodplains, energy, and farmlands) were not addressed because if there is no individual impact, no cumulative impacts can occur. Section 2.23.2.4 of the EIR/EA includes a description of the potential for cumulative impacts associated with noise and vibration. In this section the EIR/EA described the potential cumulative effects and likelihood of occurrence, as well as includes a determination that the cumulative impact was not considered substantial.

Chapter 3 of the EIR/EA discusses the effects of this project and CEQA significance. Noise is discussed in Section 3.2.1.15. This sections concludes that the highest increases in noise associated with the project would be two (2) dBA Leq(h), which would not be a perceptible increase compared to the threshold of 12 dBA Leq(h). Therefore, traffic noise impacts of the proposed project are considered less than significant. The overall analysis for noise impacts did not identify project-level or cumulative noise impacts.

Comment 24A.14:
D. The DEIR's analysis of noise-related impacts is erroneous or misleading in many other ways. The DEIR ignores Vallemar Elementary School in the noise analysis.

Figure 2.4 of the DEIR (DEIR, pg. 131) shows locations of 17 "receptors" which were studied for noise impacts. However, Vallemar Elementary School is not one of those 17 "receptors" even though the school is closer to Highway 1 than some of the receptors which were studied, e.g. R15, and R16. This is obvious from a comparison of Figure 2.4 (which conveniently omits the part of the map which would show the school) with Figure 1.3 (DEIR, pg. 4) which does in fact show the school.

Response 24A.14:

Section 2.15 Noise of the EIR/EA summarized and was based on an analysis in the Noise Study Report prepared by Illingworth & Rodkin in October 2009 (Appendix G.11 of the EIR/EA). The Noise Study Report included a description of the process for the selection of receivers and measurements sites for the noise analysis. The report noted that the receiver locations are described by different Noise Abatement Criteria (NAC) activity categories and that Category B land uses, in the form of single-family and multi-family residential land uses are located on both the east and west sides of SR 1. This description in the report referenced Table 4-1, which shows the Activity Categories and NAC. Category B is included in Table 4-1 as follows:

Activity Category	NAC, Hourly A-weighted Noise Level, dBA Leq (h)	Description of Activities
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.

The Noise Study Report documented existing noise levels at six locations throughout the study area. The noise monitoring survey included two long-term measurements and four short-term measurements.

Long-term noise measurement locations were selected to generally represent human activity areas adjacent to SR 1. These measurement locations were located at Category B activity areas or in areas considered to be acoustically equivalent to Category B activity areas. Care was taken to select sites that were primarily affected by noise from SR 1 and to avoid sites in which noise contamination from sources other than the roadway could affect levels. These long-term noise measurements were used to quantify the daily trend in noise levels throughout a 24-hour period and identify the peak traffic noise hour or "loudest" hour.

The short-term measurement locations were chosen to represent noise levels at Category B outdoor activity areas that would potentially benefit from a lower noise level. The sites were also selected to minimize interference from non-traffic related noise sources. The short-term measurements were made at the same time as the noise data being measured at the long-term noise measurement sites to provide for a direct comparison of noise levels and to calculate worst-hour noise levels at the short-term sites. At each measurement site, two 10-minute measurements were taken. At all locations, noise levels were measured at a height of five (5) feet above the ground and at least 10 feet from structures or barriers. Loudest-hour noise levels at each receiver were calculated by adjusting for differences in traffic conditions during measurements and the loudest existing hourly traffic conditions. The loudest hourly traffic condition for each short-term measurement site was calculated based on a correlation between short and long-term noise measurement results.

Based on the criteria in the Noise Study Report used to select the noise measurement site locations as described above, Vallemar Elementary School is not primarily affected by noise from SR 1 and may include noise contamination from sources other than the roadway could affect levels.

Based on the noise-measurement locations, the Noise Study Repot calculated noise levels for receivers based on the adjusted model results, using worst-case traffic conditions (in terms of noise generation). Noise impacts were then identified at Category B receivers where noise levels approach or exceed the NAC. Even though Vallemar Elementary School falls within the Category B land uses defined in the Noise Study Report, this site was not selected as a primary measurement location because it did not fall within the criteria for selection of noise measurement locations, which were used to define the noise levels for selected receivers. The school is not a first line receptor and it is approximately 260 feet from an area where the roadway widening moves traffic further from the school. However it is a similar distance from highway as the modeled receivers ST-4 and R-17. The exterior levels at the school would be similar to that at R-17. The modeled results at R-17show the noise level at 60 dBA Leq(hr) which is well below the criteria of approaching 66 dBA.

Figure 2.4 in the EIR/EA incorporates the noise measurement locations depicted on the exhibits provided in Appendix C of the Noise Study Report. Figure 2.4 displays the information that is specific to the discussion within the noise section of the EIR/EA. Figure 1.3 of the EIR/EA is included to graphically represent the project site location and surrounding land uses, per the information provided in Chapter 1 of the EIR/EA, where Figure 1.3 is located.

Comment 24A.15:
E. Construction should be prohibited during nighttime.
The DEIR states, "Construction of the project is anticipated to occur primarily during daytime hours." (DEIR, pg 176) In other words, construction may take place during the night. However, there are many residences very near where construction will occur. Therefore construction should be prohibited during the night.

Response 24A.15:

This comment expresses an opinion regarding the timing of construction. Section 2.21.4 of the EIR/EA describes the short-term construction-related noise and vibration effects of the proposed project. This section identifies short-term impacts and therefore, includes measures to reduce the potential for noise impacts resulting from project construction in Section 2.21.4.2. The measures include MM-CON 1.11, which states, *"Avoid nighttime construction work within 225 feet of sensitive land uses where feasible."* Sensitive land uses are defined on page 90 of the EIR/EA as nearby residences.

Comment 24A.16:
F. The reported existing conditions are confusing and misleading, and possibly erroneous.
Table 2.14 reports Existing/No Project Noise Levels at various locations to be between 60 and 68, and some of these locations are very near Highway 1. On the other hand the DEIR states, "During the daytime, ambient traffic noise levels are on average about 77 dBA Leq (hr) at the nearest unshielded locations." (DEIR, pg 176) It is not apparent why there should be such a large difference (77 versus 60-68), and this large difference should be explained.

Response 24A.16:

Noise can be stated in terms of the Day/Night Average Level (Ldn) or Community Noise Equivalent Level (CNEL). Both Ldn and CNEL describe the weighted average noise exposure for a typical day after the addition of penalties for late night/early morning noise sources. Noise can also be described in terms of Leq(h), which is a measurement of the average energy level intensity of noise during the peak hour noise period. "Leq" stands for the Noise Equivalent
The information in Section *2.15 Noise* of the EIR/EA summarizes and was based on an analysis in the Noise Study Report prepared by Illingworth & Rodkin in October 2009 (Appendix G.11 of the EIR/EA). The Noise Study Report documented existing noise levels at six locations throughout the study area. The noise monitoring survey included two long-term measurements and four short-term measurements. An ambient noise monitoring survey was completed in January 2009. The Noise Study report included a description of the existing noise environment based on these measurements, and noted that the existing loudest-hour noise levels ranged from about 60 dBA Leq (hr) at well-shielded Category B land uses to approximately 77 dBA Leq (hr) at unshielded reference positions nearest SR 1. This information regarding the range of levels within the existing noise environment is included (on page 130) in the DEIR/EA in Section 2.15.2. The existing noise levels shown in Table 2.14 of the EIR/EA are the noise levels that were calculated for the identified specific receiver

locations (i.e., Receptor 1 to 17) in the Noise Study Report based on the adjusted model results, using worst-case traffic conditions (in terms of noise generation).

Comment 24A.17:
III. Traffic Forecasts
There are many flaws in the traffic forecasts both during construction and for the "no build" scenario.
A. During Construction
The DEIR discuss some of the effects of construction on traffic. (DEIR, e.g. at pg 171) Table S-1 of the DEIR vaguely states: "However, there would be some temporary incremental delay in travel times through the site during construction activities." (DEIR pg ix) However, there is nothing specific about traffic delays either in terms of time or length of backup. Moreover although Table S-1 refers the reader to "Traffic and Transportation (Section 2.6)" there is nothing in Section 2.6 about traffic delays.

The DEIR admits that construction will continue for at least two years. Residents of Pacifica deserve to know in detail and with specificity what traffic delays can be expected during that time. Delay is obviously an environmental effect of the project and therefore must be discussed under CEQA. Caltrans has considerable experience with projects similar to the present project and should be able to provide accurate estimates of expected traffic delays.

The only mitigation proposed for delays that will result during the construction phase is that a Transportation Management Plan will be prepared. Pacifica residents deserve be informed in the DEIR what that plan would be and its effect on them. After all, the rationale behind the project itself is that traffic delays are a problem. It is ridiculous for the DEIR to avoid a frank and thorough discussion of traffic delays which would be caused by the project.

Response 24A.17:

As mentioned in the response to comment 24A.16 above, construction impacts of the project are discussed in Section *2.21 Construction Impacts* of the EIR/EA. The DEIR/EA discussed (on page 171) the effects to traffic and transportation during project construction, including street closures in Section 2.21.1.1, based upon information from the Draft Project Report (DPR, July 2011). A Transportation Management Plan Data Sheet was developed for the Draft Project Report which identifies major components of a future Transportation Management Plan (TMP). The TMP Data Sheet development process identifies the potential impacts to traffic and the traveling public such as long-term lane closures, major detours, etc. The Transportation Management Plan will be finalized during the final design phase and will provide additional detail and updated information to the TMP Data Sheet. The Draft Project Report noted (on pages 53 to 54) that the project will be constructed in multiple stages in order to minimize delays and congestion caused by construction. During each construction stage, two through lanes along each direction of State Route1, left turn lanes at the Fassler and Reina Del Mar intersections, and pedestrian and bicycle access would all be maintained. The project roadway construction can be accomplished by shifting and narrowing existing travel lanes/shoulders and using temporary concrete barriers to protect the work zone. The Draft Project Report also noted (on page 52) that impacts to the traveling public will be minimized by performing the majority of the work behind temporary concrete barriers (i.e., K-rails), scheduling temporary lane closures during non-peak commute periods, and closely coordinating with the city of Pacifica.

The existing lane configuration on SR 1will generally be maintained through the project area during construction in order to reduce traffic congestion due to lane changes or closures. During construction there is some natural slowdown of traffic as it passes through the construction zone due

to narrower lane and shoulder widths and this will have a nominal impact on overall travel time through the project area during construction. At times there may be more severe temporary traffic congestion due to unanticipated construction events but these would be short-term and generally resolved within the same day.

The Draft Project Report describes (on page 53) that public information outreach, portable changeable message signs, and a Construction Zone Enhanced Enforcement Program (COZEEP) will be used as required to manage traffic during certain construction activities. In addition, the design and construction of the project will be coordinated with the Caltrans Traffic Manager (DTM) and Caltrans Transportation Management Plan (TMP) Coordinator, consistent with Caltrans policy and procedures. The Draft Project Report also notes that per Caltrans requirements, a TMP will be prepared for the project for use during construction. The Draft Project Report lists measures to be incorporated into the TMP, included but not limited to the following:

- Provide public information campaign and outreach programs.
- Provide orderly construction sequences as a requirement in the contract plans. If the Contractor proposes changes, insure that these changes do not worsen the traffic flow or greatly impact traffic movements.
- Provide advance warning and guide signs.
- Maintain minimum turning-lane storage capacity during construction.
- Provide continuous vehicle access to cross streets, driveways and businesses, and provide for pedestrian and bicycle access.
- Provide a Construction Zone Enhanced Enforcement Program (COZEEP).
- Provide traffic and contractor contingency plans.

As mentioned above, the TMP will be finalized as part of the proposed project, prior to construction. The TMP will be developed, in cooperation with the city of Pacifica, to provide advance notice to motorists, transportation and emergency service providers, and other impacted groups regarding information on construction activities and durations, detours, and access issues during each stage of construction. The TMP will address all traffic-related aspects of construction, including traffic handling during each stage of construction, and will involve noticing of construction-related information to residents and businesses in the area.

Table S-1in the EIR/EA is a brief summary of the project impacts and avoidance, minimization, and/or mitigation measures. The text preceding the table in Section S.6 Summary of Project Impacts, refers the reader to the main body text of the EIR/EA for detailed discussions of the existing setting, impacts, and avoidance, minimization, and/or mitigation measures. The information in Table S-1 under Effects on SR1 and Intersection Operations is a summary of the information contained in Section 2.6 and Section 2.21 of the EIR/EA. The text in Table S-1 under this discussion has been revised to reference Section 2.21 and the Project Report.

Comment 24A.18:
Moreover, the EIR should include providing improved bus service as mitigation for delays. I will further discuss improved bus service below, but suffice it to say at this point that it seems likely that there will be considerable traffic delay during the construction phase and that providing improved bus service would reduce those delays. This is especially true since if delays for commuters significantly increase during construction they will have added motivation to use public transportation if it is provided on a reasonable schedule. An added public benefit is that if commuters try public transit during the construction phase they may like it and decide to continue using it after construction of the project is completed.

Response 24A.18:

This comment expresses an opinion regarding the measures included to address short-term construction-related effects on transportation and traffic. Please refer to Master Response #8. This comment will be considered as part of the project decision process.

Comment 24A.19:
Emergency vehicles may be delayed along Highway 1 due to construction. Such delays must be discussed in the EIR and mitigation must be provided. Highway 1 is the only route for many emergency vehicles in Pacifica - to ignore them as the DEIR has done is not reasonable.

Response 24A.19:

Section 2.5 of the EIR/EA includes a discussion of the project area utilities and emergency services. Project-related effects to these resources are discussed (on page 59 of the DEIR/EA) in Section 2.5.2. Because project construction would maintain access through the area with the same number of lanes as currently existing, emergency vehicle access through the site would be similar to existing conditions, with only incremental delays resulting from narrower lanes and curvatures around barriers. In addition, the discussion regarding project-related effects to emergency service providers states:

> *"Prior to project construction, emergency service providers would be contacted to ensure that proper emergency access is maintained. Construction activities would occur in stages in order to minimize disturbance and maintain circulation and access through the project area on SR 1. Emergency services would directly benefit from the proposed project in that, by reducing peak commute period congestion, emergency vehicle response times would be reduced."*

Comment 24A.20:
<u>B. No Build Scenario</u>
The traffic forecasts provided in the DEIR for the No Build scenario are confusing and misleading, and apparently inaccurate.

During a scoping meeting for this project held June 22, 2010 SMCTA and Caltrans presented a document titled "SR 1/Calera Parkway Project - Information Update Report - June 2010". I am including with this letter a copy of the Report – Information-Update Report-DRAFT-06-02-2010.pdf. The Report states,

"As a result, the Year 2007 northbound SR 1 backup from Fassler Avenue south during the northbound morning commute averaged about one-third of a mile and extended up to one-half mile during the peak hour. This backup or "queue" is projected to extend an average of one mile and as much as 1.7 miles south of Fassler Avenue by Year 2035 without any improvements." (pages 1-2)

The DEIR includes essentially the same prediction of the average backup in 2035. (4,946 feet in DEIR Table 1.3 at pg 7). However, in my opinion this prediction is likely way too high as I explained on pages 3-4 of my letter to Mr. Joseph Hurley dated July 15, 2010. (Attached hereto with its attachments).

Response 24A.20:

This comment expresses an opinion regarding the traffic forecasts utilized in the EIR/EA. Thank you for taking the time to review the environmental document. We appreciate your comment. This opinion will be considered as part of the project decision process. Please refer to the response to comment 24A.21 below.

Comment 24A.21:
The basis for your traffic projection is that between the present and 2035 the population will increase 0.75% per year, and this projection is based on ABAG Regional growth projections. This is stated on your slide titled "Traffic Analysis" which is page 11 of the document Hwy-1-Calera_Public_Info_Mtg_6-22-10_v15_web.pdf.

I disagree with your assumption of population growth. In fact ABAG projects population growth of 0.75% per year for all of San Mateo County. It seems absurd to me to use the population growth projection for the whole county. It seems absurd to me to use the population growth projection for the whole county; growth in the county as a whole is completely irrelevant to traffic in Pacifica during commute hours. Instead you should use the population projection for Pacifica and possibly the coast side south of Pacifica. For Pacifica and the coast side ABAG projects much lower population growth than 0.75% - in fact, about 90% lower.

I have received from ABAG their current population figures and projections for 2035 for Pacifica and for the unincorporated area between Pacifica and Half Moon Bay. To document these figures I am attaching my email exchange with ABAG wherein they supplied me their population projections (email from Hing Wong.pdf) and their Excel spreadsheet containing the population projections in the tab labeled "Projections 2009 (adopted)" (San Mateo Coast - What If (2).xlsx) . The pertinent information is as follows as follows:

	Year 2010	Year 2035
Pacifica	39,100	39,800
Unincorporated Area	11,600	11,800

As you can see ABAG predicts Pacifica to grow only slightly - according to my calculations at the rate of about 0.07% per year. The same is true for the unincorporated area. These projections are only about 10% of your projections. If I am correct then your alarming predictions of future traffic congestion are unwarranted.

Response 24A.21:

This comment expresses an opinion regarding the future population growth and traffic projections. The future population growth and traffic projections were based on the best information available and evaluation of past traffic data. SR 1 is a regional facility that serves other areas, besides the city of Pacifica, and as such, the traffic on SR 1, including future traffic, comes from other areas in the region, outside of Pacifica. For this reason, projected growth rates were not limited to the projections for the immediate area of Pacifica.

In March 2004, as part of a separate project, RKH Civil and Transportation Engineering studied this same segment of SR 1 and determined a growth rate for future traffic based on their own counts (performed in 2000) and projections from two regional traffic models. Based on their findings, the previous analysis recommended use of a 0.5 percent[23] annual growth factor to project the background growth for year 2035 conditions traffic volumes along the study corridor. The previous study recommended adding traffic from individual planned development projects within the city of Pacifica to the background growth. Caltrans ultimately agreed with and approved this forecasting approach.

The RKH analysis was completed in 2004 and based on 2002 traffic volumes. Because conditions may have changed since then, the Traffic Operations Analysis Report for this Calera Parkway project reviewed that information and utilized a similar approach to developing a reasonable growth factor for purposes of forecasting background traffic growth on SR 1 in Pacifica. Comparison of 2000 counts with new 2007 traffic counts showed that recent trends are for slightly higher annual growth. Traffic growth between 2000 and 2007 was generally between 0.50 percent and 0.74 percent annually. This suggests a growth factor of 0.75 percent annually would provide a conservative estimate of background traffic growth along this portion of the SR 1 corridor.

The Traffic Operations Analysis Report also evaluated whether growth projections support the use of historical information to produce a future growth rate estimate. The peak traffic flows on this portion of SR 1 are northbound in the morning and southbound in the evening. Much of the land uses in San Mateo County that contribute traffic to the project area portion of SR 1 lie in the "Coastside" subarea of the County, defined by the Association of Bay Area Governments (ABAG) as the city of Half Moon Bay, the city of Pacifica, unincorporated areas around Half Moon Bay, and the county "remainder" (i.e., rural, unincorporated areas of the County not associated with specific cities or towns). This is primarily due to residential uses to the south and employment in the San Francisco area to the north. Thus, the major influence on traffic flows in the study area is the growth in households. The Traffic Operations Analysis Report included information from ABAG's *Projections 2007*, the latest version of ABAG growth projections at the time the analysis was completed, to see if the projected growth in households and jobs in San Mateo County, and more specifically, the coastal areas were likely to affect traffic on SR 1. Within this area, household growth is expected to occur at just below 0.5 percent annually, and job growth is expected to occur just above the projected annual traffic growth rate of 0.75 percent. The primary urban area that contributes peak traffic to the subject area is the Half Moon Bay region. In summary, the growth estimates from *Projections 2007* show that the total household growth in San Mateo County, the Coastside subarea, and the city of Half Moon Bay are all expected to occur at an annual rate consistent with a traffic growth rate of 0.75 percent. Therefore, based on the information in the Traffic Operations Analysis Report, an annual growth rate of 0.75 percent was determined to represent a reasonable and conservative growth rate for background traffic along SR 1, and was determined to be consistent with recent traffic counts, the MTC model, and projections of future development in coastal San Mateo County.

Disagreement regarding details of the analysis does not make an EIR inadequate. While other project traffic data (i.e., Oddstad) do show a decline in traffic volumes in recent years due economic conditions, these conditions are considered temporary and a normal part of the economic cycle. The traffic counts collected for the SR 1 Traffic Operations Analysis Report are considered to represent more typical economic conditions. The proposed Calera Parkway/SR 1 project is intended to

[23] The RKH study presented results from the Metropolitan Transportation Commission (MTC) travel demand forecasting model that supported a growth factor of 0.5 percent annually. The MTC model has not substantially changed since these forecasts were developed in 2004.

improve traffic conditions and reduce congestion on this segment of SR 1 through has been designed and evaluated according to Caltrans standards of providing improvements over a 20-year life span. Based on the long-term projections for the region, the improved conditions in the project area in recent years do not change the overall need for the project.

This comment is noted and will be considered as part of the project decision process. No further response is required as the comment does not raise any environmental issues or questions about the adequacy of the EIR/EA.

Comment 24A.22:
The DEIR does not state the population projections which form the basis for its traffic predictions. However, it should state those projections and explain why Caltrans disagrees with my analysis.

Response 24A.22:

Please refer to the response to comment 24A.21 above.

Comment 24A.23:
C. There are numerous other misleading and inconsistent statements in the DEIR
The data in Table 1.3 is not consistent with the data in Table 1.4. (DEIR pg.7) The following are some examples:

1) In Table 1.3 AM Northbound Travel Time = 5.9 minutes for Year 2015 and 12.6 minutes for Year 2035. The difference is 6.7 minutes. On the other hand in Table 1.4 for 2015 delay = 6.8 minutes and for 2035 delay = about 7.6 minutes, a difference of 0.8 minutes. This is confusing at best. Why would the travel time increase by almost 10 times the amount by which the delay increases?

Response 24A.23:

Table 1.3 in EIR/EA shows the travel times in minutes and vehicle queue (i.e., vehicle waiting lines) lengths along the project area route during the AM and PM peak hour in the northbound and southbound directions of SR 1. For AM northbound, the distance is 1.6 miles and for PM southbound the distance is 2.5 miles. Table 1.4 in the EIR/EA shows the peak hour average delay in seconds and level of service operations at the two intersections within the project area; SR 1/Reina Del Mar Avenue and State Route /Fassler Avenue. These tables show two different sets of data for the Future No Build project conditions. The text of these tables has been revised to clarify these differences.

Comment 24A.24:
2) For 2015 the AM delay (68 seconds + 345 seconds = 413 seconds = 6.9 minutes, according to Table 1.4) is greater than the total travel time (5.9 minutes according to Table 1.3), which is obviously incorrect.

Response 24A.24:

Please refer to the response to comment 24A.23 above.

Comment 24A.25:
3) In Table 1.4 the difference in the AM delay between 2015 and 2035 is 0.8 minutes; whereas in Table 1.3 between 2015 and 2035 the total AM travel time will increase 6.7 minutes. Both of these values cannot be correct.

Response 24A.25:

Please refer to the response to comment 24A.23 above.

Comment 24A.26:
4) According to Table 1.3 between 2015 and 2035 AM travel time will more than double (5.9 minutes to 12.6 minutes). However, according to table 1.4 the AM delay will increase only 11 % between 2015 and 2035 ([70+389] – [68+345]) / [68+345]) = 11%

Response 24A.26:

Please refer to the response to comment 24A.23 above.

Comment 24A.27:
D. The DEIR's alarmist predictions of future traffic delays are unwarranted and incorrect.
The DEIR states, "With no improvements to the project area, the traffic projections forecast that by year 2035 the peak period maximum queues will grow from 1.15 miles to 2.28 miles in the AM peak period and from 2.06 miles to 2.80 miles in the PM peak period." (DEIR pg i) However, as I explained above Caltrans has apparently incorrectly based its dire predictions on ABAG projections for all of San Mateo County; whereas, for Pacifica and the mid-coast ABAG predicts only a small population increase.

Response 24A.27:

Please refer to the response to comment 24A.21 above.

Comment 24A.28:
IV. Alternatives
A. The analysis of alternatives is unclear, misleading and inadequate under CEQA.
Regarding increased or modified transit service the DEIR states:
"Additional transit analysis was conducted which evaluated how much transit service would be required to induce drivers to switch to transit such that the existing roadway could accommodate 100 percent of the forecasted demand through the project corridor. In order to accomplish this, an additional 88 buses per hour would be required in the AM peak hour and an additional 77 buses per hour would be required in the PM peak hour. These increases would be comparable to a completely new transit system, not just minor service increases, and would require substantial new ongoing funding for operations and maintenance costs." (DEIR pg. 38)

First of all, this explanation of the "additional transit analysis" is confusing and unclear. What is meant by the phrase, "such that the existing roadway could accommodate 100 percent of the forecasted demand . . . " ? Does this mean that the analysis considered how much transit service would be required so that 100 % of the commuters who now use cars would switch to buses? If so this is a very high bar indeed. Moreover, common sense tells us that if even a reasonable percentage of drivers switched to buses the LOS of the intersections would be dramatically improved.

The DEIR further states, "This alternative would likely have minimal environmental impacts . . ." (DEIR pg. 38) This conclusion is simply absurd. Putting 88 additional buses on the highway during commute hour and accommodating 100 percent of the forecasted demand would likely have many positive environmental benefits such as 1) significantly improving the LOS of the intersections; 2) reducing greenhouse gas emissions; and 3) reducing the number of cars on the freeway to the north of Pacifica.

The DEIR also states, "This alternative was primarily rejected because of the high operating cost over time, the high initial cost for some transit options, and the minimal improvement in congestion relief." (DEIR pg. 38). This is ridiculous. 1) To say that the alternative would provide minimal improvement in congestion relief directly contradicts the statement quoted above that the study evaluated a transit program which would, "accommodate 100 percent of the forecasted demand through the project corridor." 2) To reject the alternative based on cost is illogical when the proposed widening project is predicted to cost $35 - $45 million. Common sense tells us that many buses can be operated for that kind of money.

Response 24A.28:

Please refer to Master Response #8. The phrase " such that the existing roadway . .." is intended to mean adding enough transit buses to remove enough cars from the SR 1 roadway such that the existing four-lane facility and the two intersections would operate at acceptable levels of service.

Comment 24A.29:
<u>B. The analysis of school buses is incomplete and incorrect.</u>
The DEIR includes an alternative titled, "1.4.8.10 School Bus Service to Elementary School at Vallemar" (DEIR, pg. 38) However, the DEIR ignores the fact that Vallemar school is only one of many schools in Pacifica, and the DEIR fails to consider an alternative of providing bus service at the other schools in Pacifica. This is a serious omission.

Many Pacifica residents, including myself believe that school traffic strongly affects delays on Highway 1, and if school buses were provided delays on Highway 1 would be substantially reduced. In my letter dated July 15, 2010 to Mr. Hurley I discussed why providing buses to all of the schools in Pacifica should be analyzed in the DEIR as an alternative. (My recommendation was ignored in the DEIR.) I will not repeat that argument here and merely state that that alternative must be studied and discussed in the DEIR.

Response 24A.29:

Please refer to Master Response #3. These comments were initially provided during the scoping phase. These comments were attached to the letter dated July 15, 2011 and are responded to, as requested, below.

Comment 24A.30:
Moreover, the DEIR does not include key information concerning when its traffic data was collected relative to when school was and was not in session. Caltrans should disclose whether its data concerning traffic delays and back up as was collected either during summer, when school is not in session, or on a day when school is in session. If Caltrans collected data during the summer when school was not in session, such data should be provided in the DEIR. The DEIR should also include analysis of the effect of school traffic related to traffic delays on Highway 1. However, if Caltrans

does not wish to perform such analysis at least is should present its data in a form which allows the public to conduct such an analysis.

Response 24A.30:

Please refer to Master Response #14.

Comment 24A.31:
There is further and persuasive evidence that absence of school-related traffic results in drastically improved LOS at the key intersections. I am attaching Appendix I "Traffic and Transportation" (Appendix I-1.pdf) which is part of a DEIR for the "Oddstad Assisted Living Center" in Pacifica dated May 2011. On page 8 of the Appendix the results of a traffic study are reported, and at Route 1 and Fassler Avenue/ Rockaway Beach the Peak Hour AM LOS is C while the peak hour AM LOS for Route 1 and Reina Del Mar Avenue is B. According to the Appendix, "The LOS calculations reflect traffic conditions existing in the summer of 2009." (I am also including Appendix I-3 of the Oddstad DEIR which is a peer review of Appendix I. The peer review agrees with the findings of Appendix I.)

Response 24A.31:

This comment summarizes traffic analysis results from another project in Pacifica. It is not uncommon for the traffic volumes to decline in the summer months, when school is not in session. These results do not affect the Purpose and Need for a long-term transportation improvement project such as the Calera Parkway project. Please refer to response to comment 24A.30 above.

Comment 24A.32:
<u>C. Caltrans' discussion of Alternatives in the DEIR is fatally flawed and highly disrespectful to Pacificans</u>
Caltrans held two public meetings concerning the project before preparing the DEIR, and at each meeting many Pacificans requested that the DEIR provide a thorough and complete analysis of alternatives. Pacificans went so far as to describe and suggest a number of alternatives. We explained that we believe that school buses at all schools in Pacifica could solve the problem the project is intended to address. However, Caltrans' treatment of alternatives is a joke. Most alternatives are dismissed in a few sentences, and the discussion which is provided makes it clear that Caltrans did not even bother to seriously consider the alternatives. One example is the school bus alternative. Even though we told Caltrans repeatedly that they should consider buses for all Pacifica schools the DEIR considers only one school and on that basis concludes that buses are not a viable alternative.

CEQA demands a realistic and thorough discussion of alternatives and Caltrans has not even come close to meeting that standard.

Response 24A.32:

Please refer to Master Response #1 and Master Response #3.

Comment 24A.33:
<u>V. Construction Schedule</u>
There is practically no information in the DEIR about the schedule for construction or funding contingencies. However it is crucial that such information be included. For example - -

There is no indication of when construction would begin.

There is no indication of what issues might influence when construction would begin, such as required approvals from governmental agencies and the status of such approvals.

There is no indication of whether funding has been approved for the project either completely or partially or what contingencies are involved if funding has not been completely approved. There is no indication of whether construction would commence before funding is completely approved.

The DEIR is incomplete and misleading at best on these issues. In Section 2.21 the DEIR states,

"As described in Section 1.3.3 Project Schedule and Construction, the duration of construction is estimated to be approximately two years. The proposed improvements would be constructed in several stages." (DEIR pg 171)

However, there is no Section 1.3.3 in the DEIR, or any section headed "Project Schedule and Construction" nor is there any explanation of the "several stages" of construction.

Response 24A.33:

The reference to Section 1.3.3 was incorrect and has been corrected. The text in Section 2.21 of the EIR/EA has been revised to reference Section *1.4.4 Project Cost and Schedule*.

Section 1.4.4 of the EIR/EA describes the proposed project cost and schedule. In regards to project construction this section states, *"If approved and funded fully, construction of the project is estimated to commence in spring of 2014. The duration of construction would be approximately two years. The proposed improvements would be constructed in phases. The proposed construction staging area is located along the west side of SR 1, approximately 600 feet south of Reina Del Mar Avenue, within the state right-of-way. Construction equipment used on this project would include scrapers, bulldozers, backhoe loaders, cement trucks, cranes, and asphalt/paving/concrete equipment."*

The information in Section 1.4.4 summarizes and was based upon the Draft Project Report (July 2011). The Draft Project Report described a three-stage construction plan proposed for the project, which included:

- Stage 1: Remove the existing concrete barrier along State Route1 and pave to provide for temporary vehicle access lanes. Shift both NB and SB State Route1 traffic to the east and construct west side improvements.
- Stage 2: Shift both NB and SB State Route1 traffic to the west side improvements constructed in Stage 1. Construct east side improvements.
- Stage 3: Maintain SB State Route1 traffic shifted to the west, but shift NB traffic to the east side improvements constructed in Stage 2. Construct remaining improvements in the median area of State Route1.

More detailed construction staging plans will be developed during final design, subsequent to the completion of the EIR/EA, once design details are known, to ensure that all project components are constructible without creating undue impacts to traffic or public safety. However, the primary major stages are identified above. Additional detail regarding the primary construction phases have been added to the text of the EIR/EA.

Section 1.5 of the EIR/EA includes Table 1.8, which lists the permits/approvals from the governmental agencies that will be required for project construction. This table also lists which agency the permit/approval will be required from and the status/timeframe when the permit/approval application will be submitted. Therefore, the EIR/EA describes the issues that might influence project construction, including the pertinent permits and approvals required. The statement included in the EIR/EA regarding construction also notes that "*if funded fully, construction of the project is expected to commence in spring of 2014" (emphasis added).* Therefore, funding must be complete before project construction will commence, which is anticipated to start in spring of 2014.

Comment 24A.34:
VI. The Project is not consistent with local plans
The DEIR falsely states that the project is consistent with the Pacifica Local Coastal Land Use Plan and the city of Pacifica General Plan. (DEIR pg 45-46)

The DEIR indicates that the city of Pacifica is a co-sponsor of the project. (DEIR pg 202) Therefore stating that the project is consistent with the Pacifica Local Coastal Plan implies that the city of Pacifica has determined that the project is consistent with the Pacifica Local Coastal Land Use Plan and the Pacifica General Plan. In fact the City has not made either such determination. Moreover, the DEIR's broad conclusion of consistency implies that the California Coastal Commission has made a determination of consistency, which it has not.

Even if one can interpret the DEIR to mean that the opinion concerning consistency is only that of CalTrans, it is ridiculous for CalTrans to have made such a determination. First of all the Pacifica Local Coastal Land Use Plan is a detailed and complex document and to determine whether the project is consistent with it requires extensive analysis. However, the DEIR provides almost no analysis at all, only a two sentence conclusion. Similarly the Pacifica General Plan is a complicated and detailed document and the cursory analysis in the DEIR is completely inadequate. Moreover, the Pacifica General Plan is presently undergoing major revisions but the DEIR does not state whether its conclusion of consistency is based on the old General Plan or the new one.

Response 24A.34:

The DEIR/EA included a discussion of the proposed project's consistency with State, regional, and local plans and programs, including the currently adopted city of Pacifica General Plan in Section 2.1.2.2. This section listed (on page 46) the General Plan policies relevant to the project and described the project's consistency with these policies, which included the following:

> *"Circulation Element Policy #4: Provide access which is safe and consistent with the level of development.* The project is consistent with this policy since it proposes access and safety improvements to accommodate existing and projected traffic volumes.
>
> *Circulation Element Policy #9: Development of safe and efficient bicycle, hiking, equestrian and pedestrian access within Pacifica and to local points of interest.* The project is consistent with this policy since it provides improved bicycle and pedestrian access within the project segment.
>
> *Circulation Element Policy #11: Safety shall be a primary objective in street planning and traffic regulations.* The project is consistent with this policy since the proposed roadway and

intersection modifications will improve vehicle, bicycle, and pedestrian safety within the project segment.

Circulation Element Policy #15: Promote orderly growth in land uses and circulation. The project is consistent with this policy since it will increase SR 1 capacity within the project segment to accommodate existing and projected traffic volumes, however; the project would not create any new connections to other roadways or areas, and the project would not open any new areas to development.

Scenic Highways Element Policy #4: Encourage appropriate multiple recreational uses along scenic highways and routes other than auto. The project is consistent with this policy since it provides improved bicycle and pedestrian access, as well as vehicle access, within the project segment."

In addition, it should be noted that the Pacifica General Plan designates SR 1 in the project area as a Highway and designates Fassler Avenue and Reina Del Mar Avenue as arterials. The project would allow construction in undeveloped areas and would not change the land use designation of the roadway or the land uses near the project area.

The DEIR/EA also includes a discussion of the proposed project's consistency with the City of Pacifica Local Coastal Plan (LCP) and the Coastal Zone in Section 2.1.2.3 (page 47). This section listed the LCP policies relevant to the project, which included the following:

- *Safety and operational improvements and any future improvements shall ensure erosion control, protect coastal views and improve the visual edge of the highway.*

- *Highway 1 shall be considered as a multi-modal travel corridor. Consideration in planning improvements shall include pedestrian, bicycle, bus transit, and emergency vehicle access within the corridor.*

- *Landscaping shall be included in highway improvements to ensure erosion control, protect coastal views and improve the visual edge of the highway.*

This section also included Table 2.1 (pages 48 to 53), which listed the California Coastal Commission policies that are most relevant to the project and the site, as well as the project's consistency with those policies. The DEIR/EA summarized (on page 54) the proposed project's consistency with these policies.

"The project would be consistent with these policies since either Build Alternative would provide improved bicycle and pedestrian access, as well as vehicular access, within the project segment (refer to Section 2.6 Traffic & Transportation/Pedestrian & Bicycle Facilities). The project would also include erosion control and storm water detention measures (refer to Section 2.9 Hydrology and Floodplain and 2.10 Water Quality and Storm Water Runoff). While the two Build Alternatives would require the removal of mature landscaping and trees along the highway, particularly the mature trees west of SR 1 north of San Marlo Way, the project would include new landscape planting and would protect and/or improve coastal views (refer to Section 2.7 Visual/Aesthetics)."

Comment 24A.35:
Moreover, in fact the project is inconsistent with the Pacifica Local Coastal Plan in many ways too numerous to list here. For example:

1. Coastal Act Policy 18 requires protection of environmentally sensitive habitat areas. However the project does exactly the opposite.

Response 24A.35:

As stated in Sections 2.16-2.20 of the EIR/EA:

- No natural communities of concern (i.e., shining willow riparian forest, aquatic, or seasonal wetlands are located within areas of permanent or temporary impacts.
- The two Build Alternatives would not result in direct permanent or temporary effects to aquatic, riparian, or wetland habitats used by CRLF or SFGS. (Construction would disturb developed and roadside/ruderal grassland habitat that could be used by these species.)
- The project impact area is not within USFWS designated Critical Habitat for CRLF or SFGS.

The NES did note that Calera Creek and the offsite ditch along the west side of SR 1 could be used by CRLF and SFGS, and are considered environmentally sensitive areas (ESAs). The EIR/EA identified impacts to California red-legged frogs, San Francisco garter snakes, and their habitats in Section 2.20.3.1, based on information from the NES. Because impacts were identified, the EIR/EA also included measures to avoid or offset impacts to California red-legged frog in Section 2.20.4.1, including MM T&E-1.4, which includes the installation of ESA fencing to protect off-site these areas. With implementation of this measure the ESAs within the project area will be protected during project construction.

The NES (refer to Appendix G.7 of the EIR/EA) also describes (on page 130) that the Environmentally Sensitive Habitat Areas (ESHA), as defined by the California Coastal Commission (CCC), include all of the areas delineated as wetland habitat as well as additional non-wetland areas determined by the CCC to be ESHA due to its value to listed species (i.e., California red-legged frogs and San Francisco garter snakes). Although no impacts to wetland habitats are anticipated, the CCC has not yet determined is other ESHA is present within the project impact area. A Coastal Development Permit from the CCC will be required and consultation with the CCC has begun.

Comment 24A.36:
2. Coastal Act Policy 24 requires protection of the scenic and visual qualities of coastal areas. However, the project does exactly the opposite by including soundwalls, for example.

Response 24A.36:

Please refer to Master Response #5.

Comment 24A.37:
3. Coastal Act Policy 25 requires that new development should facilitate the provision or extension of transit service. However, the project does exactly the opposite by building a larger highway instead of improving public transit.

Response 24A.37:

Please refer to Master Response #8.

Comment 24A.38:
4. Coastal Act Policy 26 requires that new development minimize vehicle miles traveled. However, the project does exactly the opposite by building a larger highway instead of improving public transit.

Response 24A.38:

Please refer to Master Response #8.

The project traffic impacts are described in Section 2.6.3 of the EIR/EA. The information in this section summarizes and was based primarily on a technical "Traffic Operations Analysis Report" that was prepared for the project in July 2008 and addenda to that report completed in April 2011. The DEIR/EA notes in this section (on page 69) that the widening of SR 1 between just south of Fassler Avenue/Rockaway Beach Avenue and just north of Reina Del Mar Avenue from two to three lanes in each direction would provide increased *throughput* capacity through the two study intersections (emphasis added). The information in this section also states that under the year 2015 conditions and the year 2035 conditions, the proposed Build Alternatives would not directly generate additional traffic trips or change the overall distribution of trips in the site area, and therefore, would not substantially affect the operations of other highway segments or local streets beyond the immediate project site area. The project need is to alleviate a localized bottleneck only within the project reach, which is projected to deteriorate over the design life of the project. Because the project would not change the number or configuration of lanes on SR 1 to the north or south of the project area, the project Build Alternatives are not anticipated to change regional trip distribution or volumes on SR 1 segments north and south of the project area. The proposed project would improve operations at the Fassler Avenue/SR 1 and the Reina Del Mar/SR 1 intersections, which would improve operations of these roadways.

The project would change the demand served within the project area[24], but not the demand amount. In other words, the project would serve more amounts of traffic, but the total amount of traffic would not change as a result of the project.

Comment 24A.39:
<u>VII. There are many other questions which Caltrans ignored and must be addressed</u>
As I indicated above I have sent two letters during the scoping phase of this project asking a number of questions. Although some of my questions were addressed in the DEIR many were not. I will not repeat those questions in this letter. Rather, I am attaching my two letters with my unanswered questions highlighted and numbered. (March 11 letter - Unanswered Questions.pdf and July 15 letter - Unanswered Questions.pdf.) Please respond to my unanswered questions as part of the next steps of the environmental review process.

[24] Demand served is the percentage of total travel demand that is able to make it through a particular facility. For example, if 2,000 vehicles per hour arrive at an intersection with a capacity to serve only 1,500 vehicles per hour, the intersection is able to "serve" 75 percent of the demand.

Response 24A.39:

Suggestion determined to be potentially feasible have been incorporated into the EIR/EA or technical documents where appropriate. Please refer to the responses to specific comments 24A.38 through 24A.68.

Comment 24A.40:
VIII. Conclusion
Due to the deeply flawed nature of the DEIR CEQA requires that Caltrans correct the shortcomings and re-circulate the DEIR and provide another opportunity for public comments.

Response 24A.40:

It is Caltrans's position that the EIR/EA meets the nature and intent of CEQA and NEPA, and is legally adequate and complete. In many sections, the EIR/EA text presents a summary of the detailed technical analyses which were included as appendices to the EIR/EA. Please refer to responses to comments 24A.2 through 24A.36 above.

Comment 24A.41:
I respectfully submit the following comments concerning the proposed EIR/EA for the Calera Parkway, Highway One in Pacifica. I live in the Vallemar district of Pacifica and am very familiar with Highway One in Pacifica.

Preliminary Matters
I object to lack of proper notice. The plan for the project was not publicly available before the March 3 scoping meeting. Although parts of the plan were available a few days before the meeting, 1) much of the plan was not publicly available before the meeting or even during the meeting, and 2) the small parts of the plan – namely four drawings, were first available Monday March 1, only two days before the March 3 meeting.

The only public information about the project was posted on the web site of the San Mateo County Transportation Authority a few days before the public meeting held March 3, 2010. http://www.smcta.com/whatsNew/2010_02_24_route-1_calera_parkway_project.asp. Before the meeting all that was publicly available was four drawings and less than a page of text describing the project.

At the public meeting on March 3 a verbal description was provided explaining some information about the project which was not apparent from the drawings. The fact that such verbal description was necessary highlights the fact that important information was not available before the public meeting. However, many questions remain unanswered about the characteristics of the project.

Response 24A.41:

The EIR/EA notes that an Environmental Scoping Meeting was held at the Pacifica Community Center on March 3, 2010. The purpose of this meeting was to present an overview of the project and solicit input regarding the environmental analysis from members of the public. The Scoping Meeting was attended by approximately 100 persons. Notices for the Scoping Meeting were mailed to residences and businesses within 500 feet of the project area on February 17, 2010. The notices for the meeting were published in the Pacifica Tribune on February 17th, February 24th, and March 3rd,

and in the San Mateo County Times on March 3, 2010. On February 24, 2010, graphics of the conceptual plans were posted on the SMCTA web site for the public to access and review; this information was updated on March 1, 2010. The project information phone line was activated on February 19, 2010. The noticing was done in conformance with the procedures of Caltrans, the SMCTA, and the city of Pacifica. There is no legal requirement that detailed project information and analysis should be available at this meeting; on the contrary, the purpose is to obtain input from the public which will be included in the EIR analysis.

The EIR/EA also notes in Chapter 4 that an additional informational meeting was held at the Pacifica City Council Chambers on June 22, 2010, at the request of many members of the public at the scoping meeting. The main purpose for this meeting was to provide the public with more detail regarding the alternatives for the project that had been considered and the reasons those alternatives were not being evaluated further. Notices for this second meeting were also mailed to residences and businesses within 500 feet in the project area, as well as attendees of 2004 Scoping meeting, attendees of the August 27, 2008 Strategic Plan Pacifica Community meeting, attendees of the March 3, 2010 Scoping meeting and anyone that submitted a comment at the meetings. Notices of the meeting were also published in the San Francisco Chronicle on May 21st, the San Mateo Times on May 22nd, the Half Moon Bay Review on May 26th, June 2nd, June 9th, June 16th, and in the Pacifica Tribune on May 26th, June 2nd, June 9th, and June 16th. Approximately 100 people attended the second informational meeting on June 22, 2010. Graphics of the alternatives and a matrix summarizing the alternatives were posted on the SMCTA web site on June 2, 2010 for the public to access and review. The project information phone line and e-mail autoreply was activated on May 20, 2010. At this meeting, the project sponsor and the consultant team presented an overview of the alternatives and answered questions from the public regarding the alternatives and the environmental analysis process.

In addition, the public scoping comment period was extended until July 22, 2010 to allow additional time for the public to submit comments after the second informational meeting in June.

Comment 24A.42:
<u>Scope and Content of the EIR/EA</u>
Based on the limited information about project which has been made available I have the following comments about the proposed EIR/EA.

Response 24A.42:

The following comments were initially provided during the scoping phase. These comments were attached to the letter dated September 23, 2011 and are responded to, as requested, below.

Comment 24A.43:
<u>Alternatives</u>
A number of alternatives should be considered and thoroughly discussed in the EIR/EA. The Notice of Public Meeting stated:

> "The purpose of the project is to reduce congestion on the segment of SR 1/Calera Parkway in the city of Pacifica. The segment extends approximately 2,300 feet north of Reina De Mar Avenue to approximately 1,500 feet south of Fassler and Rockaway Beach avenues."

In addition to the proposed highway widening project there are other ways to reduce congestion. Those ways should be explained and discussed as alternatives. The explanation and discussion should not be cursory but instead should be detailed and thorough in order to allow decision makers and the public to understand the alternatives and realistically compare them with the proposed project. The following are some examples of alternatives.

Response 24A.43:

Please refer to Master Response #1.

Comment 24A.44:
School bussing program
Many members of the public who spoke at the March 3 meeting stated that the problem which the project is intended to address, namely congestion of Highway One, only occurs when school is in session, and the problem is caused by many parents driving their children to and from school. They also recommended that a system for bussing students to school would take many cars off the road during the peak traffic period.

I live near Vallemar School and drive my son to school at Ocean Shore School. Based on my personal observations it is clear to me that considerable congestion is caused by parents driving their children to and from school. A school bussing program should be discussed as an alternative. Can funding allocated for the present Calera Parkway project be redirected to a school bussing program?

Response 24A.44:

Please refer to Master Response #3.

Comment 24A.45:
Improved public transit for commuters
Another alternative which should be discussed is to improve public transit for commuters. This could be accomplished in a variety of ways, for example by adding a commuter parking lot e.g. at Linda Mar or expanding the existing commuter lot. Then bus service should be improved. Service should be to BART and to downtown San Francisco and during main commute hours the service should be improved.

I have tried to take SAMTRANS to BART during the commute hour and found the schedule to be quite poor which discourages commuters from taking public transit. The EIR/EA should discuss the expected effectiveness of improved public transit on getting cars off the road.

Car Pooling
A program could be provided to expand car pooling. E.g. a government sponsored web site to enable people to organize car pools.

Response 24A.45:

Please refer to Master Response #8.

Comment 24A.46:
No project alternative
The alternative of "no project" should be realistically discussed and evaluated. What has been the trend in single-passenger commuters in recent years? It will probably go down with increasing gas prices and improved public transit, and the "problem" may go away by itself. What has been the trend of the "problem" in recent years?

Response 24A.46:

Section 1.4.6 of the EIR/EA included a description of the No Build Alternative which would consist of not constructing the project, which would avoid all of the environmental impacts of the project. Under the No Build Alternative, it is assumed that all other planned and programmed improvements would be constructed and in place. The No Build Alternative would not improve traffic operations, decrease traffic congestion and delay, or improve peak-period travel times along this segment of SR 1. Under the No Build Alternative, projected increases in traffic would cause congestion to worsen and the existing traffic congestion during AM and PM peak periods would be exacerbated. The EIR/EA also includes Table 1.6, which describes the differences between the proposed Build Alternatives and the No Build Alterative with respect to: overall changes in traffic patterns, effect on existing congestion and delay, average vehicle delay during the weekday peak periods in 2035, right-of-way requirements, cost, and duration of construction. This table shows that under the No Build Alternative, congestion will worsen over time as planned and projected regional growth continues.

Comment 24A.47:
Energy Aware Planning Guide
The California Energy Commission recently released a report titled "Energy Aware Planning Guide". (Document CEC-600-2009-013, December 2009 - http://www.energy.ca.gov/2009publications/CEC-600-2009-013/). The Guide includes a section titled "Transportation Strategies" which includes a number of strategies to reduce commuting by automobile. These strategies should be discussed as alternatives since they can reduce the need for highway widening. For example, the Guide states: "By encouraging residents and workers to use mass transit instead of driving, local governments can help reduce the energy use and greenhouse gas emissions associated with transportation, as well as the maintenance and construction costs of road upkeep and widening." (Guide pg T.1.1 1)

Not only does the Energy Aware Planning Guide provide a variety of options to improve public transit it also gives examples of cities which have successfully implemented such improvements. This is a strong indication that transit improvements and related strategies can and will result in reduced congestion on Highway One in Pacifica in the near future.

Response 24A.47:

This comment expresses an option regarding transportation strategy alternatives. Please refer to Master Response #8 regarding alternative transportation modes. This opinion is noted and will be considered as part of the project decision process.

Comment 24A.48:
Questions which should be addressed in the DEIR/EA

What exactly is the proposed project and what would be its effect?

Four drawings of the project were presented at the March 3 public meeting and some verbal description of the project was provided. However, many questions remain, which should be answered in the DEIR. For example: What would happen at the entrance to the GGNRA at Shelldance? Are sound barriers proposed? The drawings which were presented at the March 3 meeting include lots of yellow lines. The legend on the drawings indicates that the yellow lines are "proposed roadway improvements."

What do the yellow diamonds on the yellow lines mean? Do all the yellow lines really indicate the same thing – that seems unlikely.

Response 24A.48:

As shown on the conceptual plans for the two Build Alternatives (Figure 1.4 and Figure 1.5 in the EIR/EA), roadway improvements are designed to match up to the existing entrance to the Mori Point access road, as well as for the entrance to the Sweeney Ridge trailhead/Shelldance Nursery access road. Figure 1.4 and Figure 1.5 have been revised to include more information about the proposed roadway improvements. At the intersection of SR 1 and Mori's Point Road there is a striped channelizing island. The channelizing island is not raised. The series of parallel yellow lines which extend from Mori's Point Road to the intersection with Reina Del Mar Avenue represent the curb, bike path, bike path shoulders and drainage ditch that parallel the highway. The two lines on the south side of the Reina del Mar intersection, extending across Reina Del Mar Avenue, indicate a crosswalk. At the northeast corner of the Reina del Mar intersection, the two parallel lines wrapping around the corner of the intersection represent the proposed sidewalk.

Section 1.4.1 and Section 1.4.2 of the EIR/EA describes the proposed roadway improvements to SR 1/Calera Parkway, the SR 1/Fassler Avenue/Rockaway Beach Avenue intersection, and the SR 1/Reina Del Mar Avenue intersection, that are indicated in yellow on Figure 1.4 and Figure 1.5 in the EIR/EA.

Soundwalls were evaluated in Section 2.15 of the EIR/EA in conformance with FHWA regulations, however, soundwalls are not proposed. Please refer to Master Response #5 regarding soundwalls.

Comment 24A.49:
What exactly would be done to the timing of the lights at all of the intersections affected by the project? What exactly is the timing now?

Response 24A.49:

Please refer to Master Response #2.

Comment 24A.50:
If the project is built as proposed how much exactly would the problem be reduced? It would not be adequate to simply state that the LOS would be improved. Rather, there should be a full discussion of the effect on traffic delay and LOS under a variety of circumstances and conditions. On some days the delay is far less than on others. On days and at times where the delay is small I would assume that the project would have little effect, if any. Graphs should be provided similar to the graphs discussed below in the section titled "What Exactly is the Scope of the Problem Today?"

Response 24A.50:

Section 2.6 of the EIR/EA describes the existing traffic and transportation/pedestrian and bicycle facilities within the project area, as well as effects of the posed project on traffic, transit and pedestrian/bicycle facilities in Section 2.6.3. The information in this section summarizes and was based primarily on a technical "Traffic Operations Analysis Report" that was prepared for the project in July 2008 and addenda to that report completed in April 2011 and is included in the EIR/EA as Appendix G.13, pursuant to the CEQA Guidelines Section 15147. The Traffic Operations Analysis Report included figures to graphically display the description in the text of the report. Section 2.6.3 of the EIR/EA includes an evaluation of the effects of the proposed project under three different scenarios:

- *Comparison to Existing Conditions: This comparison answers the question "how would the project change the existing transportation and traffic environment"? It is a direct comparison to the current environment that uses existing facilities, volumes, and traffic patterns. No planned improvements and/or changes in traffic volumes due to planned growth are accounted for in this scenario.*

- *Comparison to Future No Build Conditions – Year 2015: This comparison shows the effects of the project as compared to anticipated future conditions (conditions that represent changes that will occur with or without the proposed project) at the anticipated year of project completion (2015).*

- *Comparison to Future No Build Conditions – Year 2035: Similar to the Year 2015 scenario, this comparison also shows the effects of the project as compared to anticipated future conditions. This comparison is intended to disclose the complete or "cumulative" picture of the future transportation environment, taking into account traffic from future development planned for in the approved general plans of the cities in San Mateo County. This comparison also accounts for planned growth in the region as well as planned improvements to the transportation network.*

Under each scenario, this section included a discussion of the study intersections level of service (LOS) operations for the AM and PM peak period and described the change in the LOS under each scenario, based on information from the Traffic Operations Analysis Report (refer to Section 2.6 and Appendix G.13 of the EIR/EA).

Comment 24A.51:
It appears that the plan is that Highway One would transition between four and six lanes around the intersection with Mori Point Road. That means lots of merging and unmerging of traffic. What exactly will occur? Will there be a severe bottleneck? Will it be safe?

Response 24A.51:

Please refer to Master Response #10.

Comment 24A.52:
<u>What would be the environmental effects of further dividing Pacifica?</u>
In the past the north end of Pacifica was divided by making Highway One a grade separated freeway. It is plain that the effect of this division on Pacifica has been severe and adverse. It is likely that the

present proposed project would have similar adverse effects on Pacifica. There should be a discussion of what exactly would be the effect on Pacifica of further dividing the town. An urban planner should be engaged to do a realistic evaluation and report.

Response 24A.52:

This comment expresses an opinion regarding the potential division of the city of Pacifica. Please refer to Master Response #7. The two Build Alternatives propose to add one additional lane in each direction to the existing highway between Fassler Avenue and Reina Del Mar Avenue. The proposed widening would occur at-grade; no grade separation is proposed. While the project would widen the highway, because the area is already a highway corridor, this project is not anticipated to significantly further divide the community or alter land use patterns.

Comment 24A.53:
Instead of becoming more of a freeway Highway One should become less. Instead of limited access points to Highway One there should be multiple access points. In other words, between Reina Del Mar and Fassler additional access for cross streets should be provided. A good example is Highway One in the northern part of Santa Cruz where there is access to Highway One at each block. If there is a major development in the Quarry it should not be restricted to only two access roads. Instead there should be access each block like in Santa Cruz.

Response 24A.53:

This comment expresses an opinion regarding the project design and access points along SR 1. Thank you for taking the time to review the environmental document. We appreciate your comment. This comment will be considered as part of the project decision process.

Comment 24A.54:
Also, there should be a discussion of the impact on Pacifica of adding frontage roads in the project area instead of simply widening the highway. At present emergency vehicles can be stuck in traffic on Highway One between Reina del Mar and Fassler Avenue. The effect of the proposed Calera Parkway on this situation should be discussed. Adding frontage roads would provide alternative routes for emergency vehicles. Similarly, if the Quarry is developed and there are multiple access points from Highway One to the streets in the Quarry project, emergency vehicles would have the option of multiple routes.

Response 24A.54:

This comment expresses an opinion that the proposed project should be replaced with a lesser alternative which does not add any travel lanes, but only provides frontage roads to allow for emergency vehicle access. The DEIR/EA summarized (on page 36) the Frontage Road on West Side of SR 1alternative that was considered and studied during the development of the proposed project. This alternative would construct a two-way frontage road through the Quarry property on the west side of SR 1, from Dondee Way to Reina Del Mar Avenue. The frontage road would create an alternate connection to SR 1 between the Rockaway Beach area and the Vallemar neighborhoods.

This alternative would result in greater environmental impacts than the proposed Build Alternatives to sensitive species habitat (California red-legged frog and San Francisco garter snake) west of SR 1, and to wetlands west of SR 1. This alternative could also affect sensitive cultural resource sites west of SR 1. This alternative design would result in aesthetics impacts due to the installation of a new

roadway in a currently undeveloped area and would result in similar hydrology and water quality impacts due to an increase in impervious areas. This alternative could also result in impacts from exposure to possibly contaminated soils during construction and temporary increases in noise levels at San Marlo Way due to construction. This alternative would result in right-of-way impacts because it requires acquisition of property/right-of-way from the Quarry Site between San Marlo Way and Reina Del Mar Avenue.

The estimated construction cost of this alternative is approximately $8 million. This alternative would provide only minimal traffic benefit and was primarily rejected because of the extensive environmental impacts to sensitive species habitat.

Frontage roads were also considered as part of a grade-separation alternative; however, these roads would have additional right-of-way (property) impacts, as well as impacts to sensitive resources.

Comment 24A.55:
Effect on Other Intersections
What is the long-range plan for the intersections of Highway One with Westport St., Bradford Way and the GGNRA entrance and exit at Shelldance? Presently they are dangerous intersections. For safety, traffic on Highway One should be slower there not faster. The effect of the proposed Calera Parkway on these intersections should be discussed. Consideration should be given to providing stop lights or other types of improved access there.

Response 24A.55:

The comment expresses an opinion regarding project improvements to other intersections within the vicinity of the project area. The EIR/EA includes conceptual plans for the two Build Alternatives (Figure 1.4 and Figure 1.5), which graphically display the proposed roadway improvements in yellow on the figures. As shown on the conceptual plans for the two Build Alternatives (Figure 1.4 and Figure 1.5 in the EIR/EA), roadway improvements are incorporated for the entrance to the Mori Point access road, as well as for the entrance to the Sweeney Ridge trailhead/Shelldance Nursery access road. No other improvements to Westport Street or Bradford Way are planned as part of this project.

Comment 24A.56:
What is the exact scope of the problem today?

Past environmental impact reports which have addressed Highway One in Pacifica have not adequately discussed certain issues. The presently proposed Calera Parkway EIR should not perpetuate these same shortcomings.

A recent example of an EIR which discusses the section of Highway One between Fassler Avenue and Reina del Mar Avenue is "Harmony @ 1 – Roberts Road Subdivision, Draft Environmental Impact Report – June 2007."
http://www.cityofpacifica.org/civica/filebank/blobdload.asp?BlobID=2637 The Harmony DEIR discusses current traffic conditions in Section 9.1 "Existing Conditions" and in Appendix G. The DEIR reports the delay and the LOS for Route 1 and Fassler Ave/Rockaway Beach and Route 1 and Reina Del Mar Avenue. However, it does not report the delay and LOS during the summer or at other times when school is not in session. Moreover, it does not report the duration of the maximum delay and the lowest LOS. In the proposed EIR for the Calera Parkway both of these subjects should be thoroughly discussed.

From my observations I would expect that when school is not in session the maximum delay is far less than when school is in session. Moreover, I expect that that the maximum delay lasts for only a few minutes during the AM peak and the PM peak, and at other times the delay is far less. Also, I have observed a wide variability in traffic delay from day to day at the same time of day for no apparent reason. The DEIR for the Calera Parkway project should report delays for a number of randomly selected days and not report just one severe day and imply that the delays are always the same. Providing data for only one day is misleading at best.

Response 24A.56:

Please refer to responses to comments 24A.30 and 24A.46 above. Please also refer to Master Response #14.

The traffic analysis completed for the EIR/EA was prepared according to Caltrans methodology and the requirements of CEQA and NEPA (refer to the Traffic Operations Analysis Report in Appendix G.13 of the EIR/EA). Traffic counts are typically collected on normal weekdays when school is in session in order to provide a realistic, normal baseline condition. The summer months and holidays, as well as the most congested days, are typically avoided in order to avoid extreme anomalies in data. Using traffic data from the summer time can falsely present the picture that ample capacity is available.

Comment 24A.57:
The DEIR should include graphs. There should be one graph for each major intersection showing on one axis the time of day and on the other axis the delay and the LOS. My expectation is that such graphs would show that the maximum delay occurs only for a short duration; during most of the day there are only slight delays. Moreover, for each intersection there should be multiple graphs for different days selected randomly. My expectation is that for many days the delay will not be severe at any time.

Response 24A.57:

Please refer to response to comment 24A.46 above.

Comment 24A.58:
<u>Implied assumptions</u>
Assumptions about future traffic delays which I expect would be implicit in the DEIR should be made explicit. In other words, I expect that the DEIR will report the present traffic delays, and there will be an implicit assumption that these delays will remain the same or will increase in the future. However, this assumption should be stated explicitly. Furthermore, there should be a realistic admission that in the future traffic delays will lessen if public transit service is improved, which would result in fewer drivers on the highway.

Response 24A.58:

Please refer to response to comment 24A.46 above regarding existing and future traffic delays. Please refer to Master Response #8 regarding public transit service.

Comment 24A.59:
Other Issues
Will Highway One be affected by ocean rise due to global warming? Will it have to be moved in the future? When and to where?

Response 24A.59:

The EIR/EA includes a discussion of adaption strategies in Section 3.3.2.4. "Adaptation strategies" refer to how Caltrans and others can plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, storm surges and intensity, and the frequency and intensity of wildfires. These changes may generally affect the transportation infrastructure in various ways, such as damaging roadbeds by longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. Executive Order S-13-08 directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level affecting safety, maintenance and operational improvements of the system and economy of the state. Caltrans is an active participant in the efforts being conducted as part of the Executive Order on Sea Level Rise and is mobilizing to be able to respond to the National Academy of Science report on Sea Level Rise Assessment.

Caltrans continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise. Currently, Caltrans is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise and other climate change impacts, Caltrans has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available, Caltrans will be able review its current design standards to determine what changes, if any, may be warranted in order to protect the transportation system from sea level rise.

However, based on the topography in the area, it is not anticipated that sea level rise would impact this portion of SR 1 within the planned 20-year timeframe of the improvements.

Comment 24A.60:
Expansion of Highway One would encourage development of the Quarry. However, that would have serious adverse effects on endangered species. There should be thorough discussion of this issue.

Response 24A.60:

Please refer to Master Response #13.

Comment 24A.61:
The Golden Gate National Recreation Area may not allow widening through the cut just north of Reina del Mar. Would an Act of Congress be necessary? What is the policy of GGNRA on this? Have they been asked? If the Highway cannot be widened there then the project will not accomplish any reduction in congestion.

Response 24A.61:

As described in Section 1.4 of the EIR/EA, most of the proposed improvements would be constructed within the existing Caltrans and city of Pacifica rights-of-way. There are several locations, however, under both alternatives, where the improvements would require additional right-of-way, which is described in Table 1.5 in Section 1.4.3 of the EIR/EA. As shown in Table 1.5, no right-of-way acquisitions would be required within the GGNRA lands north of Reina Del Mar Avenue. All proposed improvements within this area would occur within the existing Caltrans and city of Pacifica rights-of-way.

Comment 24A.62:
What is the overall plan for Highway 1 in Pacifica? How would this proposed project interact with the rest of Highway 1 in the future?

Response 24A.62:

The purpose of the EIR/EA is to evaluate the impacts of the proposed project to the existing environment within the project area. The proposed improvements/plans for SR 1 beyond the project area are outside the scope of the EIR/EA analysis.

Other possible future improvements to other portions of SR 1 are unknown at this time, and any analysis of potential impacts resulting from highway improvements elsewhere would be purely speculative. As described in Section 1.2.3 of the DEIR/EA (pages 7-8), the project has independent utility, which means that the proposed improvements have logical starting and ending points, and that the proposed improvements can be implemented within the project limits, and completion of other projects would not be required in order to realize the operational benefits of the proposed improvements.

Comment 24A.63:
The proposed highway would be nearer to endangered species habitat than the existing highway. What is the position of the Coastal Commission, the U.S. Fish and Wildlife Service and other agencies on this?

Response 24A.63:

Numerous meetings and conversations have taken place with staff of the California Coastal Commission, U.S. Fish & Wildlife Service (USFWS), and other agencies regarding this project. Chapter 4 of the DEIR/EA summarizes the results of Caltrans' and SMCTA's efforts to fully identify, address and resolve project-related issues through early and continuing coordination with the general public and appropriate public agencies. The EIR/EA includes a list of the consultation meetings that have been held with staff from responsible agencies for the proposed project, including the USFWS, California Department of Fish and Game, and the California Coastal Commission. These meetings were held to consult with agency staff regarding sensitive environmental resources near the site, to clarify agency review processes for this project, and to obtain input from the agencies regarding potential mitigation and avoidance measures.

These meetings provided confirmation to the project team regarding the processes for agency reviews, the technical approach for analyzing potential impacts to coastal wetlands and sensitive habitat areas. A tentative agreement was also obtained regarding the approach for analysis of

special-status species impacts, as well as the approach for compensatory mitigation (refer to Chapter 4 of the EIR/EA).

Comments on the DEIR/EA were received from the California Coastal Commission. However, to date, the California Coastal Commission has not taken an "official" position on this project. Approvals will be required separately from the California Coastal Commission.

The USFWS issued the Biological Opinion (BO) in January 2012 with the USFWS's opinion of the effects of the proposed project on the threatened California red-legged frog and endangered San Francisco garter snake. This completed the formal consultation process with USFWS.

Comment 24A.64:
Project Funding
What will the project cost and is the money available? Would Pacifica have to provide money for the project?

Response 24A.64:

Please refer to Master Response #11.

Comment 24A.65:
I respectfully submit the following comments concerning the proposed EIR/EA for the Calera Parkway, Highway One in Pacifica. I live in the Vallemar district of Pacifica and I am very familiar with Highway One in Pacifica.

I submitted some comments March 11, and I request you to consider those earlier comments in addition to the present ones.

Response 24A.65:

Please refer to the responses to specific comments 24A.38 to 24A.60 above.

Comment 24A.66:
Preliminary Matters

I object to lack of proper notice and opportunity to comment.

I have attended the two recent public meetings and studied the materials on your web site, and I have attempted to obtain additional information about the project by a request under the California Public Records Act (email dated June 9.) In response to my request I received an email from Martha Martinez dated June 17, 2010 stating, "Many of the preliminary studies and reports that will be incorporated into the EA/DEIR preparation process are still in draft form . . . . These documents are therefore not available for public review . . . ."

I object to the refusal to provide me documents which should be available under the Public Records Act. At the scoping meetings you and others stated that one purpose of the meetings was to receive comments from the public concerning the project. However, by denying the public access to information concerning the project in advance of the scoping meetings you foreclose our opportunity to make fully informed comments. Furthermore, as I am sure you know, one of the main purposes of the CEQA process is transparency and openness of government processes to the public. However by

denying public access to the very documents which will be the basis of the EIR you are thwarting one of the main objectives of CEQA.

Response 24A.66:

Refer to Response 24A.38 regarding the noticing requirements for the EIR scoping meeting. At the time of this letter, the EIR/EA was still in the initial scoping and preparation phase, and all studies were still in administrative draft form.

Because the studies and reports that were requested in June were still in draft form, these materials were exempt from the requirements of the California Public Records Act, pursuant to Section IV Request for Records and Agency Response, B Claim of Exemption. The California Public Records Act Section IV Request for Records and Agency Response, B Claim of Exemption specifically states:

> *"Under specified circumstances, the CPRA affords agencies a variety of discretionary exemptions which they may utilize as a basis for withholding records from disclosure. These exemptions generally include personnel records, investigative records, drafts, and material made confidential by other state or federal statutes."*

Subsequent to this letter, the DEIR/EA has been released for comment. The technical studies and documents requested have been provided to the commenter.

Comment 24A.67:
<u>Scope and Content of the EIR/EA</u>
You have, of course, held public meetings in Pacifica on March 3 and June 22, and you have posted some information concerning the project on your web site. Based on the limited information about project which has been made available I have the following comments about the proposed EIR/EA.
<u>School bus program</u>
I and many others have stated that the problem which the project is intended to address, namely congestion of Highway One, only occurs when school is in session, and the problem is caused by many parents driving their children to and from school. We have recommended that a system for bussing students to and from school would take many cars off the road during the peak traffic periods.

I appreciate that at your June 22 meeting you addressed the school bus issue. However, you concluded that school bussing would not provide any significant reduction of congestion, and that you would therefore not study the option further. Unfortunately that conclusion was based on drastically inadequate analysis.

At the June 22 meeting you presented the document titled "Route 1/Calera Parkway Project – Preliminary Concepts Matrix (May 2010)." (Preliminary_Concepts_Matrix_06-02-2010.pdf) Row J discusses school buses and states in one column, "Provide increased school bus service to the elementary school on Reina Del Mar Avenue." And in the adjacent column, "Could provide small benefit for portion of AM peak commute congestion (NB) but not enough to reduce backups significantly. Would not provide benefit for any of the PM commute congestion (SB)."

There are serious deficiencies in your analysis. First, it fails to account for the other seven schools in Pacifica. Second, your results just plain do not conform to reality.

There are eight schools in Pacifica, not just the Vallemar School which you mention in your matrix. The Pacifica School District and Jefferson Union High School District have open enrollment policies which means that children from anywhere in the district can attend any school in the district, regardless of where the student resides, as long as the school has space. Each of the schools has a different character and emphasis which attracts parents having different interests. The net result is that parents drive all over Pacifica taking their children to the grade schools and middle school during the AM commute hour and then drive home again. Turning to the two high schools, parents living in Pacifica and also from other cities often drive their kids to one of those two schools and then drive home again during the AM commute hour. Some kids drive themselves to and from school. For your analysis to ignore almost all of the Pacifica schools is simply ridiculous.

Moreover, your conclusion that school buses would provide only a small reduction in congestion is just plain wrong. At your scoping meetings you heard from many Pacifica residents that on days when school is not in session but people commute to work, e.g. summers, congestion of Highway One is considerably less than when school is in session. Unfortunately, you have provided no information during your scoping meetings to indicate that you have done any studies to validate or refute the anecdotal information you received from many Pacificans.

You dismissed school busses as a solution because you feel they would not affect PM, southbound congestion. However, the basis for this conclusion has not been made public and I must assume that it is not based on studies or data. And I must assume that you have failed to consider the following:

1) Some of the grade schools provide after school childcare which results in parents driving to pick up their kids during the PM commute period.
2) High school students who have after school activities often drive during the PM commute period.
3) Traffic congestion on Highway One during the PM commute period is not as severe as during the AM period. Therefore reducing congestion during the PM period should have less priority than during the AM period.
4) Even if school buses would only reduce AM congestion that is not a good reason not to consider them.

Response 24A.67:

Please refer to Master Response #3.

Comment 24A.68:
<u>Traffic Projections</u>
You have predicted significant increases in congestion by 2035 if the proposed project is not completed. However, I believe that you are drastically exaggerating the potential problem.

For example, in your document "SR 1/Calera Parkway Project - Information Update Report - June 2010" (Information_Update Report_DRAFT_06-02- 2010.pdf) you state,

> "As a result, the Year 2007 northbound SR 1 backup from Fassler Avenue south during the northbound morning commute averaged about one-third of a mile and extended up to one-half mile during the peak hour. This backup or "queue" is projected to extend an average of one mile and as much as 1.7 miles south of Fassler Avenue by Year 2035 without any improvements."

Similarly the graph you presented titled "Peak Spreading – Year 2035 Travel Time Variations (7:30AM- 10:AM) NB SR1-Crespi Drive to Reina del Mar Avenue" shows dramatic increases in congestion by 2035.

However, in my opinion these dire predictions are not warranted.

The basis for your traffic projection is that between the present and 2035 the population will increase 0.75% per year, and this projection is based on ABAG Regional growth projections. This is stated on your slide titled "Traffic Analysis" which is page 11 of the document Hwy-1 Calera_Public_Info_Mtg_6-22-10_v15_web.pdf.

I disagree with your assumption of population growth. In fact ABAG projects population growth of 0.75% per year for all of San Mateo County. It seems absurd to me to use the population growth projection for the whole county. Instead you should use the population projection for Pacifica and possibly the coast side south of Pacifica. For Pacifica and the coast side ABAG projects much lower population growth than 0.75% - in fact, about 90% lower.

I have received from ABAG their current population figures and projections for 2035 for Pacifica and for the unincorporated area between Pacifica and Half Moon Bay which are as follows:

	Year 2010	Year 2035
Pacifica	39,100	39,800
Unincorporated Area		

As you can see ABAG predicts Pacifica to grow only slightly - according to my calculations at the rate of about 0.07% per year. The same is true for the unincorporated area. These projections are only about 10% of your projections. If I am correct then your alarming predictions of future traffic congestion are unwarranted.

Response 24A.68:

Please refer to responses to comments 24A.20 and 24A.21 above.

Comment 24A.69:
<u>Increased or Modified Transit Service</u>
At your June 22 meeting you indicated that you had considered "Increased or Modified Transit Service." In "Route 1/Calera Parkway Project – Preliminary Concepts Matrix (May 2010)." (Preliminary_Concepts_Matrix_06-02-2010.pdf) Row I you described the option as:

> "Provide increased transit service to areas and points both north and south via additional bus routes, increased bus headways (more busses), additional park-n-ride lots, additional feeder shuttles, etc."

And you concluded that further study of the option was not warranted because:

> "High operating cost over time; high initial cost for some options; does not provide significant improvement in congestion relief."

Your conclusion not to pursue this option is disappointing. Unfortunately I am not able to comment on it in detail because you fail to provide any significant information to explain the basis for your conclusion.

In your document "SR 1/Calera Parkway Project – Public Information meeting - June 22, 2010" (Hwy-1-Calera_Public_Info_Mtg_06-02-2010_v15_web.pdf) you provide a graph titled "Concept I – Increased / Modified Transit." The meaning of the graph is not clear, but I interpret it to show essentially that if more people ride transit then fewer people would drive their cars. There are points on the graph labeled "Needed PM" and "Needed AM" which correspond to about 80 buses per hour. I assume this to mean that you have determined that you would have to run about 80 buses per hour to completely eliminate congestion.

If my assumptions about your analysis are correct, I have the following comments. 1) You are assuming that you need to run 80 buses per hour and that doing so would be prohibitively expensive. However, there is nothing magic about 80 buses per hour. If you run fewer than 80 you would reduce congestion, at least somewhat, which would be a good thing. 2) You conclude that improving bus service would result in increased costs both initially and over time. What about charging more to the riders to recover part or all of the costs? 3) You predict that the proposed widening project would cost $45 million to $65 million. Common sense indicates that you could make incredible improvements to the bus system for that amount of money.

In "Route 1/Calera Parkway Project – Preliminary Concepts Matrix (May 2010)." (Preliminary_Concepts_Matrix_06-02-2010.pdf) Row I you state that improved transit, "does not provide significant improvement in congestion relief." On the other hand your graph suggests that adding 80 buses per hour would eliminate congestion and adding fewer buses would reduce congestion in direct relation to the number of buses. Both of these things cannot be true; either buses could provide significant congestion relief or they could not. Also, what exactly do you mean by "significant improvement?" How much improvement would in fact be provided?

The San Mateo County Transportation Authority and many other organizations espouse the benefits of public transit for many good reasons. (E.g. http://www.smcta.com/alternative_congestion_relief.html) It is hypocritical, to say the least, to praise the benefits of public transit while rejecting any possibility of improved public transit in Pacifica.

Response 24A.69:

Please refer to Master Response #8.

Comment 24A.70:
<u>Other Questions</u>
I request that some other issues be addressed in the DEIR/EA

1) One column of your Preliminary Concepts Matrix is headed "Feasibility/Effectiveness". In that you column you make many qualitative judgments such as, "does not appreciably enhance traffic operations' (Row C); "Very high right of way cost. Minimal traffic benefit for highway thru traffic." (Row G); "does not provide an appreciable benefit" (Row H). In the EIR please quantify this information. Does "not appreciably" mean 5% or 40%? CEQA is intended to be a tool for decision makers and for the public to understand how decisions are made. Quantified information is essential to an informed public process.

Response 24A.70:

Please refer to Master Response #1 and the response to comment 24A.38 above.

Comment 24A.71:
2) If the project is built - -
How long would the construction phase be?
What are the details of the construction phase – e.g. will traffic be re-routed - where? What delays will drivers experience?
Where will materials and equipment be stored?

Response 24A.71:

Please refer to responses to comments 24A.17 and 24A.33 above.

Comment 24A.72:
3) You have considered a pedestrian overcrossing at Reina del Mar and concluded that it, "does not appreciably enhance traffic operations and creates pedestrian safety problem since some people will still try to cross at grade but without a crosswalk and signal delay to protect them." Please explain exactly how much this alternative would reduce congestion. Please provide your basis for concluding that there would be a safety problem and explain how serious the problem would be.

4) Please discuss the alternative of a pedestrian undercrossing or tunnel at Reina del Mar. How much would congestion be relieved? Would it be safer than an overcrossing since pedestrians would tend to use it more than they would use an overcrossing?

Response 24A.72:

Please refer to Master Response #9.

RESPONSES TO COMMENT #24B:
Hal Bohner (dated 10/05/11)

Comment 24B.1:
I am attaching to this email a letter to Ms. Yolanda Rivas dated October 5, 2011 concerning the Draft Environmental Impact Report / Environmental Assessment for SR 1/ Calera Parkway / Highway 1 Widening Project San Mateo County, California 04-SM-l / PM 41.7/43.0/ EA 04-254600.

I submitted comments earlier on the DEIR/EA, and I respectfully submit the following additional comments concerning the DEIR/EA for the Calera Parkway, Highway One in Pacifica. I live in the Vallemar district of Pacifica and am very familiar with Highway One in Pacifica.

Response 24B.1:

Please refer to the responses to specific comments 24B.2 to 24B.7 below.

Comment 24B.2:
<u>I. Two affected intersections are not discussed in the DEIR</u>

It appears the as part of the "Build Alternatives" major changes are planned for two intersections, one at the intersection of Mori's Point Road and Highway l and the other directly to the east of that intersection, which is the entrance to the GGNRA Sweeney Ridge site and Shelldance Nursery. From Figures 1.4 and 1.5 of the DEIR it is apparent that there will be construction at the two intersections. However, the DEIR provides no written explanation of what is planned for those intersections. At a minimum the DEIR must include a description of what would be done there and the environmental consequences thereof.

Response 24B.2:

The comment expresses an opinion regarding project improvements to other intersections within the vicinity of the project area. Section 1.4.1 and Section 1.4.2 of the EIR/EA describes the proposed roadway improvements to SR 1/Calera Parkway, the SR 1/Fassler Avenue/Rockaway Beach Avenue intersection, and the SR 1/Reina Del Mar Avenue intersection that are indicated in yellow on Figure 1.4 and Figure 1.5 in the EIR/EA. At the intersection of State Route1 and Mori's Point Road there is a striped channelizing island. The channelizing island is not raised. The series of parallel yellow lines which extend from Mori's Point Road to the intersection with Reina Del Mar Avenue represent the curb, bike path, bike path shoulders and drainage ditch that parallel the highway. The two lines on the south side of the Reina Del Mar intersection, extending across Reina Del Mar Avenue, indicate a crosswalk. At the northeast corner of the Reina del Mar intersection, the two parallel lines wrapping around the corner of the intersection represent the proposed sidewalk.

The Draft Project Report also stated that the existing two-way bike/pedestrian Class I path adjacent to the westerly edge of SR 1 between Reina Del Mar Avenue and Mori's Point Road would be reconstructed further west of the widened highway, and widened from eight feet to 10 feet. A new fence between the path and SR 1 would be installed to provide a physical barrier, and the new path would have a 16 foot separation from the edge of the highway, improving upon the existing nine foot separation. These improvements are described in Section 1.4.1.1 of the EIR/EA and graphically displayed on Figure 1.4 and Figure 1.5. Figure 1.4 and Figure 1.5 have been revised to include more information about the proposed roadway improvements.

Chapter 2 of the EIR/EA includes the environmental topics addressed for the project, in Section 2.1 to Section 2.22. In each topic section there is a discussion entitled "*Environmental Consequences* which describes the project-related impacts from the proposed improvements to the pertinent environmental topic section.

Comment 24B.3:
<u>II. An essential "Key View" is missing from the DEIR.</u>

The DEIR includes some "Key Views" which are photos of existing conditions and photo renderings showing the proposed project. On pages 82- 87 there are Key View #1 through Key View #7. However, Key View # 6 is not included. Key View #6 would apparently comprise two photos, the first showing a view looking southbound from the Reina del Mar intersection, (which would be the same as or similar to Photo 7 on page 78 of the DEIR) and the second showing the proposed project from the same vantage point. The DEIR must be amended to include the missing Key View #6.

Response 24B.3:

The text in Section 2.7 of the EIR/EA was based upon a *Visual Impact Assessment* (VIA) completed for the project in January 2011. While the VIA evaluated all Key Views, the DEIR/EA text focused

on the key views with substantive changes. The VIA included a discussion of Key View #3, which depicts the intersection of Fassler Avenue/Rockaway Beach Avenue as seen from the residential neighborhood at the corner of Ebken Street to the east, and Key View #6, which depicts the intersection of Reina Del Mar Avenue as seen from the residential neighborhood at the corner of Lauren Street to the east.

The photos included in the VIA of Key View #6 are representative of those seen from the corner residences along Reina Del Mar Avenue. The views of the remainder of residences off of Reina Del Mar Avenue are either: 1) blocked by structures in front of their paths; 2) are too low in elevation to have views of the highway; or 3) are only offered distant background views. Under the proposed project, the changes proposed by the project to the median will not be visible from this area. Therefore, the DEIR/EA did not include photo simulations of this Key View #6 to illustrate the views before and after implementation of the project.

Comment 24B.4:
The DEIR states, "A sidewalk bulb-out would be added at the southeast corner of the intersection to minimize the SR 1 crosswalk crossing distance." (DEIR pg 14) If for no other reason, missing Key View #6 should be included to help explain the meaning of the phrase "bulb out", which is not a term having meaning to most people.

Response 24B.4:

Please refer to response to comment 24B.3 above regarding Key View #6. The text in Section 1.4.1.2 of the EIR/EA has been revised to include a footnote that defines bulb-out.

Comment 24B.5:
<u>III. The Alternatives must be fully explained</u>
The DEIR considers a number of alternatives and rejects them for a variety of reasons. In many cases the grounds for rejection are extremely vague and unspecific. However, CEQA demands that alternatives be considered and discussed with sufficient specificity to aid governmental decision makers and the public to assess the reasons for rejection of the alternative. The following are some examples of lack of specificity and impermissible vagueness.
Response 24B.5:

Please refer to Master Response #1.

Comment 24B.6:
The DEIR includes Section 1.4.8.8 "Signal Interconnect & Signal Timing Improvements without Roadway Widening". To explain the rejection of this alternative the DEIR states, "This alternative was primarily rejected because the traffic operation benefit would be considerably less than the proposed Build Alternatives." (DEIR pg 36) The obvious question is what exactly would be the benefit to traffic operation. A further question is whether this alternative could be combined with another alternative to achieve significant benefit.

Response 24B.6:

Please refer to Master Response #2.

Comment 24B.7:
Section 1.4.8.9 discusses "Increased or Modified Transit Service". To explain the grounds for rejection the DEIR states, "This alternative was primarily rejected because of the high operating cost over time, the high initial cost for some transit options, and the minimal improvement in congestion relief." (DEIR pg 38) The DEIR must quantify the "high" operating cost; "high" initial cost; "some" transit options (what about other options?); and the "minimal" improvement.

Response 24B.7:

Please refer to Master Response #8.

RESPONSES TO COMMENT #24C:
Hal Bohner (dated 10/18/11)

Comment 24C.1:
I submitted comments earlier on the DEIR/EA, and I respectfully submit the following additional comments concerning the DEIR/EA for the Calera Parkway, Highway One in Pacifica.

Response 24C.1:

Please refer to the responses to specific comments 24C.2 through 24C.26 below.

Comment 24C.2:
I. The discussion of Alternatives does not meet the requirements of CEQA
After this EA is completed Caltrans will decide whether to prepare an Environmental Impact Statement. It is obvious that a FONSI will not be appropriate and that an EIS will be required due to the undeniably significant environmental impacts of the project. Federal regulations require a detailed and thorough discussion of alternatives in an EIS. Concerning the discussion of Alternatives the Code of Federal Regulations states:

This section is the heart of the environmental impact statement. Based on the information and analysis presented in the sections on the Affected Environment (§ 1502.15) and the Environmental Consequences (§ 1502.16), it should present the environmental impacts of the proposal and the alternatives in comparative form, thus sharply defining the issues and providing a clear basis for choice among options by the decision maker and the public. In this section agencies shall:
(a) Rigorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated. (b) Devote substantial treatment to each alternative considered in detail including the proposed action so that reviewers may evaluate their comparative merits. (40 C.F.R. § 1502.14)

It is painfully clear that the discussion of Alternatives in the DEIR/EA does not come close to the level of detail which will be required in the EIS. Therefore it is apparently Caltrans' strategy to complete the environmental review process under CEQA and after the public comment period is closed Caltrans will fully analyze the alternatives to comply with NEPA. However, this process clearly violates CEQA.

CEQA requires that information be included in the DEIR if that information is or could be reasonably available to the lead agency. It is not permissible under CEQA for Caltrans to present its incomplete and vague discussion of Alternatives in the DEIR only to later present a detailed and thorough discussion of the alternatives in an EIS.

The Federal Highway Administration has certain requirements for environmental documents, and some of their requirements are set forth in a document titled "FHWA California Division Checklist for Draft Environmental Documents (SS #S20319) / FEDERAL HIGHWAY ADMINISTRATION CALIFORNIA DIVISION ENVIRONMENTAL CHECKLIST "DRAFT" ENVIRONMENTAL DOCUMENTS Revised September 3, 1998" A copy of the document is attached as "nepa_dr.pdf" and I will refer to it as the Checklist.

The DEIR/EA is not required to itself meet the requirements of the Checklist, but information in the DEIR/EA makes it clear that it will not be possible for an EIS to meet the requirements of the Checklist in a number of ways. For example- -

Response 24C.2:

Please refer to Master Response #1 regarding the alternatives analysis.

The FHWA NEPA regulations distinguish three classes of actions which prescribe the level of documentation that is required in the NEPA process (23 CFR 771.115). Class I actions are actions that significantly affect the environment and normally require the preparation of an EIS. Class III actions are those in which the significance of the environmental impacts is not clearly established. All actions in this class require the preparation of an EA.

Because the significance of the environmental impacts associated with proposed project is not clearly established, it was determined that preparation of an EA was appropriate for the proposed project. In addition, because the determination of significance is different under NEPA and CEQA, a joint EA/EIR was prepared for the project, since it is quite often the case that a "lower level" document is prepared for NEPA. The impacts that were determined to be significant under CEQA are all proposed to be mitigated to a less-than-significant level, as described in Section 3.2.2 of the DEIR/EA, and therefore, would not of sufficient context and intensity to be determined significant under NEPA, because NEPA is concerned with the significance of the project as a whole.

For these reasons, it is Caltrans position that an EA/FONSI is the appropriate NEPA document for this project, and that an EIS is not necessary.

Comment 24C.3:
1. Regarding the discussion of Alternatives the Checklist states that an EIS must, "C. Demonstrate[s] that Single Occupant Vehicle capacity increasing projects come from or are consistent with the State Congestion Management Plan and that all reasonably available travel demand reduction and operational management strategies have been adopted for the proposed project and project corridor." (Checklist pg 3). The present project increases capacity for single occupancy vehicles, but the EA does not demonstrate that the project is consistent with applicable congestion management plans or that operational management strategies have been adopted. In fact the contrary is true. The EA expressly rejects operational management strategies such as improved signal timing.

Response 24C.3:

Section 2.1.2.2 of the DEIR/EA described the project's consistency with State, regional, and local plans and programs. This section included a discussion (on page 45) of the proposed project's consistency with the Regional Transportation Plan, which stated, *"The project is listed in, and therefore consistent with, the Metropolitan Transportation Commission's Transportation 2035,*

which is the Regional Transportation Plan (RTP). It is also included in the adopted 2011 Transportation Improvement Program (TIP) for the San Francisco Bay Area."

Section 1.4.5 of the DEIR/EA described (on page 21) the various transportation system management (TSM) and transportation demand management (TDM) strategies and the alternatives considered. These included such strategies as metering, providing additional auxiliary or turning lanes, providing reversible lanes, and traffic signal coordination. Other TDM strategies considered include encouraging carpooling and ridesharing as well as providing additional bicycle and pedestrian improvements. The DEIR/EA noted that while these strategies could reduce the cost and environmental impacts of the proposed project, TSM and TDM strategies such as these would not reduce congestion and improve the level of service on SR 1 through the project site. The DEIR/EA further stated, *"Although TSM and TDM measures alone could not satisfy the purpose and need of the project, the following measures have been incorporated into the two Build Alternatives: 1) additional turning lane capacity; and 2) improvement of pedestrian and bicycle facilities along the project alignment."* Therefore, the proposed project includes TSM and TDM strategies.

The project traffic impacts are described in Section 2.6.3 of the EIR/EA. This section of the EIR/EA summarizes and was based primarily on a technical "Traffic Operations Analysis Report" that was prepared for the project in July 2008 and Addenda to that report completed in April 2011, which are included in the EIR/EA in Appendix G.13, pursuant to CEQA Guidelines Section 15147. Based on the information in the Traffic Operations Analysis Report, DEIR/EA noted in this section (on page 69) that the widening of SR 1 between just south of Fassler Avenue/Rockaway Beach Avenue and just north of Reina Del Mar Avenue from two to three lanes in each direction would provide increased *throughput* capacity through the two study intersections (emphasis added). The project need is to alleviate a localized bottleneck only within the project reach, which is projected to deteriorate over the design life of the project. Because the project would not change the number or configuration of lanes on SR 1 to the north or south of the project area, the project Build Alternatives are not anticipated to change regional trip distribution or volumes on SR 1 segments north and south of the project area. The information in this section also states that under the year 2015 conditions and the year 2035 conditions the proposed Build Alternatives would not directly generate additional traffic trips or change the overall distribution of trips in the site area, and therefore, would not substantially affect the operations of other highway segments beyond the immediate project site area and would not substantially affect the operations of local streets in the area. The proposed project would improve operations at the Fassler Avenue/SR 1 and the Reina Del Mar/SR 1 intersections, which would improve operations of Fassler Avenue and Reina Del Mar Avenue. The project would change the demand served within the project area[25], but not the demand amount. In other words, the project would serve more amounts of traffic, but the total amount of traffic would not change as a result of the project.

Please refer to Master Response #2 regarding signal timing.

Comment 24C.4:
2. Concerning threatened or endangered species the Checklist states, "When a listed species or a designated critical habitat may be present in the proposed project area, a biological assessment must be prepared to identify any such species or habitat which are likely to be adversely affected by the proposed project (50 CFR 402.12)." (Checklist, pg 26.) However, the DEIR does not mention a

[25] Demand served is the percentage of total travel demand that is able to make it through a particular facility. For example, if 2,000 vehicles per hour arrive at an intersection with a capacity to serve only 1,500 vehicles per hour, the intersection is able to "serve" 75 percent of the demand.

biological assessment, and I must conclude that one has not been done. Since a Biological Assessment of the project must be done it must be done before completion of the DEIR and discussed in the DEIR.

Response 24C.4:

A Biological Assessment was prepared and submitted to the USFWS and NMFS.
The USFWS issued the Biological Opinion (BO) in January 2012 with the USFWS's opinion of the effects of the proposed project on the threatened California red-legged frog and endangered San Francisco garter snake. This completed the formal consultation process with USFWS.

Comment 24C.5:
<u>II. The project description is not adequate under CEQA</u>
Under CEQA it is essential that a DEIR describe a project clearly, accurately and in sufficient detail to permit informed decision making. However the project description in the present DEIR does not come close to meeting this standard.

Response 24C.5:

The CEQA Guidelines are based on the California Code of Regulations (CCR) Title 14, Division 6, Chapter 3. The CEQA Guidelines Section 15124 state that, "*The description of the project shall contain the following information but should not supply extensive detail beyond that needed for evaluation and review of the environmental impact.*"

a) The precise location and boundaries of the proposed project shall be shown on a detailed map, preferably topographic. The location of the project shall also appear on a regional map.
b) A statement of the objectives sought by the proposed project. A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project.
c) A general description of the project's technical, economic, and environmental characteristics, considering the principal engineering proposals if any and supporting public service facilities.
d) A statement briefly describing the intended uses of the EIR.
(1) This statement shall include, to the extent that the information is known to the lead agency,
(A) A list of the agencies that are expected to use the EIR in their decision-making, and
(B) A list of permits and other approvals required to implement the project.
(C) A list of related environmental review and consultation requirements required by federal, state, or local laws, regulations, or policies. To the fullest extent possible, the lead agency should integrate CEQA review with these related environmental review and consultation requirements.

As required by CEQA the DEIR/EA included Figure 1.1 Regional Map, Figure 1.2 Vicinity Map, and Figure 1.3 Aerial Photograph, all which show the location of the proposed project. The

DEIR/EA also included Figure 1.4 Conceptual Plan – Narrow Median Build Alternative and Figure 1.5 Conceptual Plan – Landscaped Median Build Alternative, which both shows the boundaries of the proposed project roadway improvements.

As required by CEQA the DEIR/EA included a statement (on page 5) of the purpose of the proposed project, which is to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along a congested segment of SR 1 within the city of Pacifica.

As required by CEQA the DEIR/EA described (on pages 9 to 14) the common engineering and environmental design features of the proposed Build Alternatives, including the roadway widening, retaining walls to prevent encroachment into environmentally sensitive areas, new roadway median barrier, bicycle/pedestrian path improvements, sidewalk improvements, cantilever bridge structure for wetland area avoidance, stormwater treatment facilities incorporated into the project, and intersection improvements. The DEIR/EA also included a description (on pages 14 to 16) of the unique features of the Build Alternatives, including roadway median width and inside roadway shoulders. Right-of-way requirements were described in Section 1.4.3 and Table 1.5, and the project cost and anticipated schedule was described in Section 1.4.4.

As required by CEQA the DEIR/EA included an introduction page behind the cover titled *General Information About This Document*, which describes what will happen subsequent to the commenting period and the agency expected to use the EIR in their decision-making process. The DEIR/EA also included Table 1.8, which lists the permits/approvals required, the agency the permit/approval will be required from, and when the permit/approval will be submitted. The environmental topic sections in Chapter 2 of the DEIR/EA included a *Regulatory Setting* discussion, which describes the related environmental review laws and consultation requirements.

Based on the above information, it is Caltrans's position the Project Description in the EIR/EA meets and exceeds the requirements of CEQA.

Comment 24C.6:
The description of this massive, 52 million dollar project consists of only eight pages, namely Sections 1.4.1 through 1.4.2 on pages 9-16 and Figures 1.4 and 1.5. And the brief project description raises more questions about the project than it answers. For example:

1. Figures 1.4 and 1.5 show the project at an extremely reduced scale – approximately 1.3 miles of roadway are shown on a single fold-out page. Multiple drawings and much larger-scale drawings are necessary to even begin to describe this complex project.

Response 24C.6:

Please refer to response to comment 24C.5 above. Additional detail has been added to the graphics referenced to clarify some of the proposed improvements.

Comment 24C.7:
2. There are many yellow lines identified in the Legend as merely "Proposed Roadway Improvements". Surely all the yellow lines cannot mean the same thing. For example, at the intersection of Highway 1 with Mori's Point Road there is a trapezoidal-shaped structure. Is it a raised lane separator? As another example, extending from Mori's Point Road parallel to the centerline of the roadway and to the west of the roadway there is a series of parallel yellow lines which extend to the intersection with Reina del Mar Avenue. Due to the small scale of the Figure it is

not possible to determine how many parallel lines there are, and the meaning of those lines is not apparent. As another example, on the south side of the Reina del Mar intersection there are two lines extending where perhaps a crosswalk would be. Are those lines intended to indicate a crosswalk? Another example - at the northeast corner of the Reina del Mar intersection (where there is a gas station) there are two parallel lines spaced slightly apart from each other and wrapping around the corner of the intersection. What do they indicate? The meaning of all the yellow lines should be explained.

Response 24C.7:

The EIR/EA includes conceptual plans for the two Build Alternatives (Figure 1.4 and Figure 1.5), which graphically display the proposed roadway improvements in yellow on the figures.

Section 1.4.1 and Section 1.4.2 of the EIR/EA describes the proposed roadway improvements to SR 1/Calera Parkway, the SR 1/Fassler Avenue/Rockaway Beach Avenue intersection, and the SR 1/Reina Del Mar Avenue intersection that are indicated in yellow on Figure 1.4 and Figure 1.5 in the DEIR/EA. At the intersection of State Route1 and Mori's Point Road there is a striped channelizing island. The channelizing island is not raised. The series of parallel yellow lines which extend from Mori's Point Road to the intersection with Reina Del Mar Avenue represent the curb, bike path, bike path shoulders and drainage ditch that parallel the highway. The two lines on the south side of the Reina Del Mar intersection, extending across Reina Del Mar Avenue, indicate a crosswalk. At the northeast corner of the Reina del Mar intersection, the two parallel lines wrapping around the corner of the intersection represent the proposed sidewalk.

Figure 1.4 and Figure 1.5 have been revised to include more information about the proposed roadway improvements.

Comment 24C.8:
3. The DEIR indicates that some right of way is owned by the City of Pacifica (DEIR pg 16) . However City right of way is not shown on the Figures although state right of way is indicated. City right of way should be shown.

Response 24C.8:

The EIR/EA includes conceptual plans for the two Build Alternatives (Figure 1.4 and Figure 1.5), which graphically display the existing and proposed State right-of-way. The figures have been revised to include information about the City right of way.

Comment 24C.9:
4. Due to the microscopic scale of the Figures it is almost impossible to discern certain white lines. One line seems to extend down the center of the proposed roadway and includes a series of short white lines perpendicular to the long line. Another white line appears to run to the west of the roadway and extend from Mori's Point Road approximately half the length of the project and includes small spaced-apart white circles. This line is spaced apart from the roadway varying distances. The meaning of these two white lines is not indicated in the drawing or elsewhere in the DEIR.

Response 24C.9:

The EIR/EA includes conceptual plans for the two Build Alternatives (Figure 1.4 and Figure 1.5), which graphically display the components of the proposed project improvements. These conceptual plans have been overlaid on an aerial photograph to provide local landmark indicators as reference to the proposed improvements. The conceptual plans include a control line, shown in white, running along the center of the roadway. The control line has stations, spaced 100 foot apart, and it is used as a reference to pinpoint different roadway features. The white lines on the outside of the roadway footprint represent cut or fill lines. The figures were revised to include the cut and fill line symbols in the legend.

Comment 24C.10:
5. The construction phase of the project is discussed only briefly and is not described in any drawings at all. It must be explained in detail in both text and drawings.

Response 24C.10:

Section 1.4.4 of the EIR/EA describes the proposed project cost and schedule. In regards to project construction this section states, *"If approved and funded fully, construction of the project is estimated to commence in spring of 2014. The duration of construction would be approximately two years. The proposed improvements would be constructed in phases. The proposed construction staging area is located along the west side of SR 1, approximately 600 feet south of Reina Del Mar Avenue, within the state right-of-way. Construction equipment used on this project would include scrapers, bulldozers, backhoe loaders, cement trucks, cranes, and asphalt/paving/concrete equipment."*

The information in Section 1.4.4 summarizes and was based upon the Draft Project Report (July 2011). The Draft Project Report described a three-stage construction plan proposed for the project, which included:

- Stage 1: Remove the existing concrete barrier along State Route1 and pave to provide for temporary vehicle access lanes. Shift both NB and SB State Route1 traffic to the east and construct west side improvements.
- Stage 2: Shift both NB and SB State Route1 traffic to the west side improvements constructed in Stage 1. Construct east side improvements.
- Stage 3: Maintain SB State Route1 traffic shifted to the west, but shift NB traffic to the east side improvements constructed in Stage 2. Construct remaining improvements in the median area of State Route1.

More detailed construction staging plans will be developed during final design, subsequent to the completion of the EIR/EA, once design details are known, to ensure that all project components are constructible without creating undue impacts to traffic or public safety. However, the primary major stages are identified above. Additional detail regarding the primary construction phases have been added to the text of the EIR/EA.

Comment 24C.11:
Furthermore, CEQA requires that a project description be stable. However, the DEIR acknowledges that many important aspects of the project will be determined in the future. For example –

1. Whether sound walls will be built will be determined later. (DEIR pg 133)

Response 24C.11:

Please refer to Master Response #5.

Comment 24C.12:
2. Many aspects of the construction phase of the project are not disclosed in the DEIR but instead are left to be disclosed in a Transportation Management Plan which will be prepared in the future. (DEIR pg 171)

Response 24C.12:

The DEIR/EA discussed (on page 171) the effects to traffic and transportation during project construction, including street closures in Section 2.21.1.1, based upon information from the Draft Project Report (DPR, July 2011). A Transportation Management Plan Data Sheet was developed for the Draft Project Report which identifies major components of a future Transportation Management Plan (TMP). The TMP Data Sheet development process identifies potential impacts to traffic and the traveling public such as long-term lane closures, major detours, etc. The Transportation Management Plan will be finalized during the final design phase and will provide additional detail and updated information to the TMP Data Sheet. The Draft Project Report noted (on pages 53 to 54) that the project will be constructed in multiple stages in order to minimize delays and congestion caused by construction. During each construction stage, two through lanes along each direction of State Route1, left turn lanes at the Fassler and Reina Del Mar intersections, and pedestrian and bicycle access would all be maintained. The project roadway construction can be accomplished by shifting and narrowing existing travel lanes/shoulders and using temporary concrete barriers to protect the work zone. The Draft Project Report also noted (on page 52) that impacts to the traveling public will be minimized by performing the majority of the work behind temporary concrete barriers (i.e., K-rails), scheduling temporary lane closures during non-peak commute periods, and closely coordinating with the City of Pacifica.

The existing lane configuration on SR 1will generally be maintained through the project area during construction in order to reduce traffic congestion due to lane changes or closures. During construction there is some natural slowdown of traffic as it passes through the construction zone due to narrower lane and shoulder widths and this will have a nominal impact on overall travel time through the project area during construction. At times there may be more severe temporary traffic congestion due to unanticipated construction events but these would be short-term and generally resolved within the same day.

The Draft Project Report describes (on page 53) that public information outreach, portable changeable message signs, and a Construction Zone Enhanced Enforcement Program (COZEEP) will be used as required to manage traffic during certain construction activities. In addition, the design and construction of the project will be coordinated with the Caltrans Traffic Manager (DTM) and Caltrans Transportation Management Plan (TMP) Coordinator, consistent with Caltrans policy and procedures. The Draft Project Report also notes that per Caltrans requirements, a TMP will be prepared for the project for use during construction. The Draft Project Report lists measures to be incorporated into the TMP, included but not limited to the following:

- Provide public information campaign and outreach programs.
- Provide orderly construction sequences as a requirement in the contract plans. If the Contractor proposes changes, insure that these changes do not worsen the traffic flow or greatly impact traffic movements.

- Provide advance warning and guide signs.
- Maintain minimum turning-lane storage capacity during construction.
- Provide continuous vehicle access to cross streets, driveways and businesses, and provide for pedestrian and bicycle access.
- Provide a Construction Zone Enhanced Enforcement Program (COZEEP).
- Provide traffic and contractor contingency plans.

As mentioned above, the TMP will be finalized as part of the proposed project, prior to construction. The TMP will be developed, in cooperation with the city of Pacifica, to provide advance notice to motorists, transportation and emergency service providers, and other impacted groups regarding information on construction activities and durations, detours, and access issues during each stage of construction. The TMP will address all traffic-related aspects of construction, including traffic handling during each stage of construction, and will involve noticing of construction-related information to residents and businesses in the area.

Section 2.21.1.1 of the EIR/EA identifies the short-term effect on traffic and transportation, including delays and street closures, and describes the measures to address these effects, based on the information from the Draft Project Report. Because the EIR/EA identifies the short-term effects to traffic and transportation, it identifies measures to address these effects (i.e., TMP). Because the TMP will incorporate the measures that are listed in the EIR/EA, the performance standards for the measures have been identified and the measures have not been deferred to be developed at a later time. This discussion is consistent with requirements of the CEQA Guidelines.

Comment 24C.13:
3. Figures 1.4 and 1.5 include a note stating, "This information is a preliminary assessment and should not be used as official record." The exact meaning of this statement is unclear but strongly suggests that the final design could vary substantially from the design disclosed in the DEIR.

Response 24C.13:

The DEIR/EA included an introduction page behind the cover titled *General Information About This Document*, which describes that subsequent to the commenting period, the Department, as assigned by the Federal Highway Administration, may: (1) give environmental approval to the proposed project, (2) undertake additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is appropriated, the Department could design and construct all or part of the project. The conceptual design is sufficiently detailed for Caltrans to determine approval status of the project for the Final EIR/EA. If the Department decides to construct all or part of the project, consistent with all projects of this nature, the project will enter the final design phase following the CEQA/NEPA process and project approval. During final design phases, as more information becomes available, the design may be modified slightly based on more accurate and up-to-date findings.

During the final design process, if project elements are modified to any measurable extent from described in the EIR/EA, the CEQA/NEPA re-validation/addendum process is in place for the purpose of evaluating environmental impacts of such changes. The CEQA/NEPA re-validation/addendum process will either conclude: 1) the design refinements will not result in additional of greater environmental impacts than those already disclosed; or 2) there will be greater environmental impacts than those already disclosed. If the later occurs, a Supplemental EIR/EA will be prepared including additional opportunities for public review and comment.

Comment 24C.14:
The description of the project is not sufficiently stable to meet the requirements of CEQA.

Response 24C.14:

Please refer to response to comment 24C.5 above.

Comment 24C.15:
III. The discussion of alternatives is seriously flawed.

A. Section 1.4.8.1 "Widen SR 1 From Four to Six Lanes for 0.8 miles"

In Section 1.4.8.1 "Widen SR 1 From Four to Six Lanes for 0.8 miles" the DEIR evaluates an alternative which is quite similar to the two "Build Alternatives", and which I will call the 0.8 mile alternative since it is considerably shorter than the Build alternatives which involve about 1.3 miles of highway reconstruction. The DEIR rejected this alternative from future consideration because as the DEIR states, "This alternative would not provide a comparable level of traffic benefit to the year 2035 compared to the proposed Build Alternatives . . . ." (DEIR pg 25) Also, according to the DEIR the estimated cost to construct this alternative would be approximately $25 million. (DEIR pg 25) In other words the construction cost for this alternative would be roughly half that of either of the Build Alternatives. Therefore it would seem that Caltrans should reject this alternative only after careful and thorough consideration and only for very good reasons. However, the following is Caltrans' complete statement of its reasons for rejecting the 0.8 mile alternative:

> "This alternative was primarily rejected because it would result in impacts to coastal wetlands and would result in considerably less traffic benefit than the proposed Build Alternatives." (DEIR pg 25)

Let's think about this. The first ground for rejection is not really valid because both of the Build alternatives would have substantial effects on coastal wetlands, as the DEIR admits.

Moreover, it appears from Figure 1.7 that in the 0.8 mile alternative the southbound lanes would encroach onto wetlands mainly due to the 26-foot wide median, which is not included in the Build alternatives. There seems to be no logical reason why the 0.8 mile alternative needs a 26 foot median while the Build alternatives have much narrower medians. But, as is characteristic of this DEIR, it offers no explanation of this important issue.

Response 24C.15:

Please refer to Master Response #1 regarding the evaluation of alternatives in the EIR/EA.

This comment expresses an opinion regarding the reasons for rejection of the Widen SR 1 from Four to Six Lanes for 0.8 miles alternative. This alternative would widen SR 1 from four lanes to six lanes for 0.8 miles, extending from 460 feet south of Fassler Avenue to 660 feet north of Reina Del Mar Avenue. This alternative was studied in the 1999 Project Study Report (PSR) for the project. The DEIR/EA summarized (on pages 23 to 25) this alternative that was considered and studied during the development of the proposed project.

With respect to the traffic benefits of the "0.8 mile alternative," the Build Alternatives were designed based on detailed traffic modeling performed by Fehr & Peers in 2004. This preliminary analysis

was conducted to find the minimum footprint of widening around the SR 1/Reina Del Mar Avenue intersection that would result in optimal traffic improvements in the corridor. That analysis tested a range of widening options. Generally, the analysis found that in the AM peak hour, the benefits of widening generally increased with increasing lengths of widening, until the amount of widening included in the Build Alternatives, and widening was extended all the way south of Fassler Avenue. Widening for longer distances than proposed in the Build Alternatives did not show appreciable benefits. In the PM peak hour, widening for various lengths around the SR 1/Reina Del Mar intersection offered some benefits, but largely transferred the bottleneck to the merge point, between the Reina Del Mar/Fassler Avenue intersection. When the widening was extended all the way south to the Fassler Avenue intersection, the full benefits of the Build Alternatives were achieved.

The graphs prepared as part of that 2004 study show that projected travel times along the corridor for year 2025 (the planning horizon year used at the time the initial evaluation was conducted) would vary over the course of a typical morning and evening, with the various alternatives. These graphs have been added to Appendix G.13 of the EIR/EA. As shown, the line representing the "2025 + Full Project" scenario remains relatively constant over the morning and evening peak periods, suggesting that travel times during the very peak times are similar to the off-peak times when traffic is free-flow.

As the Build Alternatives were carried forth for further study, including the Traffic Operations Report and the EIR/EA, the analysis was updated to reflect more recent traffic counts and projections for future conditions out to year 2035.

Comment 24C.16:
The second ground for rejection is misleading and not valid as well. First of all, as I have pointed out in my comment letter dated September 23 Caltrans has used incorrect population predictions for 2035, and in fact accurate population predictions are much lower than Caltrans' predictions. Accordingly, even if the 0.8 mile alternative were to provide, "considerably less traffic benefit" as Caltrans asserts, the traffic benefit of the 0.8 mile alternative could be to significantly reduce traffic backup. Unfortunately the DEIR does not bother to state the extent of backup reduction which the 0.8 mile alternative would provide so the public and decision makers have no quantified information upon which to base a decision of whether to spend an additional $25 million of highway construction funds. Caltrans' unsubstantiated and vague assertion that the 0.8 mile alternative would provide "less traffic benefit" than the Build alternatives is a shockingly weak justification.

Consider this. If the 0.8 mile alternative were capable of improving the LOS of the Reina del Mar and Fassler intersections only slightly less than the Build alternatives then the obvious and rational choice would be to choose the 0.8 mile alternative. Simply because the Build alternatives provide more traffic benefit than the 0.8 mile alternative is not an adequate or even reasonable justification for choosing to spend about $25 million, i.e. twice as much, on the Build alternatives.

Furthermore, common sense tells us that the Build alternatives have many disadvantages relative to the 0.8 mile alternative. Not only is the price of the smaller project about half that of the large project, but obviously the smaller project could be completed quicker, and the adverse environmental consequences of construction such as noise and traffic delays would be significantly less. However, the DEIR does not mention any of these obvious environmental benefits of the 0.8 mile alternative.

Response 24C.16:

This comment expresses an opinion regarding the future population growth and traffic projections. Please refer to the response to comment 24A.21 above. The future population growth and traffic

projections were based on the best information available and evaluation of past traffic data. SR 1 is a regional facility that serves other areas, besides the city of Pacifica, and as such, the traffic on SR 1, including future traffic, comes from other areas in the region, outside of Pacifica. For this reason, projected growth rates were not limited to the projections for the immediate area of Pacifica.

This comment expresses an opinion regarding the reasons for rejection of the Widen SR 1 from Four to Six Lanes for 0.8 miles alternative. Please refer to Master Response #1 and the response to comment 24C.15 above regarding rejection of the alternative.

These comments are noted and will be considered as part of the project decision process.

Comment 24C.17:
B. Alternatives must be considered in combination with each other.
Caltrans rejected certain alternatives on the ground that they would not provide sufficient congestion improvement according to Caltrans' unstated standards. However, Caltrans drew its conclusions based on analysis of each alternative individually. Caltrans did not consider combinations of alternatives, even though some combinations of alternatives would clearly be feasible and would provide more traffic improvement than a single alternative. For example, Caltrans must consider an alternative which is a combination of the 0.8 mile alternative (1.4.8.1) with the improved signal timing alternative (1.4.8.8). Moreover, even the Build alternatives would only improve LOS to level D. However, it is reasonable to consider an alternative which is a combination of a Build alternative combined with the alternative of improved signal timing (1.4.8.8) which would probably achieve a better LOS than the Build alternative alone. Another alternative which Caltrans must consider is the Increased or Modified Transit Service alternative (1.4.8.9) combined with improved signal timing alternative (1.4.8.8) The combinations I am suggesting are merely examples; Caltrans must consider all reasonable combinations.

Response 24C.17:

The Lead Agency is responsible for selecting a range of alternatives for examination in the EIR/EA. Alternatives suggested in the above comment, which were not evaluated further in the DEIR/EA, were found to either be infeasible or to not meet the basic purpose of the project.

Comment 24C.18:
B. Section 1.4.8.5 Grade Separation at Reina Del Mar Avenue
The discussion of the alternative in Section 1.4.8.5 "Grade Separation at Reina Del Mar Avenue", is completely inadequate.

This alternative apparently includes restoration of the original Calera Creek alignment as indicated in Figure 1.11. However, there is practically no text discussing creek restoration and no mention of its effect on endangered species. It is obvious that restoration of Calera Creek would have a major effect on endangered and threatened species. For example, it would facilitate east-west migration of the animals. This is extremely significant when one recognizes that such migration is interrupted by Highway 1 throughout most of its length and the proposed Build Alternatives would only make the situation worse. Therefore creek restoration and its effect on these species must be discussed in detail in the DEIR.

Response 24C.18:

Please refer to Master Response #9.

Figure 1.11 in the EIR/EA includes a graphical representation of one of the project alternatives that was considered during project development but eliminated from further discussion. This alternative would shift the SR 1 alignment west on top of the existing embankments at Reina Del Mar Avenue creating a grade separated interchange to separate SR 1 from Reina Del Mar Avenue and would require the use of retaining walls to minimize impacts. This design alternative also included creek crossing restoration. This alternative is described in the EIR/EA in Section 1.4.8.5. The restoration of the Calera Creek crossing under this alternative would affect jurisdictional wetlands and sensitive cultural resource sites. For this reason, the restoration was not considered further.

Comment 24C.19:
IV. The timing of the stoplights at Reina del Mar and Fassler Must be fully Addressed

The timing of the stoplights at the Reina del Mar Avenue and Fassler Avenue intersections is critical to the assessment of the current situation and to determination of a reasonable resolution to the problem. However, the current timing of the lights is not disclosed in the DEIR. And the timing of the lights in the future is not disclosed as well, either during construction or after completion of the project. Moreover, as explained below the DEIR must fully discuss altering the timing of either or both of those lights as alternatives to the project. It is quite plain that the stoplight at the Reina del Mar intersection is a major factor if not the primary factor in traffic delays in the project area. However, the DEIR does not provide any information whatsoever on the timing of the light and its implications for potential to improve or degrade performance at the intersection.

The DEIR implies that signal timing was studied, but the DEIR is confusing and misleading on this point. The DEIR includes a section headed, "1.4.8.8 Signal Interconnect & Signal Timing Improvements without Roadway Widening". (DEIR pg 36). The section is very brief and appears to discuss merely the installation of a, "signal interconnect cable between the Fassler Avenue/Rockaway Beach Avenue and the Reina Del Mar Avenue signals to coordinate timing of green phases." The DEIR also states, "The estimated construction cost for this alternative for signal interconnect only is approximately $0.3 million.14 Signal interconnect would not, however, provide an appreciable benefit due to the distance between the two signals." (DEIR pg 36) In contrast, the DEIR discusses Concept H "Signal Interconnect & Signal Timing Improvements" and states, "Traffic signal retiming would improve congestion initially based on existing traffic volumes, but then the benefit would dissipate by about Year 2015 and would offer little benefit as traffic demand increases in the future." (DEIR pg 40) Both of these statements cannot be true. Either signal retiming would improve congestion or it would not. Moreover, as I discuss in my September 23 letter to you Caltrans has drastically and incorrectly inflated its projections of future traffic. If correct traffic projections were used, would improved signal timing be a viable solution after 2015? Another question is why Caltrans did not install this signal timing improvements years ago since it is a relatively inexpensive and simple solution.

Response 24C.19:

Please refer to Master Response #2.

Comment 24C.20:
The DEIR is misleading at best in describing traffic at the Reina del Mar intersection. For example, the DEIR describes current conditions for current peak-hour at "SR 1@ Reina Del Mar Avenue" and states that delay is 66 seconds and LOS is E. (DEIR Table 1.1, at pg 5) This could be referring either to traffic traveling north on Highway 1 or to traffic traveling west on Reina del Mar, and the DEIR

must make it clear which is meant. I assume that these figures are for traffic traveling north on Highway 1 and do not refer to traffic traveling west on Reina Del Mar at Highway 1. If my assumption is correct, then in fact no information is provided concerning delays and LOS for traffic traveling west on Reina del Mar. This information must be provided. As I will explain below it must be provided on a relatively detailed (minute-by minute) basis since such information is critical to truly understanding the problem and developing a reasonable remedy.

Response 24C.20:

Please refer to the response to comment 24A.30 above. The delays presented in the DEIR/EA and cited in the comment represent average delay per vehicle at the intersection. For example, if one-half of vehicles traveling through an intersection experience an average delay of 100 seconds per vehicle and the other half of vehicles using an intersection experience a delay of 50 seconds per vehicle, the average delay per vehicle at the intersection would be 75 seconds per vehicle, which is what would be reported in this analysis. Intersection average delay is the appropriate metric used to determine intersection impacts and is consistent with the City of Pacifica's criteria for identifying intersection impacts.

However, the information requested by the commenter (i.e., average delay per vehicle by approach or movement at each intersection) is available in the Appendix of the Traffic Operations Analysis Report (refer to Appendix G.13 of the EIR/EA).

Comment 24C.21:
I want to emphasize that DEIR section headed "1.4.8.8 Signal Interconnect & Signal Timing Improvements without Roadway Widening" (DEIR pg 36) does not begin to adequately address the issue of signal timing. The DEIR section discusses only the concept of signal interconnection and possibly related timing issues. However, as I will explain below, consideration of signal timing must be far broader and not be limited to signal interconnection.

I have lived in the Vallemar district of Pacifica for many years and drive through the Reina del Mar intersection very frequently. I have had occasion to observe the operation of the light and the traffic pattern there on countless occasions. All traffic into and out of the Vallemar district must pass thorough the SR1/Reina del Mar intersection. During the AM commute there is no significant traffic into the intersection from either the north or the west. Let's focus on the AM commute period, for example. In the most basic terms, when traffic traveling north on Highway 1 experiences a green light, traffic traveling west on Reina del Mar experiences a red light. Conversely, when traffic traveling west on Reina del Mar experiences a green light, traffic traveling north on Highway 1 experiences a red light.

The Vallemar district is a small residential area with about 1,000 residents and Vallemar Elementary School. It is constrained by hills on three sides and is unlikely to grow in population in the foreseeable future. The only concentrated source of traffic leaving the Vallemar district during the AM commute period is due to parents who have dropped off their kids at Vallemar School. School starts at about 8:20 and for about 10 minutes before and about 10 minutes after that time there are many parents dropping off their kids and then driving through the intersection; most of them headed north. However, before about 8:10 and after about 8:30, westbound traffic approaching the intersection on Reina del Mar is light. In view of this, it seems completely reasonable to time the stoplight so that during the school drop off period, traffic traveling west on Reina del Mar is given a relatively long green light while at other times traffic traveling west on Reina del Mar is given a relatively short green light and hence traffic traveling north on Highway 1 can be given a relatively

long green light. Is this being done now? The DEIR provides no information to answer this question. If it is not being done then I ask whether it could be done to improve traffic flow and reduce or even eliminate the need for the widening project? The DEIR provides no information relative to this issue. It must do so.

Response 24C.21:

Please refer to Master Response #2.

Comment 24C.22:
Also, when parents leave the Vallemar district they often head north. However, only one lane of traffic (the right lane) is allowed to turn northward (right). Why not provide for the left lane to turn either left or right? I recall that this has been done at times in the past, but it is not being done now. Why?

Response 24C.22:

This comment expresses an opinion regarding additional turning lane improvements at the Reina Del Mar Avenue intersection. Please refer to Master Response #2.

The commenter suggests that both westbound lanes on Reina Del Mar Avenue approaching SR 1 be striped to allow right turns (i.e., the inner lane would allow left-turns, through-traffic, and right turns, while the lane adjacent to the curb would allow right turns only). In fact, the condition suggested by the commenter was in place at the time the existing conditions model was developed, and is already incorporated into the analysis. Therefore, the analysis already accounts for the suggested improvements and no additional analysis is necessary.

Comment 24C.23:
Let's now consider the PM peak period. It is obvious that a large factor in the backup north of the Reina del Mar intersection is the stoplight at the intersection. I have often observed that once traffic has passed through the Reina del Mar intersection it can travel relatively freely until it nears the light at the Fassler intersection. The timing of the Reina del Mar light is puzzling. Frequently the light is red for drivers approaching from the north for far too long, and for no apparent reason. In other words the light is red for drivers heading south on SR1 although there is practically no traffic entering the intersection from the other three directions. This of course leads to unnecessary backup of traffic to the north. The current timing of the light should be stated in the DEIR and the reasons for that timing should be explained. Also, adjusting the timing of that light with the objective of reducing the backup should be analyzed and explained in the DEIR as an alternative to the project.

Perhaps one could argue that if the timing of the Reina del Mar light were adjusted to provide a longer green light to southbound traffic, the traffic would simply experience a greater backup at the Fassler intersection. However, the DEIR provides no data on the timing of the light at the Fassler intersection. Moreover, the DEIR provides no analysis of altering the timing of the Fassler light to improve traffic flow. Other than southbound commuters, the only notable source of traffic into the Fassler intersection during the PM peak would be the east Rockaway business district, which generates very little traffic during the PM commute period. Therefore, setting the timing of the Fassler light to favor southbound commuters seems completely reasonable and practical. The DEIR must discuss this.

Response 24C.23:

Please refer to Master Response #2.

Comment 24C.24:
Moreover, the DEIR must discuss in detail the basis on which Caltrans has set the timing of the Reina del Mar and Fassler lights, including Caltrans' criteria for the settings and the involvement, if any, which the City of Pacifica and its residents can have in setting the timing.

Response 24C.24:

Please refer to Master Response #2.

Comment 24C.25:
At its public meetings concerning this project Caltrans has provided glimpses of what it considers to be a highly sophisticated computer-based traffic simulation system for studying alternative traffic flows. One would expect that Caltrans has used its computer system to study alternative signal timing strategies for both the Fassler and Reina del Mar intersections to improve traffic flow. Such simulations should be discussed and explained in the DEIR. If experimenting with alternative strategies in the field would be necessary then such studies should be done. Studying and altering signal timing could obviously be a far cheaper and quicker way to provide traffic improvements than spending $52 million to widen the Highway 1.

Response 24C.25:

Please refer to Master Response #2.

Comment 24C.26:
Moreover, the DEIR must disclose the current timing of the lights and the future timing if Caltrans proceeds with the widening project, both during the construction phase and thereafter.

Response 24C.26:

Please refer to Master Response #2.

RESPONSES TO COMMENT #25A:
Todd Bray (dated 10/22/11)

Comment 25A.1:
Below please find a link below to an article confirming the very recent discovery of bones belonging to a Wooley Mammoth inside the City of Pacifica boundary not two miles from the proposed projects site:

http://pacifica.patch.com/articleslmammoth

The existence of prehistoric animals that are known to be feed stock for prehistoric tribes of native peoples underscores the need for Caltrans to do a more professional archeological assessment of the project area. There is no way to assess the real archeological value of the project area without a properly supervised professionally conducted archeological dig throughout the project area to establish whether or not the project will have an impact on any cultural remains in the project area.

Given the existence of such large feed stock animals and the known prehistoric history of native peoples in the project area it is now of vital importance Caltrans re-evaluates its findings and conclusions in the DEIR/EA regarding the historical, cultural and archeological benefits to the community that are most likely present in the project area after all.

How can Caltrans even pretend to know what lies under the ground now given this recent rather spectacular find?

Given that the prehistoric presents feed stock animals of great size are in or near the project area it is a good bet that if examined properly the archeological heritage that could be unearthed before constructed the project could be of immense value. This new discovery undoes the documents archeological conclusions, mitigation measures and monitoring plan and at the very least requires a re-evaluation of the projects archeological impact on historical, cultural and human remains that are most likely pervasive throughout the project area.

Response 25A.1:

The recent mammoth find approximately two miles from the project site does not increase the likelihood of such a find occurring near the proposed project alignment. Additional information has been incorporated into Section 2.8 of the EIR/EA regarding paleontological resources. A site record and literature search was undertaken to determine if known paleontological resources are present within the project's area. The "windshield survey" was also completed by project staff that drove by and walked the accessible areas of the site. The UCMP Database has 732 fossils found within San Mateo County, however, the majority are not within close proximity of the project site. The records search found no record of prior finds within the project area or the town of Pacifica. During the windshield survey, no paleontological resources were observed.

In regard to the mammoth fossils referred to by the commenter and recovered near Pacifica's Secret Waterfall reported in the PacificaPatch (Oct 19 and Oct 24, 2011), they appear to lack an exact find location and appear to have been deposited by a landslide, and therefore, there is no telling where the bones were originally from. Dr. Jean DeMouthe, of the California Academy of Science, identified the fossils found in Pacifica and stated that, it is probable that the mammoth fossils found are coming from the terrestrial facies within the Merced Formation. She further noted that these types of rocks have not been found within the project area.

Based on the institutions and records search, the project area is considered to have a high potential of paleontological sensitivity, since the Pleistocene Terrace deposits units have in the past yielded fossils. The middle portion of the project site is the location where the geological deposits are the most sensitive. However, the project activities within this area will not disturb natural deposits, and no paleontology will be affected.
As described in the EIR/EA, the project alignment is an existing roadway, surrounded by a mix of urban an open space uses. Much of the alignment area has been significantly graded and disturbed in the past, and the project would only require minimal excavation into native soils below the existing fill for the current SR 1 roadway. For these reasons, the project would not result in significant paleontological impacts, and the recent mammoth find does constitute "significant new information" under CEQA and does not warrant recirculation of the DEIR/EA. The measures proposed in Section 2.8.4.2 of the EIR/EA would avoid impacts to any paleontological resources.

RESPONSES TO COMMENT #25B:
Todd Bray (dated 10/21/11)

Comment 25B.1:
I'm adding a few things to my comments concerning the negative visual impacts of the project.

Visual and Aesthetic impacts

The DEIR/EA fails to adequately analyze whether the visual and aesthetic resource impacts of the Project are adverse or significant. As a resident of Pacifica for sixteen years, I travel the area of Highway 1encompassed by the proposed Project on a daily basis and live within the projects reach. I appreciate the scenic nature of this coastal highway, the ruralness it represents and "down home country" feel it has. The tree line the project will remove is a lovely reminder on a daily basis that I don't live in an urban area. The project will remove that quality of life for me.

Response 25B.1:

The visual and aesthetics discussion in the EIR/EA was based upon a *Visual Impact Assessment* (VIA) completed for the project in January 2011 (refer to Appendix G.14 of the EIR/EA). The EIR/EA includes a discussion in Section 2.7.3 of the environmental consequences of the proposed project to the visual character of the existing environment. The EIR/EA states:

> *"The improvements proposed by the project Build Alternatives would alter the visual character of portions of the project alignment due to the removal of buildings and retaining walls, trees, and screening shrubs at the edges of the roadway, as well as the removal of portions of the existing vegetated soil embankment on the west side of SR 1. The removal of trees, screening vegetation, and buildings/retaining walls, as well as the excavation into the embankment west of SR 1, would change the motorist's views and diminish the quality of the visual experience. The introduction of new retaining walls and vehicle barriers as new manufactured visual elements will contrast with the natural features and will change the appearance of these areas."*

The EIR/EA defines the minor changes to visual resources that would occur within the project limits. Because the overall mixed urban and natural character of the SR 1 project alignment would remain similar to the existing character, the visual effects would not substantially affect views or the aesthetics of the project corridor.

Chapter 3 of the EIR/EA includes the CEQA evaluation and discussion of the significance of impacts of the proposed project, pursuant to the CEQA Guidelines Section 15126 and Section 15126.2(a). Section 3.2.1 describes the less-than-significant environmental effects of the proposed project. Section 3.2.1.7 describes the significance determination for visual/aesthetics. This section states,

> *"While the project would have some visual impacts, they would not result in a significant impact under CEQA because: 1) they would not constitute a substantial adverse effect on a scenic vista; 2) they would not substantially damage scenic resources, including, but not limited to trees, rock outcroppings and historic buildings within a state scenic highway; 3) the loss of the vegetation would not substantially degrade the existing visual character or quality of the area; and 4) the project would not introduce a new source of substantial light or glare into the area."*

Therefore, the EIR/EA discloses that the proposed project will have a less-than-significant effect under CEQA on the visual/aesthetics within the project area.

Comment 25B.2:
I also hike in the areas surrounding the Project on a frequent basis, including the California Coastal trail, Mori Point, Sweeney Ridge, and the trail through the Quarry property. Based on my personal experiences, I believe that the Project will have a substantial adverse impact on scenic vistas in Pacifica and will substantially degrade the existing visual character and quality of the Project area and all its surroundings. The DEIR/EA fails to address the unique scenic beauty of Pacifica. The DEIR/EA instead actually ridicules Pacifica's inherent beauty by suggesting the project will be a visual improvement to the area. The documents tone is abrupt and offensive concerning the projects value expressing a, "We are Caltrans and we are going to build what we are going to build," attitude.

Response 25B.2:

This comment expresses an opinion that the DEIR/EA analysis did not address the unique scenic beauty of Pacifica. The discussion of visual and aesthetics in Section 2.7 of the EIR/EA is based upon a *Visual Impact Assessment* (VIA) completed for the project in January 2011 (refer to Appendix G.14 of the EIR/EA). The process used in the visual impact study generally follows the guidelines outlined in the publication *"Visual Impact Assessment for Highway Projects"*, Federal Highway Administration (FHWA), March 1988. Pursuant to the guidelines, visual quality was evaluated by identifying the vividness, intactness and unity present in the viewshed. The FHWA states that this method should correlate with public judgments of visual quality well enough to predict those judgments. This approach is particularly useful in highway planning because it does not presume that a highway project is necessarily an eyesore. This approach to evaluating visual quality can also help identify specific methods for reducing each adverse impact that may occur as a result of the project. The three criteria for evaluating visual quality can be defined as follows: vividness is the visual "power" or "memorability" of landscape components as they combine in distinctive visual patterns; intactness is the visual "integrity" of the natural and built landscape and its freedom from encroaching elements. It can be present in well-kept urban and rural landscapes, as well as in natural settings; and unity is the visual "coherence and compositional harmony" of the landscape considered as a whole. It frequently attests to the careful design of individual manmade components in the landscape.
Pursuant to these criteria, the VIA described the visual quality of the landscape units[26] within the project area in Section 2. The DEIR/EA summarized the information in the VIA to describe the existing visual environment of the project area. Therefore, the EIR/EA incorporates all of the criteria utilized to determine the visual quality of the existing environment, pursuant to the FHWA guidelines for assessing visual impacts.

The VIA included a discussion of other view areas for consideration of visual/aesthetic effects, which included the two public parks areas located adjacent to SR 1 near the project limits. These two areas are part of the GGNRA properties and include: 1) Mori Point, which is located west of SR 1, north of the City of Pacifica's water treatment plant; and 2) Sweeney Ridge, which is located on the east side of SR 1, at the north end of the proposed project alignment. The views for these areas are

[26] A "landscape unit" is a portion of the regional landscape and can be thought of as an outdoor room that exhibits a distinct visual character. A landscape unit will often correspond to a place or district that is commonly known among local viewers.

representative of those seen by the recreational park user hiking on Mori Point or Sweeney Ridge adjacent to SR 1 at the north end of the proposed project alignment.

The VIA concluded that the proposed roadway widening and updates to the intersections will not dramatically change the intactness or unity of the viewshed. The cut into the embankment and the introduction of the retaining wall as a new manufactured visual element on the west side of SR 1 would contrast with the natural features and lower the unity and intactness of the viewshed. However, because the height of this wall would not exceed the height of the remaining embankment, the wall would not block views. Distant views and views of the coast would be preserved. The adverse impact and change in visual character would be low to moderate. The changes proposed to the median by either project alternative will remain consistent with the existing visual quality of the viewshed.

Recreational park users would have background views of the highway for long periods of time. Viewer sensitivity to visual change is expected to be low. Adverse change in visual quality and character would be low. Viewer response would be low. Overall adverse impacts would be low to moderate.

The text in Section 2.7.3 of the EIR/EA has been updated to include this section from the VIA. The EIR/EA is intended to be objective; the tone of the language in the EIR/EA is not intended to be offensive to the City or dismissive of the character of the area.

Comment 25B.3:
As a threshold matter, the width, and therefore the actual scale of the Project, is not sufficiently described in the DEIR/EA. Even without the missing specifications in the document, such as scaled plan views, missing photo simulations and entire parts of the project (sound walls) ….

Response 25B.3:

Thank you for your comment.

<u>Plan Views</u>
The EIR/EA includes conceptual plans for the two Build Alternatives (Figure 1.4 and Figure 1.5), which graphically display the proposed roadway improvements in yellow on the figures.

Section 1.4.1 and Section 1.4.2 of the EIR/EA describes the proposed roadway improvements to SR 1/Calera Parkway, the SR 1/Fassler Avenue/Rockaway Beach Avenue intersection, and the SR 1/Reina Del Mar Avenue intersection that are indicated in yellow on Figure 1.4 and Figure 1.5 in the DEIR/EA. Figure 1.4 and Figure 1.5 have been enlarged and revised to include more information about the proposed roadway improvements.

At this stage of the project review process, all plans are conceptual and are not to be considered final. The DEIR/EA included an introduction page behind the cover titled *General Information About This Document*, which describes that subsequent to the commenting period, Caltrans, as assigned by the Federal Highway Administration, may: (1) give environmental approval to the proposed project, (2) undertake additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project. The conceptual design is sufficiently detailed for Caltrans to determine approval status of the project for the Final EIR/EA. If Caltrans decides to construct all or part of the project, consistent with all projects of this nature, the project will enter the final design phase following the

CEQA/NEPA process and project approval. During final design phases, as more information becomes available, the design may be modified slightly based on more accurate and up-to-date findings.

Photo Simulations
The text in Section 2.7 of the EIR/EA was based upon a *Visual Impact Assessment* (VIA) completed for the project in January 2011 (refer to Appendix G.14 in the EIR/EA). While the VIA evaluated all Key Views, the DEIR/EA text focused on the key views with substantive changes. The VIA included a discussion of Key View #3, which depicts the intersection of Fassler Avenue/Rockaway Beach Avenue as seen from the residential neighborhood at the corner of Ebken Street to the east, and Key View #6, which depicts the intersection of Reina Del Mar Avenue as seen from the residential neighborhood at the corner of Lauren Street to the east.

The photos included in the VIA of Key View #3 are representative of those seen from the corner residences along Fassler Avenue. The views of the remainder of residences off of Fassler Avenue are either: 1) blocked by structures in front of their paths; 2) are too low in elevation to have views; or 3) are only offered distant background views. Under the proposed project, the intersection would visually remain the same as existing conditions. Therefore, the DEIR/EA text did not include photo simulations of this Key View #3 to illustrate the views before and after implementation of the project.

The photos included in the VIA of Key View #6 are representative of those seen from the corner residences along Reina Del Mar Avenue. The views of the remainder of residences off of Reina Del Mar Avenue are either: 1) blocked by structures in front of their paths; 2) are too low in elevation to have views of the highway; or 3) are only offered distant background views. Under the proposed project, the changes proposed by the project to the median will not be visible from this area. Therefore, the DEIR/EA text did not include photo simulations of this Key View #6 to illustrate the views before and after implementation of the project.

Soundwalls
Soundwalls are not proposed as part of either Build Alternative. Please refer to Master Response #5.

Comment 25B.4:
. . . it is obvious by virtue of the overall changes to the Project area that (1) the Project will significantly and adversely impact the visual and aesthetic qualities of all the adjacent properties, (2) will interfere with scenic views, (3) and will be visually incompatible with its surroundings. Simply put, the Project is inconsistent and out of character in both scale and scope with a small coastal city.

Response 25B.4:

Please refer to the response to comment 25B.2 above.

Visual resource change is the sum of the change in visual character and the change in visual quality. The visual impacts of the proposed project were determined by assessing the visual resource change due to the project and predicting viewer response to that change. The DEIR/EA incorporated (on page 81) the visual impact findings of the VIA, and states that:

> *"While the project would change the appearance at certain locations along the project alignment, the proposed widening under either the Narrow Median or Landscaped Median Build Alternatives will not change the overall intactness or unity of the viewshed and would*

> *not substantially affect views or the aesthetics of the project corridor. The changes proposed to the median by either Build Alternative will remain consistent with the existing visual quality of the viewshed."*

The DEIR/EA further states, "*The project will not substantially affect motorists' views of prominent hills and ridgelines that are visible from vantage points along SR 1."*

The EIR/EA includes a discussion in Section 2.7.3 of the environmental consequences of the proposed project to the visual character of the existing environment. The EIR/EA states:

> *"The improvements proposed by the project Build Alternatives would alter the visual character of portions of the project alignment due to the removal of buildings and retaining walls, trees, and screening shrubs at the edges of the roadway, as well as the removal of portions of the existing vegetated soil embankment on the west side of SR 1. The removal of trees, screening vegetation, and buildings/retaining walls, as well as the excavation into the embankment west of SR 1, would change the motorist's views and diminish the quality of the visual experience. The introduction of new retaining walls and vehicle barriers as new manufactured visual elements will contrast with the natural features and will change the appearance of these areas."*

The EIR/EA defines the minor changes to visual resources that would occur within the project limits. Because the overall mixed urban and natural character of the SR 1 project alignment would remain similar to the existing character, the visual effects would not substantially affect views or the aesthetics of the project corridor.

Comment 25B.5:
This Project involves visual and aesthetic impacts to the following resources: an environmentally sensitive coastal area, including wetlands, trees, sensitive habitats and hillside areas (including those within and adjacent to the Golden Gate National Recreation Area), scenic views, the California Coastal Trail, at least one historical site, cultural resource areas and a section of Highway 1 eligible for the "state scenic highway designation". Despite all the above potentially significant and adverse impacts to sensitive resources, the document, on page 89, impermissibly concludes that "As a result of this project, minor changes to visual resources will occur within the project limits." Also, "this change would not affect the roadway users or those who view the roadway and intersections from adjacent communities."

Response 25B.5:

Thank you for your comment.

Comment 25B.6:
This conclusion is absolutely incorrect and fails to address and analyze the correct thresholds of significance under CEQA, and the standards set forth in Appendix G of the CEQA Guidelines.

Response 25B.6:

Please refer to the responses to comments 25B.2 through 25B.4 above.

Because Caltrans has not adopted thresholds of significance, the project impacts analysis was based in part on the standard significance criteria contained in the CEQA Guidelines Appendix G, as well as the internal PDT, environmental staff and other specialists.

Comment 25B.7:
Furthermore, the DEIR/EA fails to identify and analyze all impacts from light, glare, sound walls, retaining walls, loss of buffer zones in front of homes and commercial buildings, including the historic Vallemar station.

Response 25B.7:

Please refer to the response to comment 25B.6 above.

Light, glare and retaining walls are addressed in Section *2.7 Visual/Aesthetics*. Historical resources are addressed in Section *2.8 Cultural Resources*. Soundwalls are addressed in Section *2.15 Noise*. Please also refer to Master Response #5 regarding soundwalls. Right-of-way for properties along the project alignment is addressed in Section *2.3 Relocations and Real Property Acquisition*. Please also refer to Master Response #7.

Comment 25B.8:
Where the document fails to identify all appropriate impacts, it also fails to discuss true mitigation measures to address these impacts as required by CEQA.

Response 25B.8:

Please refer to the response to comment 25B.6 above.

Comment 25B.9:
The document fails as an informational document as it does not include the relevant and required information regarding project description and analysis of project impacts to visual and aesthetic resources.

Response 25B.9:

As required by CEQA the DEIR/EA included Figure 1.1 Regional Map, Figure 1.2 Vicinity Map, and Figure 1.3 Aerial Photograph, all which show the location of the proposed project. The DEIR/EA also included Figure 1.4 Conceptual Plan – Narrow Median Build Alternative and Figure 1.5 Conceptual Plan – Landscaped Median Build Alternative, which both show the boundaries of the proposed roadway improvements.

As required by CEQA the DEIR/EA included a statement (on page 5) of the purpose of the proposed project, which is to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along a congested segment of SR 1 within the city of Pacifica.

As required by CEQA the DEIR/EA described (on pages 9 to 14) the common engineering and environmental design features of the proposed Build Alternatives, including the roadway widening, retaining walls to prevent encroachment into environmentally sensitive areas, new roadway median barrier, bicycle/pedestrian path improvements, sidewalk improvements, cantilever bridge structure for wetland area avoidance, stormwater treatment facilities incorporated into the project, and intersection improvements. The DEIR/EA also included a description (on pages 14 to 16) of the

unique features of the Build Alternatives, including roadway median width and inside roadway shoulders. Right-of-way requirements were described in Section 1.4.3 and Table 1.5, and the project cost and anticipated schedule was described in Section 1.4.4.

As required by CEQA the DEIR/EA included an introduction page behind the cover titled *General Information About This Document*, which describes what will happen subsequent to the commenting period and the agency expected to use the EIR in their decision-making process. The DEIR/EA also included Table 1.8, which lists the permits/approvals required, the agency the permit/approval will be required from, and when the permit/approval will be submitted. The environmental topic sections in Chapter 2 of the DEIR/EA included a *Regulatory Setting* discussion, which describes the related environmental review laws and consultation requirements.

Based on the above information, it is Caltrans's position the Project Description in the EIR/EA meets and exceeds the requirements of CEQA.

Project Impacts to Aesthetic and Visual Resources
This comment expresses an opinion that the analysis of project impacts to visual and aesthetic resources in the DEIR/EA does not include the relevant and required information; however, no specific required information is cited. Please refer to the responses to comments 25B.2 through 25B.4 above. This opinion will be considered as part of the project decision process.

RESPONSES TO COMMENT #25C:
Todd Bray (dated 10/19/11)

Comment 25C.1:
Recently Caltrans held a meeting in town to show it has completed a DEIR/EA for the Calera Parkway project (the Project). During the meeting Caltrans made several remarks that were factually untrue, misleading or misinterpretations of several studies, volumes of data and the environmental process as a whole. These false, misleading statements and misinterpreted data occur in the DEIR/EA (the document) with alarming frequency.

For instance the document is misleading and ignores the environmental permitting process because it states part of the Project is within the City of Pacifica's (the City) Right of Way and furthermore the Project is within the City's Local Coastal Program's (LCP) jurisdiction yet does not discuss the fact that the Project needs to apply for a Coastal Development Permit (CDP) from the City.

Response 25C.1:

Portions of the project are within the jurisdiction of the City's LCP, and portions of the project area are within the retained jurisdiction of the California Coastal Commission (CCC). Therefore, consistency with the LCP and approval would be required by the City of Pacifica for this project, and a Coastal Development Permit (CDP) would also be required by the CCC for areas within the CCC's retained jurisdiction. As mentioned in the comment and the CCC's comment letters on the NOP and the DEIR/EA, Caltrans and the City could request a consolidated review of the project's consistency with the Coastal Act by the CCC.

The project's consistency with relevant CCC and City LCP policies is described in Section 2.1 of the EIR/EA.

The text in Table 1.8 has been revised to clarify that a Coastal Development Permit (CDP) will be required for work extending into California Coastal Commission Jurisdiction. Please refer to the Responses to Comments #5B above.

Comment 25C.2:
The Project needs a CDP from the City which is confirmed in a California Coastal Commissions (the Commission) Notice of Preparation letter (NOP) sent to the director of San Mateo County Transportation Authority (TA) Mr. Joe Hurley dated March 18, 2010 that was cc'd to Caltrans and the City (see attachment 1) yet this letter was completely ignored by the DEIR/EA.

The NOP letter outlines the City's responsibility regarding issuing a Coastal Development Permit (CDP) and Caltrans need to submit two applications for two separate CDPs, one from the City and another from the Commission. The letter also outlines a process to combine the two permits if all four parties agree. The DEIR/EA makes no mention of this. The document ignores the Commission letter entirely.

Response 25C.2:

All letters received in the responses to the NOP were reviewed and considered during preparation of the DEIR/EA. As requested by the CCC's comment letter on the NOP, the DEIR/EA included a discussion and summary table of the project's consistency with relevant coastal zone policies (refer to Section 2.1 of the EIR/EA). In addition, several meetings have been held with CCC staff during preparation of the EIR/EA on this project. Refer to response 25C.1 above.

Chapter 4 of the EIR/EA summarizes the results of Caltrans' and SMCTA's efforts to fully identify, address and resolve project-related issues through early and continuing coordination with the general public and appropriate public agencies. In the summary discussion of the coordination, outreach, and public participation, the EIR/EA notes that the CEQA Notice of Preparation (NOP) of the EIR was circulated to local, regional, state, and federal agencies from February 12, 2010 through March 17, 2010. The EIR/EA also states that that several comment letters were received and lists the agencies the letters were received from, including the U.S. Department of the Interior National Park Service, the California Coastal Commission, and the U.S. Fish and Wildlife Service. The comments and issues raised by these letters were considered during preparation of the technical analyses and the EIR/EA, and the EIR/EA states that, *"issues and concerns raised in these letters have been addressed in this document."*

Comment 25C.3:
Recently the City Planning Commission asked for some clarity to the permitting process because the document ignores the City's permitting jurisdiction. City planner Mr. George White and director of Public Works Mr. Van O'Campo responded with a memo to the planning commissioners that unfortunately only clouded the issue further by suggested the City has no permitting authority over the project (see attachment 2). For some reason City staff seem to be in the dark about the Coastal Act, how it applies to this Project and how the City's LCP guarantees the City has permitting jurisdiction for this Project. The DEIR/EA needs to explain these issues in detail concerning the LCP to help City staff understand the City's identity as a permitting agency.

Response 25C.3:

Please refer to the response to comment 25C.1 above.

Comment 25C.4:
The document also makes the determination that the Project is consistent with the City's LCP. This is a false statement; Caltrans cannot make such a determination.

Response 25C.4:

Please refer to the response to comment 25B.6 above. As described in the response to comment 25B.6 above, the EIR/EA is a combined CEQA and NEPA document prepared accordingly to the Caltrans format for combined environmental documents. Per this format, the DEIR/EA included a discussion of the proposed project's consistency with State, regional, and local plans and programs, including the City of Pacifica Local Coastal Plan (LCP) and the Coastal Zone in Section 2.1.2.3 (page 47). This section was included in the DEIR/EA because the project's consistency with these plans is required to be to be considered and discussed.

Section 2.1.2.3 of the EIR/EA, therefore, includes a discussion of the proposed project's consistency information. It should be noted that this EIR/EA has been prepared in conjunction with the SMCTA and the City of Pacifica. A formal determination of the project's consistency with the LCP will be made by the City, subsequent to the environmental analysis phase.

Comment 25C.5:
Among other things the LCP requires the project to buy full lots to avoid leaving sub standard sized lots not just slivers of property as indicated in pages 16-19 of the document.

Response 25C.5:

Please refer to the response to comment 25C.4 above.

Comment 25C.6:
The document also misquotes the City's LCP by inserting the word SHALL in place of SHOULD in several bullet points (page 47).

Response 25C.6:

The DEIR/EA included a discussion of the proposed project's consistency with State, regional, and local plans and programs, including the City of Pacifica Local Coastal Plan (LCP) and the Coastal Zone in Section 2.1.2.3 (page 47). This section listed the LCP policies relevant to the project, which included the following:

- *Safety and operational improvements and any future improvements shall ensure erosion control, protect coastal views and improve the visual edge of the highway.*

- *Highway 1 shall be considered as a multi-modal travel corridor. Consideration in planning improvements shall include pedestrian, bicycle, bus transit, and emergency vehicle access within the corridor.*

- *Landscaping shall be included in highway improvements to ensure erosion control, protect coastal views and improve the visual edge of the highway.*

The text of these policies was copied from the City of Pacifica LCP, dated March 24, 1980, under the section titled *"Highway 1"* on pages C-112 to C-113.

Comment 25C.7:
Please explain the omission of the Commission's NOP from the document.

Response 25C.7:

Please refer to the response to comment 25C.2 above.

Comment 25C.8:
Also please explain why the document ignores the fact that the City has permitting jurisdiction over the Project.

Response 25C.8:

Please refer to the response to comment 25C.3 above.

Comment 25C.9:
Also please explain with documentation how Caltrans staff concluded the Project is consistent with the City's LCP.

Response 25C.9:

Please refer to the response to comment 25C.4 above.

Comment 25C.10:
Please explain why the project proposes purchasing slivers of 17 parcels instead of lots.

Response 25C.10:

As described in Section 1.4 of the EIR/EA, the project has been designed to minimize property/right-of-way acquisitions to the extent feasible in light of safety and design standards. Most of the proposed improvements would be constructed within the existing Caltrans and City of Pacifica rights-of-way. There are several locations, however, under both alternatives, where the improvements would require additional right-of-way. Table 1.5 in Section 1.4.3 of the EIR/EA lists the preliminary right-of-way requirements under both Build Alternatives. Please refer to the response to comment 25C.4 above.

Comment 25C.11:
Please also explain the potential conflict of interest created by Caltrans in the document that declares that Caltrans, TA and the City will get together at some point to pick a preferred alternative, something that will directly conflict with the City's LCP process.

If it is not the intent of Caltrans to purposely mislead the public and the City to create a conflict of interest please clarify what is Caltrans intent regarding the City and it's LCP CDP process.

Response 25C.11:

There is no legal conflict of interest nor is there any intention to “purposely mislead the public” as suggested in the comment. As is typical for the environmental review phase of a roadway project

such as the Calera Parkway project, subsequent to the completion and circulation of the EIR/EA, Caltrans, the SMCTA, and the City of Pacifica, considering input received from the public and other stakeholders, will select which of the two Build Alternatives is the "preferred alternative" (if one design is preferred over the other). Generally, the preferred alternative and the rationale for this selection are presented in the Final EIR/EA. This information is presented in Section 1.4.7 of the EIR/EA.

As described in the response to comment 25C.4 above, subsequent completion of the EIR/EA phase, the City will make a formal determination of the project's consistency with the LCP. At that time, a Coastal Development Permit application will also be submitted to the CCC for areas within the CCC's retained jurisdiction. The selection of the preferred alternative in the Final EIR/EA does not conflict with the City's LCP review and determination.

Comment 25C.12:
The DEIR/EA is misleading, confusing and ignores current data by relying of traffic count data that is at minimum four years old. Caltrans branch Chief Mr. Gary Arnold recently sent a letter to the City (see attachment 3) dated June 30, 2011 regarding the assisted living facility project on Oddsted Blvd. The DEIR for the Oddsted facility had traffic counts from summer months only with the result of a LOS C-D for the Calera Parkway project area. RKH Civilian Transportation Engineering redid those traffic counts this year at Caltrans request. The results found that the Calera Parkway project area now operates at a LOS E. I spoke with Mr. Richard Hopper of RKH (650 212 0837) who confirmed the most current up to date traffic counts for the Calera Parkway project area show the area performing at a LOS E during AM peak hours.

The City has refused to release this traffic study for the Oddsted. The reason I was given was that the Oddsted applicant owes a legal fee to the city. Please obtain a copy of this study and apply it to this Project. If a LOS E is indeed the current operational numbers for the project area the DEIR/EA needs to update its conclusions and Caltrans needs to reevaluate the need for the project.

Response 25C.12:

In accordance with Section 15151 of the CEQA Guidelines, disagreement regarding details of the analysis does not make an EIR inadequate. While other project traffic data (i.e., Oddstad) do show a decline in traffic volumes in recent years due economic conditions, these conditions are considered temporary and a normal part of the economic cycle. In fact, the commenter's assertion that the 2009 counts from the Oddstad study identified LOS C or D conditions and that more recent counts conducted for that study in 2011 identified LOS E conditions, seems to confirm this phenomenon, in that traffic conditions have recovered to similar levels of congestion to where they were in 2007, when the traffic counts for the SR 1 project were collected.

Economic conditions in the San Francisco Bay Area deteriorated between 2008 and 2011 resulting in fewer jobs and increased unemployment. As a consequence, traffic volumes have not increased in the vicinity of the project site. Therefore, use of traffic counts from 2007 without adjustments was considered appropriate and conservative as traffic volumes in the area have not increased since 2007.

Therefore, Caltrans was within its discretion as the Lead Agency to utilize the 2007 traffic counts to help establish the baseline traffic conditions since economic conditions in the Bay Area have deteriorated since 2008, and use of more recent traffic counts would understate existing traffic volumes and present a false sense of available capacity.

The traffic counts collected for the SR 1 Traffic Operations Analysis Report are considered to represent typical economic conditions. Although volumes did decrease during the recent economic downturn, data collected throughout the Bay Area generally confirms that traffic volumes are increasing again, and recent field observations of the study area conducted in the Fall of 2011 confirm that current conditions are similar to the description of existing conditions described in the EIR/EA.

The proposed Calera Parkway/SR 1 project is intended to improve traffic conditions and reduce congestion on this segment of SR 1. The project has been designed and evaluated according to Caltrans standards of providing improvements over a 20-year life span. Based on the long-term projections for the region, the improved conditions in the project area in recent years do not change the overall need for the project.

Comment 25C.13:
The document projects traffic increases out to the year 2035 based on Association of Bay Area Governments (ABAG) growth projections for San Mateo County as a whole which are estimated to be .75% a year. However ABAG growth projections for the coast are a fraction of that amount only .072% a year.

Since the misuse of this information, namely the projected growth for the coast is wrong every evaluation and calculation that is made to support the two six lane Build Alternatives is incorrect as are all the calculations to dismiss every non six lane Alternative.

At the very least the documents traffic projects out to the year 2035 must be recalculated using the correct ABAG growth projection of .072. These recalculated numbers should also be used to reevaluate the benefits of the two Build Alternatives as well as all the non-six lane alternatives in the document.

Response 25C.13:

This comment expresses an opinion regarding the future population growth and traffic projections. The future population growth and traffic projections were based on the best information available and evaluation of past traffic data. SR 1 is a regional facility that serves other areas, besides the city of Pacifica, and as such, the traffic on SR 1, including future traffic, comes from other areas in the region, outside of Pacifica. For this reason, projected growth rates were not limited to the projections for the immediate area of Pacifica.

The information is Section 2.6 of the EIR/EA was based primarily on a technical Traffic Operations Analysis Report that was prepared for the project in July 2008 and Addenda to that report completed in April 2011. The Traffic Operations Analysis Report included a discussion of the travel demand forecasting methodology, which involved reviewing previous studies, available forecasting models, historical traffic counts, and land use projections to develop forecasts for future traffic conditions.

In March 2004, as part of a separate project, RKH Civil and Transportation Engineering studied this same segment of SR 1 and determined a growth rate for future traffic based on their own counts (performed in 2000) and projections from two regional traffic models. Based on their findings, the

previous analysis recommended use of a 0.5 percent[27] annual growth factor to project the background growth for year 2035 conditions traffic volumes along the study corridor. The previous study recommended adding traffic from individual planned development projects within the city of Pacifica to the background growth. Caltrans ultimately agreed with and approved this forecasting approach.

The RKH analysis was completed in 2004 and based on 2002 traffic volumes. Because conditions may have changed since then, the Traffic Operations Analysis Report for this Calera Parkway project reviewed that information and utilized a similar approach to developing a reasonable growth factor for purposes of forecasting background traffic growth on SR 1 in Pacifica. Comparison of 2000 counts with new 2007 traffic counts showed that recent trends are for slightly higher annual growth. Traffic growth between 2000 and 2007 was generally between 0.50 percent and 0.74 percent annually. This suggests a growth factor of 0.75 percent annually would provide a conservative estimate of background traffic growth along this portion of the SR 1 corridor.

The Traffic Operations Analysis Report also evaluated whether growth projections support the use of historical information to produce a future growth rate estimate. The peak traffic flows on this portion of SR 1 are northbound in the morning and southbound in the evening. Much of the land uses in San Mateo County that contribute traffic to the project area portion of SR 1 lie in the "Coastside" subarea of the County, defined by the Association of Bay Area Governments (ABAG) as the city of Half Moon Bay, the city of Pacifica, unincorporated areas around Half Moon Bay, and the county "remainder" (i.e., rural, unincorporated areas of the County not associated with specific cities or towns). This is primarily due to residential uses to the south and employment in the San Francisco area to the north. Thus, the major influence on traffic flows in the study area is the growth in households. The Traffic Operations Analysis Report included information from ABAG's *Projections 2007*, the latest version of ABAG growth projections at the time the analysis was completed, to see if the projected growth in households and jobs in San Mateo County, and more specifically, the coastal areas were likely to affect traffic on SR 1. Within this area, household growth is expected to occur at just below 0.5 percent annually, and job growth is expected to occur just above the projected annual traffic growth rate of 0.75 percent. The primary urban area that contributes peak traffic to the subject area is the Half Moon Bay region. In summary, the growth estimates from *Projections 2007* show that the total household growth in San Mateo County, the Coastside subarea, and the city of Half Moon Bay are all expected to occur at an annual rate consistent with a traffic growth rate of 0.75 percent. Therefore, based on the information in the Traffic Operations Analysis Report, an annual growth rate of 0.75 percent was determined to represent a reasonable and slightly conservative growth rate for background traffic along SR 1, and was determined to be consistent with recent traffic counts, the MTC model, and projections of future development in coastal San Mateo County.

Comment 25C.14:
Please secure a copy of the recent 2011 RKH traffic study for the Oddsted facility and use it to update your traffic estimates to reflect current traffic conditions.

Please explain why Caltrans staff decided not to include this new up to date traffic count data in the DEIR/EA that it requested from the City regarding the Oddsted facility.

[27] The RKH study presented results from the Metropolitan Transportation Commission (MTC) travel demand forecasting model that supported a growth factor of 0.5 percent annually. The MTC model has not substantially changed since these forecasts were developed in 2004.

Response 25C.14:

Please refer to the responses to comments 25C.12 and 25C.13 above.

Comment 25C.15:
Also please explain why Caltrans is using projected population increases of .75% a year from ABAG for the coastal area when ABAG's projected growth for the San Mateo County coastal area is only .07%.

Also please explain how this misuse of ABAG's projected growth for the coastal area happened and at what staff level the choice was made to misuse or misinterpret ABAG estimated growth data for the county and coastal area.

Please recalculate the projected growth for the coast using the correct ABAG data for the coast. Then please apply that calculation to the two Build Alternatives and all the documents non-six lane alternatives to reevaluate the congestion relief benefits of every alternative in the document.

Response 25C.15:

Please refer to the response to comment 25C.13 above.

Comment 25C.16:
The DEIR/EA misinterprets and ignores data it generated concerning the need for noise abatement stated in the document that the Project area generates enough noise currently to warrant the construction of sound walls, yet at a staff level Caltrans decided not to include sound walls as design elements with visual photo representations in the document because of their cost, $200,000. It is ridiculous and offensive that a mere $200,000 of a fifty million dollar project can be considered too expensive by a Caltrans staff member to mitigate needed noise abatement. It shows a complete lack of commitment on the part of Caltrans staff toward the local residents within the Projects reach. The documents noise studies show a current legitimate need for sound walls at present conditions and if the Project moves ahead sound walls must to be built to mitigate current and future conditions.

Please explain why data that shows noise abatement must be considered was dismissed for it's cost, $200,000 out of a fifty two million dollar project, and why it may be included later after the DEIR/EA is certified.

Response 25C.16:

Please refer to Master Response #5.

Comment 25C.17:
Also please explain how the DEIR/EA can be distributed as a complete document without visual representations of the required sound walls so the public can understand what they would look like.

Please include visual representations of the sound walls that show their size texture and color.

Response 25C.17:

The DEIR/EA included a discussion and visual simulations (on pages 80 to 89) of the features associated with the proposed project in Section 2.7 Visual/Aesthetics. However, while the effectiveness and feasibility of soundwalls were evaluated in the Noise section of the DEIR/EA in accordance with FHWA regulations, the soundwalls were not included in the description or visual simulations because the project does not propose noise reduction measures in the form of soundwalls along the project alignment. The text of the EIR/EA has been updated to clarify that soundwalls are not proposed.

Comment 25C.18:
As a resident who lives within the study area for noise abatement I must insist sound walls are included in this project if it proceeds. It is insulting that at a staff level the required sound abatement was dismissed for costs of $200,000 out of a fifty million dollar project when the documents noise studies clearly show sound walls are not only recommended under federal rules but also necessary for public health and safety. It's not just for my hearing that I'm demanding sound walls be constructed but the hearing of my wife our wonderful neighbors and their great kids.

Response 25C.18:

This comment expresses an opinion that soundwalls should be included as part of the proposed project. Please refer to Master Response #5 and the response to comment 25C.17 above. . This opinion will be considered as part of the project decision process.

Comment 25C.19:
The DEIR/EA is factually untrue and ignores current data because it has determined no California Red Legged Frogs (CRLF) exist east of the Project area in Calera Creek. This is a false statement. CRLF were recently observed east of the project area in Calera Creek at 200 Berendos Ave APN 022-330-150 as reported in a negative declaration prepared by the City December 17, 2007.

Response 25C.19:

The discussion in the EIR/EA under Section 2.20 was based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010 (refer to Appendix G.7 of the EIR/EA). As part of the NES effort, biologists surveyed the BSA and adjacent areas to describe and map biotic habitats within the BSA, identify plants and animals found or potentially found on the site, and conduct reconnaissance-level surveys for special-status plant and animal species and their habitats. The NES noted that California red-legged frogs are known to occur in Calera Creek and on property adjacent to the BSA, but were not observed during breeding season surveys of the BSA following the current presence/absence protocol. Given their ability to disperse and the proximity of previous observations, California red-legged frogs may disperse from wetland habitat sources into or through habitats in the BSA, particularly juveniles moving away from breeding habitat.

The discussion in the EIR/EA under Section 2.20.2.1 describes the existing environment where California red-legged frogs could be present and their habitat. The EIR/EA states that the California red-legged frogs are not known to occur in Calera Creek east of SR 1, referring to the creek immediately adjacent to the highway. For clarification, there is a CNDDB record from 2006 for California red-legged frog in the Calera Creek drainage to the east of SR 1, approximately 3,000 feet from the highway. However, this individual is more likely to have dispersed from known

populations located upslope in the GGNRA lands farther east because of the minimal connectivity the Calera Creek culvert provides, as further described below.

Calera Creek crosses under State Route 1 in a box culvert that is over 470 feet long with a flat, concrete substrate that also climbs at a five percent slope over the eastern half. The culvert passes under the highway, and under the very large fill embankment northwest of Reina Del Mar that was previously intended for freeway ramps. During most of the year, water flowing through the culvert consists of very shallow nuisance flows. This box culvert is a barrier and a significant obstacle to the dispersal of small animals attempting to move eastward because the length and slope mean that little, if any, light is visible to animals to show that there is an exit, and animals do not recognize the hard, flat, alien surface as natural substrates they are accustomed to. The absence of cover (e.g., in deeper pools) within the culvert exposes aquatic animals in the culvert to predation for a long period. Therefore, the current culvert provides little connectivity for most animals.

Calera Creek provides the only habitat east of State Route 1 which, although marginal, may support dispersing California red-legged frogs. The existing culvert under State Route 1 may provide some connectivity in this location. The creek east of State Route 1 winds within, through, and under development within the drainage, and as such, this portion of Calera Creek is seriously impacted by channelization, lack of any riparian vegetation or corridor, exotic invasive plants, nuisance flows, and stream barriers. South of Calera Creek and east of State Route 1, there is a steep ridge line (between 500 and 700 feet above State Route 1) which does not support the aquatic habitat that is essential for California red-legged frog. To each side (generally to the east and west) of the ridgeline the lower elevations are developed. Therefore, populations of these species will not be able to establish within the Calera Creek drainage, and individuals that might disperse to the reach of Calera Creek east of State Route 1 would meet with many hazards with attendant risk of mortality.

The EIR/EA states that "*virtually no east-west dispersal across SR 1 occurs in the BSA*"; this is due to the presence of an unbroken concrete barrier placed in the road median for the vast majority of the project area. Potential California red-legged frog movement across SR 1 from east to west could only be accomplished at a few relatively busy intersections where the concrete barrier is absent. Thus any California red-legged frog trying to cross the highway are likely killed. The text of the EIR/EA has been revised to clarify this (refer to Section 2.20.2.1).

Comment 25C.20:
The DEIR/EA determines the San Francisco Garter Snake (SFGS) is unlikely in the area contrary to the catch and release permit from the United States Fish and Wildlife Service (the Service) to Swaim Biological that simply states negative findings for the animal can not be returned as the Service considers the area ideal habitat and the animal is known to the area historically. Please reference the Service's study,

"STATUS OF THE SAN FRANCISCO GARTER SNAKE AT PACIFICA QUARRY, SAN MATEO, CALIFORNIA."

Response 25C.20:

The discussion of the presence of San Francisco garter snake in the BSA is based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010 (refer to Appendix G.7 of the EIR/EA). Part of the NES effort included reconnaissance-level surveys by biologists to determine the presence of special-status habitats and species within the BSA. No San Francisco garter snakes

were detected in the BSA by herpetologists during reconnaissance-level surveys in 2002 or 2006, or during project reconnaissance-level surveys in 2007 and 2008. However, to be conservative, the NES stated that nevertheless, this highly endangered species should be considered potentially present within the BSA due to: the past occurrence of the species on the site; the proximity to known established populations; the proximity to suitable foraging habitat in water treatment ponds and Calera Creek; and the potentially suitable dispersal habitat within the BSA. In addition, the NES noted that at the project resource agency meeting on August 14, 2008, it was stated that the USFWS position would be to consider the western portion of the BSA north of San Marlo Way to be "*occupied habitat*". Therefore, the DEIR/EA noted that the San Francisco garter snake could occur within the BSA, based on the information in the NES.

For clarification, the terms "unlikely" and "could occur" are used in the EIR/EA and the NES to relay that while the likelihood of occurrence is extremely low, the potential for the San Francisco garter snake to occur on certain portions of the project area is not zero, thus, a definitive statement regarding absence of the species cannot be made when taking into consideration other factors such as those listed in the EIR/EA. The USFWS issued the Biological Opinion (BO) for this project in January 2012, which confirms this finding. A footnote has been added to the text in Section 2.20.3.2 of the EIR/EA to clarify this.

Comment 25C.21:
Please explain the omission and contradiction concerning the areas within the City and project area that host state and federally listed endangered species and why Caltrans at a staff level chose to ignore factual truths concerning the existence of the CRLF east of the project area and the existence of the SFGS within the project area.

Response 25C.21:

Please refer to the responses to comments 25C.19 and 25C.20 above.

Comment 25C.22:
Also please explain why the document contradicts the language within the catch and release permit for SFGS to Swaim Biological as referenced in the study mentioned above by stating the SFGS are not likely present and therefore unlikely to be impacted by the project.

Response 25C.22:

Please refer to the response to comment 25C.20 above.

Comment 25C.23:
The DEIR/EA misrepresents facts and ignores the environmental permitting process because it proposes using 5.1 acres of City property within the quarry area as a mitigation bank (according to City director of Public Works Mr. Van O'Campo) for the 6.8 acres of ESHA and wetlands the Project will permanently "take". The document also says that Golden Gate National Recreation Area (GGNRA) staff has agreed in principal to this transfer and its use as a mitigation bank.

I contacted the GGNRA to ask about this and there is no institution memory of or institutional paper trail that exists to support this claim. I talked to Mr. Joe Hurley about this and he said a staffer at the GGNRA named Brian O'Neill made the deal. The GGNRA called me back to confirm no record of such an agreement exists. I mentioned my conversation with Mr. Hurley and that he identified a Mr. Brian O'Neill as the staffer who in concept agreed to the City's 5.1 acres of land as a mitigation bank.

Apparently Mr. O'Neill died some two years ago bringing into question the truth and honesty of Joe Hurley's statement and that of the document with it's assertions that the GGNRA has in theory agreed to the 5, 1 acre mitigation bank.

Please explain what a mitigation bank is and how it functions.

Please explain what sort of ratio of take to mitigation bank is considered standard? Is a ratio of 1 to 1 standard or is a ratio of 1 to 3 standard? The document has no information about this.

Response 25C.23:

As noted in the EIR/EA discussion in Section 2.20.4.1, approximately 6.81-7.08 acres of potential upland dispersal habitat will be permanently affected by the project, depending on the Build Alternative selected, and approximately 3.75 acres will be temporarily affected during construction. This discussion was based on a technical *Natural Environmental Study* (NES) that was completed for the project in December 2009, and an Addendum to the NES that was completed in December 2010 (refer to Appendix E.7 of the EIR/EA). The project proposes a mitigation package to offset these impacts, which includes habitat enhancement. The proposed concept is to enhance a 5.14-acre open space parcel owned by the City of Pacifica that is west of the Pacifica waste water treatment plant and south of the GGNRA. In addition to enhancement of the 5.14 acres of upland habitat, the upland habitat will also be enhanced from the preserved parcel, over the saddle within the GGNRA (approximately 5.46 acres in size), and down to a bowl area adjacent to GGNRA California red-legged frog breeding ponds. Additional detail has been added to the text of this section based on recent site visits to determine the preferred mitigation opportunities to compensate for temporary impacts and permanent impacts to potential upland dispersal habitat for the California red-legged frog (CRLF) and San Francisco garter snake (SFGS) (refer to Section 2.20.4 of the EIR/EA).

The identified mitigation options present opportunities from which the CRLF population at Calera Creek would be able to increase in size, expand its habitat usage of the area north of Calera Creek into the GGNRA lands, and connect with the populations north of the Mori Point ridge. SFGS would be able to better utilize the habitat features and prey base between the GGNRA ponds and the snake ponds at Calera Creek and to disperse to Calera Creek, possibly increasing its current population size.

The habitat enhancement will include the Alternate Contingency Plan for Compensatory Mitigation (on pages 166 to 167), as described in Section 2.20.4.1 of the EIR/EA under MM T&E-1.8. The text in Section 2.20.4.1 of the EIR/EA under MM T&E-1.8 has been updated to include the additional information from recent site visits, focusing on enhancement of existing habitat.

To clarify, no formal agreement with National Park Service (NPS) is in-place and the EIR/EA text was not intended to imply that a formal agreement existed. Based on preliminary discussions, NPS staff had indicated that this was a potentially viable option. Per comments received from the NPS (refer to Comment 1.4), the text under MM T&E-1.8 and MM T&E-2.8 in the EIR/EA has been revised to clarify that the NPS staff has “agreed in concept” to the mitigation proposal in cooperation with the Golden Gate National Recreation Area (GGNRA).

Is should be noted for clarification purposes, that the project proposes mitigation in the form of habitat enhancements to directly offset impacts and benefit CRLF and SFGS populations in the project area; the proposed habitat enhancements are not considered a “mitigation bank.” Use of a mitigation bank refers to purchasing habitat “credits” at a larger, consolidated, off-site property which is preserved and maintained for specific types of mitigation (such as riparian habitat, wetlands,

CRLF, or SFGS). The purchase of mitigation bank credits is normally used when there is no physical area present near a project site to accommodate the development of in-kind mitigation habitat. The ratios of mitigation area to impacted area vary depending on the type and quality of the habitat impacted, as well as the nature of the impacts (i.e., temporary vs. permanent, etc.).

Comment 25C.24:
Please explain why a mitigation for a take of ESHA and wetlands is being proposed that would require its own public process not only for permitting as a mitigation bank by the United States Fish and Wildlife Service and the Coastal Commission but also public process by the City to transfer the land? None of these permitting issues for the proposed mitigation bank are discussed in the document in a comprehensive way.

Response 25C.24:

The threatened and endangered species discussion in the EIR/EA under Section 2.20 was based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010. The NES (refer to Appendix G.7 of the EIR/EA) describes (on page 130) that the Environmentally Sensitive Habitat Areas (ESHA), as defined by the California Coastal Commission (CCC), include all of the areas delineated as wetland habitat as well as additional non-wetland areas determined by the CCC to be ESHA due to its value to listed species (i.e., California red-legged frogs and San Francisco garter snakes). Although no impacts to wetland habitats are anticipated, the CCC has not yet determined if other ESHA is present within the project impact area. A Coastal Development Permit from the CCC will be required and consultation with the CCC has begun.

The EIR/EA also included Table 1.8, which lists the permits/approvals required, the agency the permit/approval will be required from, and the status/timeframe when the permit/approval application will be submitted. In regards to the USFWS, the Biological Assessment for the project (Appendix G.3 of the EIR/EA) was completed in September 2010 and submitted to the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NOAA Fisheries) to initiate Section 7(a)(2) consultation under the Federal Endangered Species Act (FESA). Under Section 7 of this act, federal agencies, such as the Federal Highway Administration, are required to consult with the USFWS and NOAA Fisheries to ensure that they are not undertaking, funding, permitting or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 is a Biological Opinion or an incidental take statement. Section 3 of FESA defines “take” as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct.” The USFWS has recently issued their Biological Opinion (BO) for this project.

The text in Table 1.8 has been revised to state that a Coastal Development Permit (CDP) will be required for work extending into California Coastal Commission Jurisdiction. The application for the permit will be submitted during the final design phase of the project.

Comment 25C.25:
Also please explain why the document makes unsubstantiated claims of arrangements with GGNRA staff. Please provide all the documentation Caltrans has to support this claim.

Response 25C.25:

Please refer to the response to comment 25C.23 above.

Comment 25C.26:
Also please discuss the practical issues of a Caltrans Right of Way in the heart of the quarry property if Caltrans does get the identified 5.1 acres of City property. The issue of Right of Way concerning the proposed 5.1-acre mitigation bank is not explained at all in the document.

Response 25C.26:

As described in Section 1.4 of the EIR/EA, most of the proposed improvements would be constructed within the existing Caltrans and City of Pacifica rights-of-way. There are several locations, however, under both alternatives, where the improvements would require additional right-of-way, which are listed in Table 1.5 in Section 1.4.3 of the EIR/EA. As shown in Table 1.5, no right-of-way acquisitions would be required within the GGNRA lands north of Reina Del Mar Avenue. All proposed improvements within this area would occur within the existing Caltrans and City of Pacifica rights-of-way.

Comment 25C.27:
The DEIR/EA is misleading and confusing and ignores the environmental process because all of the fold out aerial views of the two Build Alternatives and the dismissed alternatives are shown using yellow outlines superimposed on satellite photographs are not to scale. All of the foldout plan views in the document say "NO SCALE" under the illustrations SECTION titles. Not one single plan view in the document is to scale making it virtually impossible to understand exactly what is being proposed.

Response 25C.27:

Please refer to the response to comment 25B.9 above.

At this stage of the project review process, all plans are conceptual and are not to be viewed as final. The DEIR/EA included an introduction page behind the cover titled *General Information About This Document*, which describes that subsequent to the commenting period, the Department, as assigned by the Federal Highway Administration, may: (1) give environmental approval to the proposed project, (2) undertake additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is appropriated, the Department could design and construct all or part of the project. The conceptual design is sufficiently detailed for Caltrans to determine approval status of the project for the Final EIR/EA. If the Department decides to construct all or part of the project, consistent with all projects of this nature, the project will enter the final design phase following the CEQA/NEPA process and project approval. During final design phases, as more information becomes available, the design may be modified slightly based on more accurate and up-to-date findings.

During the final design process, if project elements are modified to any measurable extent from described in the EIR/EA, the CEQA/NEPA re-validation/addendum process is in place for the purpose of evaluating environmental impacts of such changes. The CEQA/NEPA re-validation/addendum process will either conclude: 1) the design refinements will not result in additional of greater environmental impacts than those already disclosed; or 2) there will be greater

environmental impacts than those already disclosed. If the later occurs, a Supplemental EIR/EA will be prepared including additional opportunities for public review and comment.

Comment 25C.28:
Several of the documents photo simulations of the project are mislabeled, (key view #4 photo 15, 16 and 17). Most if not all of the photo simulations are taken from low points of view with a narrow field of view that unnecessarily restricts the publics ability to understand the visual impacts of the Project. Rather than using a wide-angled lens at a higher elevation that would have provided a more panoramic view of the visual impacts of the project the document is needlessly restricting the public's ability to understand the true visual impacts of the project.

Response 25C.28:

This comment presents an opinion that the photos and photo simulations are taken from vantage points too low in elevation or too narrow to characterize the visual impacts of the project. The key views and photo simulation locations were taken at locations along the project alignment and near the site, which were considered to be the most representative of what viewers will actually see when traveling along this portion of SR 1 or when standing at certain locations near the alignment. Photographs from higher elevations on the hillsides were taken; however, due to the topography of the project area, views of the proposed changes are not visible from many of these locations, and for this reasons, many of these vantage points were not included in the EIR/EA or the VIA.

Comment 25C.29:
The document mislabeled photos 15, 16 and 17 as being views of the Fassler/Rockaway intersection. Photos 15, 16 and 17 are not views from the Fassler/Rockaway intersection looking north as stated but are from a position several hundred feet north of the Fasslar/SRI intersection at the exit of Harvey Way onto SR1.

Response 25C.29:

The labels for Photo 15, 16, and 17 in the EIR/EA have been revised to state, *". . . looking northbound past the Fassler Avenue/Rockaway Beach Avenue intersection."*

Comment 25C.30:
The document lacks any photo simulations looking northbound from the intersection of Fasslar/SR 1 that would show the visual impacts to the intersection, the Shell station, Pacifica tire and the entrance to Harvey Way.

The document also lacks any photo simulations that show views of Fassler/SR 1 looking southbound onto Fassler showing the visual impacts to the Shell station, surrounding properties and the entrance to Rockaway Blvd.

Response 25C.30:

The text in Section 2.7 of the EIR/EA was based upon a *Visual Impact Assessment* (VIA) completed for the project in January 2011. While the VIA evaluated all Key Views, the DEIR/EA text focused on the key views with substantive changes. The VIA included a discussion of Key View #3, which depicts the intersection of Fassler Avenue/Rockaway Beach Avenue as seen from the residential neighborhood at the corner of Ebken Street to the east.

The photos included in the VIA of Key View #3 are representative of those seen from the corner residences along Fassler Avenue. The views of the remainder of residences off of Fassler Avenue are either: 1) blocked by structures in front of their paths; 2) are too low in elevation to have views; or 3) are only offered distant background views. Under the proposed project, the intersection would visually remain the same as existing conditions. Therefore, the EIR/EA did not include photo simulations of this Key View #3 to illustrate the views before and after implementation of the project.

Comment 25C.31:
Please explain how the public or me for that matter are expected to understand the scope of the Project or any of its alternatives if none of the supporting plan view illustrations are to scale? Please rectify this omission.

Also please explain how and why and at what staff level the decision was made not to show the scale of the project in the fold out plan view illustrations.

Response 25C.31:

Please refer to the response to comment 25C.27 above.

Comment 25C.32:
Please explain why a narrow lens view was used for the documents photo simulations and at what staff level were these narrow views were approved for publication. Please rectify the problem by re-shooting all the photographs used for simulations with a wide angled lens and redo the simulations.

Please explain why photos 15,16 and 17 were mislabeled and at what staff level the mislabeling was approved. Please correct the mislabeling of photos 15,16 and 17.

Please rectify the complete omission of any photo simulation that shows the projects visual impacts on the Fassler/SR1 intersection, looking north that includes the Shell station and the entrance to Harvey Way. Please also rectify the omission of a photo simulation looking southbound from the Fassler/SR1 intersection showing the impacts to the Shell station, surrounding properties and the entrance to Rockaway Blvd.

Response 25C.32:

Please refer to the responses to comments 25C.29 through 25C.31 above.

Comment 25C.33:
The DEIR/EA is biased and misleading because it identifies two "Build Alternatives" that have six lanes each. The only difference between the two alternatives seems to be landscaping. To my knowledge the Calera Parkway project is not about landscaping alternatives but supposedly congestion relief. There are several alternatives in the document that do not have six lanes that are dismissed for reasons of cost, habitat and species take and visual impacts among other reasons yet the two six lane Build Alternative that have exactly the same issues and impacts as the dismissed alternatives are not also being dismissed for cost, habitat/species take and visual impacts among other reasons. The document is hopelessly biased toward widening SR 1 to six lanes. This obvious bias is not addressed in the document.

Please explain how the two Build Alternatives qualify as Project alternatives to widening the highway when the only appreciative difference between the two six lane Build Alternatives is landscaping?

Response 25C.33:

Please refer to Master Response #1.

As described in Section 1.2 of the EIR/EA, the purpose of the proposed project is to improve traffic operations by decreasing congestion and improving peak-period travel times along a congested segment of SR 1 within the city of Pacifica.

At the request of the City, the EIR/EA includes a Landscaped Median Build Alternative which would include a landscaped median between San Marlo Way and Reina Del Mar Avenue. The general planting scheme for this median would provide vegetation to help break up the northbound and southbound paved sections of SR 1, but still provide views toward the Pacific Coast for travelers on the east (northbound) side of SR 1, as well as residents and businesses east of SR 1. This calls for a more informal, naturalistic planting with scattered tree groupings and low ground cover to preserve the views while enhancing the visual character of the surroundings.

Factors that may be used to eliminate alternatives from detailed consideration in the EIR/EA including: 1) failure to meet the purpose and need and most of the basic project objectives, 2) infeasibility, or 3) inability to avoid significant impacts. The two Build Alternatives evaluated in the EIR/EA were evaluated for their potential to meet the objectives of the project, engineering feasibility in terms of ability to meet minimum Caltrans design criteria, cost, and environmental impacts. Because the two Build Alternatives met the purpose of the proposed project and given the right-of-way constraints, the Caltrans minimum design criteria, the cost and funding considerations, and the environmental and regulatory constraints at the site such as sensitive habitat areas and adjacent coastal wetlands, they were chosen to be evaluated further in the EIR/EA. The footprint of the proposed roadway widening under both Build Alternatives has been minimized in order to reduce right-of-way acquisition and to avoid impacts to sensitive biological resource habitats and potential cultural resources.

Comment 25C.34:
Also please explain why issues raised in the document to dismiss all other alternatives without six lanes for reasons such as cost, habitat/species take and visual impacts among others are not also used to dismiss the two six lane Build Alternatives as they have and share exactly the same environmental impacts as the dismissed alternatives?

Also please explain at what staff level the choice was made to apply bias and a double standard to the two Build Alternatives and why the objections to disqualify every non six lane alternative were not also used to disqualify the two six lane Build Alternatives.

Response 25C.34:

Please refer to Master Response #1 and the response to comment 25C.33 above.

Comment 25C.35:
The DEIR/EA is misleading and confusing because it identifies the TA as a proponent of the project. I recently sent a Public Records Act (PRA) request to the TA asking to be forwarded the agenda

item, minutes and majority vote that the TA board took to identify the TA as the projects proponents. Mr. Joe Hurley has explained in a phone message received 9/29/2011, and verified by Ms. Martha Martinez Ta Secretary that documentation of that action does not exist because the TA board never took that action. I copied the email below in bold type:

> "Dear Mr. Bray:
> This is in response to your September 16, 2011 email below.
>
> You requested the following:
> Please send the agenda item and minutes for SMCTA Board action that shows the majority vote by the SMCTA Board to be the proponents of the Calera Creek Parkway highway widening project as identified the projects DEIR/EA.
>
> The intent of the word "proponent" as stated in section S.3 Joint CEQA/NEPA document is, the party or agency that initiates and normally funds an action or effort and should not be confused with an advocate or champion of a project.
>
> There are no records responsive to your request.
>
> Mr. Joe Hurley contacted you at my request to provide you background on SMCTA's role in this project and to respond to questions you may have.
>
> Please feel free to contact me if you have questions.
> Martha Martinez
> Authority Secretary
> 650-508-6242"

The response I received had a description of how the word proponent was used and why, because the TA is apparently providing funding for the project and is proposing the project to Caltrans. To my knowledge the TA board has not yet voted to provide funding for the project, something the document confirms, which implies that TA staff have manipulated the process by incorrectly assuming the will of the TA board as the proponent of the project.

Please explain how the TA can be identified in the document as the Projects proponent when the TA board never agenized that decision or voted on it.

Also please provide any documentation that supports Caltrans claim that the TA is the projects proponent since according to the TA director Joe Hurley such documentation does not exist.

Also please explain how the TA staff can determine the meaning of the word proponent without an explanation of their interpretation being included in the document.

Response 25C.35:

This comment expresses an opinion regarding what the agencies' roles in the project are. If approved, the project would be funded from the San Mateo County Transportation Authority (SMCTA) Measure A and State Transportation Improvement Program (STIP) funds, along with potential federal funding if it becomes available. In 1988, the voters of San Mateo County approved a 20-year half-cent sales tax measure known as "Measure A". The approval of Measure A also created the SMCTA to manage and administer the sales tax revenue generated. Measure A funds

have been allocated to projects throughout the County, including transit, local streets, para-transit programs and highway improvements. In 2004, San Mateo County voters reauthorized Measure A for an additional 25 years (2009-2033). In order to continue the local sales tax, a new Transportation Expenditure Plan (Plan) was developed by the SMCTA. The Plan reflects the input from the public, elected officials and technical committees. The Metropolitan Transportation Commission, all the cities within the County, and the San Mateo County Board of Supervisors each have approved the Plan. The City of Pacifica approved this Plan on December 8, 2008. The Plan authorizes the SMCTA to issue bonds not to exceed the total amount of the sales tax proceeds. One of the goals of the Plan is to construct key highway projects which remove bottlenecks in the most congested commute corridors as indicated by engineers and confirmed by public opinion. Providing improvements along SR 1 in Pacifica is specifically mentioned in Measure A as an essential priority project.

The SMCTA and City have agreed to study the project and have approved funding for the environmental analysis phase of the project. However, neither the SMCTA nor the City of Pacifica have voted to approve or taken an official position on the project. However, because the project is part of the Measure A program, it must be presented and put forth by the local agencies. For these reasons, the SMCTA and the City are described as co-sponsors of the project in the environmental document.

Comment 25C.36:
I also sent a PRA request to the City for the agenda item, minutes and majority vote that identifies the City as a Co-Sponsor of the project. Except for a vote in 1999 and an obscure document supporting that agenda item generated by Caltrans not the City titled "Project Study Report" that was signed by Mr. Bijan Sartipi on July 22, 1999 and a Mr. Robert Baxter on July 23, 1999 that has on page one paragraph three the word "sponsor" the City has no documentation it has ever co-sponsored this current project. The 1999 vote by the City Council was not for this current project. However on numerous occasions the City has endorsed studying the environmental issues of the project that as you know is a completely different issue than sponsoring a Caltrans project like the Calera Parkway project.

Please explain with documentation how the DEIR/EA can claim the City is a co-sponsor.

Response 25C.36:

Please refer to the response to comment 25C.35 above.

A Project Study Report was prepared and completed by Caltrans for a prior version of the project. The DEIR/EA stated in Section 1.1 (on page 1) that, *"A Project Study Report (PSR) was completed for the proposed operational improvements to SR 1 by the City of Pacifica and approved by Caltrans in July 1999. The 1999 PSR proposed to add one additional lane in each direction between Fassler Avenue and Reina Del Mar Avenue with a transition from three (3) lanes back to two (2) lanes occurring just past the intersections in each direction."* Page 1 of the 1999 PSR stated, *"The City of Pacifica is a sponsor of this project and has established a "Route 1" fund specifically for improvements to Route 1."* The proposed project was included in the 1999 PSR that was prepared by the City of Pacifica, and the City was identified as a sponsor in the 1999 PSR.

Comment 25C.37:
Also please explain any conflict of interest created by the documents claim that the City is a co-sponsor in regards the City's Local Coastal Program and Caltrans need to apply for a Coastal Development Permit from the City.

Response 25C.37:

Please refer to the responses to comments 25C.11 and 25C.35 above.

W2Comment 25C.38:
The DEIR/IEA is misleading and ignores the environmental process regarding a handful of issues associated with the construction of the project like storing bull dozers, graders, back hoes among other heavy equipment temporarily on nearly four acres of sensitive habitat area as a temporary "take." The document also says the construction will take two or more years to complete and the Project will be built in completely separate phases at different times during the estimated two years of construction. The document does not say what the construction phases are, which phase will be done first or which phase will be done last.

Response 25C.38:

The DEIR/EA stated in Section 2.20.3.1that, *"temporary impacts would occur in the area between the proposed future edge of pavement and the outer limits of cut and/or fill plus construction staging and access areas"*. Figures 2.6 and 2.8 in the EIR/EA graphically display the areas of temporary impacts under the Narrow Median Build Alternative. Figures 2.7 and 2.9 in the EIR/EA graphically display the areas of temporary impacts under the Landscaped Median Build Alternative. Permanent and temporary impacts are described in Sections 2.16 through 2.20 of the EIR/EA. The proposed construction staging areas do not include wetlands or critical habitat areas for sensitive species.

Section 1.4.4 of the DEIR/EA described the proposed project cost and schedule. In regards to project construction this section states, *"If approved and funded fully, construction of the project is estimated to commence in spring of 2014. The duration of construction would be approximately two years. The proposed improvements would be constructed in phases. The proposed construction staging area is located along the west side of SR 1, approximately 600 feet south of Reina Del Mar Avenue, within the state right-of-way. Construction equipment used on this project would include scrapers, bulldozers, backhoe loaders, cement trucks, cranes, and asphalt/paving/concrete equipment."*

The information in Section 1.4.4 summarizes and was based upon the Draft Project Report (July 2011). The Draft Project Report described a three-stage construction plan proposed for the project, which included:

- Stage 1: Remove the existing concrete barrier along SR 1 and pave to provide for temporary vehicle access lanes. Shift both NB and SB State Route1 traffic to the east and construct west side improvements.
- Stage 2: Shift both NB and SB State Route1 traffic to the west side improvements constructed in Stage 1. Construct east side improvements.
- Stage 3: Maintain SB State Route1 traffic shifted to the west, but shift NB traffic to the east side improvements constructed in Stage 2. Construct remaining improvements in the median area of State Route1.

More detailed construction staging plans will be developed during final design, subsequent to the completion of the EIR/EA, once design details are known, to ensure that all project components are constructible without creating undue impacts to traffic or public safety. However, the primary major stages are identified above. Additional detail regarding the primary construction phases have been added to the text of the EIR/EA.

Comment 25C.39:
The document also leaves out critical information about the times of day construction will occur. It mentions using nighttime lighting but says nothing about what times of night heavy earth moving equipment will be used. The document says there will be noise associated with the nighttime work but mentions nothing about abating that noise except for not constructing temporary sound walls that Caltrans staff has dismissed for cost once again demonstrating Caltrans staffs disregard for public health and safety of nearby residents.

Response 25C.39:

This comment expresses an opinion regarding the timing of construction. Section 2.21 of the EIR/EA describes the construction impacts associated with the proposed project. In regards to noise, based on the types of equipment to be used, the EIR/EA states in Section 2.21.4.1, *" . . . most construction phases would generate average noise levels that would be about five to 13 dBA Leq (hr) higher than ambient day-time or night-time traffic noise."* Section 2.21.4.2 of the EIR/EA includes measures to reduce the potential for noise impacts resulting from project construction, including MM-CON, which states, *"Avoid nighttime construction work within 225 feet of sensitive land uses where feasible."* Sensitive land uses are defined on page 90 of the DEIR/EA as nearby residences.

Comment 25C.40:
The document also says that during the two years of construction the road will always have two lanes north and two lanes south but does not say or illustrate how this will be done. This needs to be explained with in scale plan views and elevations to show what sort of rerouting of traffic will occur with each phase of construction.

Response 25C.40:

Please refer to the response to comment 25C.38 above.

The DEIR/EA discussed (on page 171) the effects to traffic and transportation during project construction, including street closures in Section 2.21.1.1, based upon information from the Draft Project Report (DPR, July 2011). A Transportation Management Plan Data Sheet was developed for the Draft Project Report which identifies major components of a future Transportation Management Plan (TMP). The TMP Data Sheet development process identifies the potential impacts to traffic and the traveling public such as long-term lane closures, major detours, etc. The Transportation Management Plan will be finalized during the final design phase and will provide additional detail and updated information to the TMP Data Sheet. The Draft Project Report noted (on pages 53 to 54) that the project will be constructed in multiple stages in order to minimize delays and congestion caused by construction. During each construction stage, two through lanes along each direction of State Route1, left turn lanes at the Fassler Avenue and Reina Del Mar Avenue intersections, and pedestrian and bicycle access would all be maintained. The project roadway construction can be accomplished by shifting and narrowing existing travel lanes/shoulders and using temporary concrete barriers to protect the work zone. The Draft Project Report also noted (on page 52) that impacts to

the traveling public will be minimized by performing the majority of the work behind temporary concrete barriers (i.e., K-rails), scheduling temporary lane closures during non-peak commute periods, and closely coordinating with the City of Pacifica.

The existing lane configuration on SR 1 will generally be maintained through the project area during construction in order to reduce traffic congestion due to lane changes or closures. During construction there is some natural slowdown of traffic as it passes through the construction zone due to narrower lane and shoulder widths and this will have a nominal impact on overall travel time through the project area during construction. At times there may be more severe temporary traffic congestion due to unanticipated construction events but these would be short-term and generally resolved within the same day.

The Draft Project Report describes (on page 53) that public information outreach, portable changeable message signs, and a Construction Zone Enhanced Enforcement Program (COZEEP) will be used as required to manage traffic during certain construction activities. In addition, the design and construction of the project will be coordinated with the Caltrans Traffic Manager (DTM) and Caltrans Transportation Management Plan (TMP) Coordinator, consistent with Caltrans policy and procedures. The Draft Project Report also notes that per Caltrans requirements, a TMP will be prepared for the project for use during construction. The Draft Project Report lists measures to be incorporated into the TMP, included but not limited to the following:

- Provide public information campaign and outreach programs.
- Provide orderly construction sequences as a requirement in the contract plans. If the Contractor proposes changes, insure that these changes do not worsen the traffic flow or greatly impact traffic movements.
- Provide advance warning and guide signs.
- Maintain minimum turning-lane storage capacity during construction.
- Provide continuous vehicle access to cross streets, driveways and businesses, and provide for pedestrian and bicycle access.
- Provide a Construction Zone Enhanced Enforcement Program (COZEEP).
- Provide traffic and contractor contingency plans.

As mentioned above, the TMP will be finalized as part of the proposed project, prior to construction. The TMP will be developed, in cooperation with the City of Pacifica, to provide advance notice to motorists, transportation and emergency service providers, and other impacted groups regarding information on construction activities and durations, detours, and access issues during each stage of construction. The TMP will address all traffic-related aspects of construction, including traffic handling during each stage of construction, and will involve noticing of construction-related information to residents and businesses in the area.

Comment 25C.41:
During the public meeting (9/22/2011) Caltrans had a slide that identified some sort of oversight by the City during construction but did not address how much money would be allocated to City staff oversight of the Project. It seems the City views the Project as a revenue source of some kind but the amount of funds the City is to receive was not discussed.

Response 25C.41:

Please refer to the response to comment 25C.35 above.

Comment 25C.42:
Please explain with documentation what a temporary "take" is and what sort of permitting process a temporary take permit requires and what agencies will issue those permits. The document fails to do so.

Response 25C.42:

Please refer to the response to comment 25C.24 above.

Comment 25C.43:
Also please identify what the "phases" of construction will be and in what order they will be started and completed.

Response 25C.43:

Please refer to the response to comment 25C.38 above.

Comment 25C.44:
Please explain with in scale plan views and photo simulations what sort of traffic rerouting will occur during each phase of construction. Please provide photo simulations that show the staging of all earth moving equipment in the area identified in the document so the public can understand the visual impacts of parked and idle heavy earth moving equipment during the estimated two-year period of construction.

Response 25C.44:

Please refer to the response to comment 25C.38 above.

Comment 25C.45:
Please explain in detail the amount of money the City will receive to compensate for staff time during construction oversight and also explain in detail how much money to date the City has received in compensation for staff time regarding this Project.

Response 25C.45:

Please refer to the responses to comments 25C.35 and 25C.41 above.

Comment 25C.46:
Please identify what nighttime noise abatement measures are to be taken for people in the project zone like me with Sleep Apnea and what sort of mitigations the project has for insuring I can get some sleep during the estimated two years of construction. The document dismisses the need for construction noise abatement again for cost.

I must insist that the medical conditions of nearby residents like myself be accounted for in the document and that if any night time work is to be done without noise abatement that myself and other residents be financial compensated by either relocation to a reputable off site hotel like a Marriot or given the equivalent in financial compensation for loss of sleep and the stress related health issues created by loss of sleep due to the projects nighttime construction.

Response 25C.46:

Please refer to the response to comment 25C.39 above.

Comment 25C.47:
The DEIR/EA contradicts itself in many places but none so callously as on page 55, paragraph one concerning the projects growth inducing impact. The paragraph seems to say there will be no growth inducing impacts because the project will not change the operation of the signaled intersections at Fasslar and Reina Del Mar. However when asked at a TA CAC meeting dating from 1/2/2007 Mr. Joe Hurley responded directly to the Projects growth inducing impacts saying there would be growth inducing impacts from the project,

> "Mr. Zimmerman asked if there would be any growth inducing factors as a result of the road improvements and would they be addressed in the environmental process. Mr. Hurley responded yes."

Several attempts to develop the Pacifica Quarry property have relied on the widening as a traffic mitigation, several recently proposed projects in and around Pacifica such as the assisted living facility on Oddsted have had to supply traffic studies on their impacts to traffic on SR 1 in the project area. It is deceptive and misleading for the document to make the claim it will not be growth inducing when so many projects were either denied, held up or discouraged because of traffic volumes on SR 1.

Please explain the inherent contractions implied by the document concerning its growth inducing impacts as on page 55.

Also please explain why the document conflicts with the projects proponent that assured in 2007 that the Project will be growth inducing.

Response 25C.47:

Please refer to Master Response #13.

Comment 25C.48:
The DEIR/EA ignores the environmental process because it says that following the public comment period and publication of the FEIR the same Caltrans office that has produced the DEIR/EA will also certify the FEIR document. This calls into question the objectivity of this entire Calera Parkway environmental process to date.

Response 25C.48:

Please refer to the response to comment 25C.4 above.

The EIR/EA does not ignore the environmental process; the document has been prepared by the Department (Caltrans) as the Lead Agency under CEQA and NEPA, specifically in accordance with the requirements of the federal and state environmental processes. The DEIR/EA states in Section 1.2.3 that, *"For this project, the Department is the Lead Agency under both CEQA and NEPA."*

The proposed project is located along SR 1, which is part of the state highway system and is a Caltrans managed highway. Because the project area is within Caltrans jurisdiction, Caltrans will be

the agency primarily responsible for carrying out the project, and as such, Caltrans has been designated the lead agency in accordance with the criteria under CEQA and NEPA.

The DEIR/EA included an introduction page behind the cover titled *General Information About This Document*, which describes that subsequent to the commenting period, Caltrans, as assigned by the Federal Highway Administration, may: (1) give environmental approval to the proposed project, (2) undertake additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project. Section 1.3 of the DEIR/EA described (on page 9) the next steps in the environmental process:

> "*After the public circulation period, all comments will be considered and the Department, SMCTA, and the City of Pacifica will identify a preferred alternative. The Department will certify that the project complies with CEQA, prepare findings for all significant impacts identified, prepare a Statement of Overriding Considerations for impacts that will not be mitigated below a level of significance (if necessary), and certify that the findings and Statement of Overriding Considerations have been considered prior to project approval. The Department will then approve the project and file a Notice of Determination with the State Clearinghouse that will identify whether:*
>
> - *Findings were made;*
> - *The project will have significant impacts;*
> - *Mitigation measures were included as conditions of approval;*
> - *Statement of Overriding Considerations was adopted.*
>
> *Similarly, if the Department, as assigned by FHWA, determines that NEPA action does not significantly affect the environment, the Department will issue a Finding of No Significant Impact (FONSI) in accordance with NEPA."*

Therefore, the DEIR/EA described the environmental process associated with the roles and responsibilities of Caltrans as the lead agency under CEQA and NEPA and does not conflict with these laws.

Comment 25C.49:
TA CAC board member Ms. Arietta is currently posting articles on a local blog quoting TA director Mr. Joe Hurley regarding comments received to date 10/4/2011 that further erode any sense of objectivity by Caltrans or the TA,

> "Joe Hurley of the San Mateo County Transportation Authority says that only 70 comments have been received to date, and that most of them are useless, in that they are nothing more than "I like it" or "I don't like it." They are looking for specific comments about what you want, and why."

Response 25C.49:

This comment expresses a heresay opinion regarding Caltrans and SMCTA response to comments received as of 10/4/2011. This comment is noted.

Comment 25C.50:
Please explain how the community at large can expect any sort of objectivity from Caltrans staff when the very document it has produced is so full of factually untrue statements, misleading

conclusions and misinterpreted data and has left out so much basic information about the project like sound walls, current traffic data and documentation proving statements regarding other agencies.

Response 25C.50:

Please refer to the Master Response #1 and responses to comments 25C.1 through 25C.49 above.

Comment 25C.51:
Also please explain how the public can expect any objectivity from this process when Caltrans staff has no incentive to be objective because there is absolutely no third party oversight of Caltrans staff or Caltrans staff understanding of the environmental process of CEQA and NEPA

Response 25C.51:

Please refer to the response to comment 25C.48 above.

Comment 25C.52:
Please explain why the public should have any faith in Caltrans staff ability to be objective when at the recent meeting in town Caltrans staff instructed the public in, "The sorts of comments we would like to see," regarding the DEIR/EA document.

Response 25C.52:

Please refer to the responses to comments 25C.48 and 25C.49 above.

Comment 25C.53:
Please explain how a TA CAC board member is being supplied comment assessments by the TA director before the close of the public comment period and why the TA CAC board member is being allowed to use this information to lobby in favor of the Project.

Please assess TA staff access to and manipulation of public comments received to date 10/4/2011 and why TA staff is giving comment assessments to TA board and CAC board members and why CAC board members are using that information to lobby for their publicly stated and published support for the project.

Response 25C.53:

This comment is noted. The EIR/EA authors cannot speculate or comment on such conversations.

Comment 25C.54:
The DEIR/EA is factually untrue and misleading concerning the archeology issues of the site. For instance the document says the mound material on the west side of the Project area at Reina Del Mar is of unknown origin. This is a false statement as Caltrans moved that material there decades ago. Also during construction of the nearby Calera Creek Water Treatment Plant several Ohlone artifacts were found like fishing nets as was a circular burial site containing human remains.

The mitigations and monitoring programs suggested are completely inadequate relying on simple visual clues during roadwork construction to identify anything of archeological interest unearthed by large earth moving equipment, such as human remains or yet to be identified objects. To rely on heavy equipment operators or in house archeological staffers to have the sensitivity and objectivity

required to properly evaluate the construction area on literally a minute by minute basis is beyond comprehension and once again shows a complete lack of understanding and concern on the part of Caltrans toward the community, its heritage and history.

The assumption should be made that the project area is a sensitive cultural historical and archeological area requiring a thorough archeological assessment that includes properly supervised academic archeological digs that are started and completed before each phase of construction. Since the Project is to be done in phases each supervised academic archeological dig would not be prohibitive as they can be done ahead of each phase of construction causing no construction delays.

Response 25C.54:

The cultural resources information in the EIR/EA is based primarily on a technical *Historic Property Survey Report*, *Archaeological Survey Report*, and *Historic Resources Evaluation Report* that were completed for the project in December 2009 as well as Addenda to these reports completed in October 2010. The studies conducted for this project are consistent with Caltrans responsibilities under the January 2004 *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Office, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)* for compliance with Section 106 of the National Historic Preservation Act (NHPA). The preparation of these reports included a prehistoric and historic site record and literature search by the California Historical Resources Information System, Northwest Information Center at Sonoma State University (CHRIS/NWIC File Nos. 06-1262 dated March 16, 2007) to determine if known resources are present within the project's area of potential effects (APE). The site record and literature search found two recorded archaeological sites (CA-SMA-162 and CA-SMA-238) within or adjacent to the APE. No other NRHP or CRHR listed, determined eligible, pending, or potentially eligible properties were identified within or adjacent to the APE as a result of a records search, literature review, and field survey. Based upon the results of the records search and literature review, a field reconnaissance survey of the APE and a supplemental presence/absence coring testing program was completed for this project. A subsurface presence/absence boring program did not find any indications of buried archaeological resources along the western side of SR 1.

During preparation of the *Archaeological Survey Report*, the Native American Heritage Commission (NAHC) was contacted for a search of the Sacred Lands Inventory. The NAHC record search was negative for Native American resources within or adjacent to the project APE. Letters soliciting additional information were sent to the seven Native Americans individuals/groups, including Ohlone individuals and groups, pursuant to both Section 106 regulations and the recommendation of the NAHC. Follow up telephone calls were undertaken June 29, 2007. No additional information was obtained regarding cultural resources within the APE from responding parties.

The DEIR/EA included (on pages 95 to 98) measures for protection of the two environmentally sensitive areas (ESAs) associated with the two recorded archaeological sites (CA-SMA-162 and CA-SMA-238) within the APE. The measures include: monitoring by a qualified Archaeological staff within the Archaeological Monitoring Area (AMA) adjacent to the ESA boundary in association with a Native American Consultant to respond in the unlikely event of a late discovery. The ESA will concurrently be monitored to prevent accidental intrusion.

Measures were also included for treatment of unexpected discoveries. If buried cultural materials are encountered during construction within the ESA, work shall stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. If human remains are exposed in the ESA during project construction, all work in that area must halt and the San Mateo County Coroner must be contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact the Caltrans District 04 Office of Cultural Resource Studies so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 are to be followed as applicable.

Comment 25C.55:
In closing: Caltrans has not shown that traffic congestion during peak hours on SR 1 in the project area is worth nine acres of ESHA and wetlands, seventeen privately held parcels of land, a family home, two businesses, five acres of city owned hillside, two plus years of phased construction or fifty million dollars of tax payer money. To the contrary Caltrans staff has shown through their aggressive bias for a six-lane solution that the very idea of widening SR 1 is completely absurd.

The document supplied by Caltrans to evaluate the projects impacts is flawed at its very core because as shown above the justification used for adding two lanes to SR 1 is based on an ABAG projection for the entire county that is at least ten times greater than ABAG's growth projection for the coast. Caltrans is misusing information and basic math to reach a conclusion to justify the Calera Parkway project and it's two Build Alternatives. In doing so Caltrans has demonstrated overwhelming bias for the project and it's two Build Alternatives.

Caltrans has not made its case concerning the need for the Calera Parkway project. The DEIR/EA has an abundance of false statements. misleading evidence, ignored data, misinterpreted conclusions based on ignored data and shows a gigantic amount of bias toward a six lane solution dismissing every other type of solution to a capacity problem that is created by a signaled intersection at Reina Del Mar. Caltrans has not proven the need for this project nor has Caltrans evaluated the impacts of this project adequately.

It also appears evident that at the staff level Caltrans staff, TA staff and City staff have made critically flawed choices and quite possibly manipulated the environmental process as a whole by misinterpretations of the public record concerning GGNRA staff involvement in approving in concept a mitigation bank that would require it’s own CEQA process along with a Coastal Development Permit and a determination by the USFWS and approval from the City to transfer the property. Also by determining the Project is consistent with the City's LCP and ignoring the existence of endangered species in and around the Project site, not providing scaled plan views for the Build Alternatives or dismissed alternatives, incorrectly labeling photo simulations, ignored needed point of view photo simulations, dismissing identified requirements for noise abatement simply for cost, using incorrect growth projections provided by ABAG and completely ignoring up to date traffic count data Caltrans requested from the Oddstad assisted living facility.

I think it prudent for Caltrans to take a step back and reevaluate the need for the Project. Basic algebra mistakes such as misusing ABAG growth projections have tainted every circulation projection for the two Build Alternatives as well as the projected and all of the dismissed alternatives. Caltrans must at the very least redo the DEIR/EA, then re-circulate it for an additional seventy-five day public comment period. Clearly as illustrated above the document has been short changed by out right falsehoods, misleading conclusions, ignored data, misrepresentation of data and using incorrect

data to produce calculations that support an overabundant amount of bias for a six lane solution to a capacity problem created by a signaled intersection at Reina Del Mar. The DEIR/EA is critically flawed. The document is grossly inadequate in justifying the need for the project and in examining the wide range of environmental issues and impacts the project will create.

Thank you for your attention to these issues. Please inform me of when the FEIR/EA is complete and please forward me a printed copy of the FEIR/EA if and when Caltrans releases it.

Response 25C.55:

Please refer to the responses to specific comments 25C.1 though 25C.54 above.

RESPONSES TO COMMENT #25D:
Todd Bray (dated 09/11/11)

Comment 25D.1:
The three point two million dollar expenditure for the San Pedro Creek bridge replacement (Item 10 e) is a great deal for the people of San Mateo County. Unlike the Calera Creek Parkway bratwurst style widening project the San Pedro Creek bridge replacement is truly a real absolute need not only for the county but the coastal highway system and there-by the state and ultimately nation as a whole. It represents the end of a long hard coastal restoration project undertaken by the City of Pacifica and will give SR 1 assured security for a hundred year flood event. As you know currently the bridge is only rated for a twenty five year event.

Please approve the San Pedro Creek bridge replacement funds. It's this type of project that makes Measure A so important and the work of the TA staff so poignant.

Response 25D.1:

Thank you for your comment.

RESPONSES TO COMMENT #25E:
Todd Bray (dated 08/24/11)

Comment 25E.1:
Please pay no mind to folks who support this segment of highway title CALERA CREEK PARKWAY PROJECT that will create AM/PM peak hour bottlenecks from 3 lanes to 2 potentially increasing commuter collisions.

Response 25E.1:

Please refer to Master Response #10.

Comment 25E.2:
It is a 30+ years old concept that as you know will not provide much if any relief as the intersections are to remain signaled.

Response 25E.2:

Please refer to Master Response #2.

Comment 25E.3:
Sorry so much tax payer money is being spent on this but I guess it provides some folks within the SMCTA with a feeling of job security.

Response 25E.3:

Please refer to Master Response #11.

RESPONSES TO COMMENT #25F:
Todd Bray (dated 10/10/11 to 10/22/11)

Comment 25F.1:
Dear Ms. Rivas, This was circulated in the East Rockaway Neighborhood framed by Donaldson/Buel/Rockaway from Oct 10 to 22 2011.

Looking over the plans for the Calera Parkway Project the study results show we need sounds walls. Sound walls were mentioned in the EIR but dismissed because of its $250,000 as part of a $51 million project but retained for consideration later in the planning. Please for our hearing and our children's to include them in the plans of the design.

Response 25F.1:

Please refer to Master Response #5.

RESPONSES TO COMMENT #25G:
Todd Bray (dated 10/28/11)

Comment 25G.1:
Attached please find an updated traffic calculation provided by Caltrans on CD to a recent PRA request. It seems to show that the Calera Parkway project area is currently operating at a LOS E.

Please explain why this document was not included in the DEIR/EA.

Response 25G.1:

Section 2.6 of the EIR/EA describes the existing traffic and transportation/pedestrian and bicycle facilities within the project area, as well as effects of the posed project on traffic, transit and pedestrian/bicycle facilities in Section 2.6.3. The information in this section summarizes and was based primarily on a technical "Traffic Operations Analysis Report" that was prepared for the project in July 2008 and addenda to that report completed in April 2011 and is included in the EIR/EA as Appendix G.13, pursuant to the CEQA Guidelines Section 15147. The Traffic Operations Analysis Report included figures to graphically display the description in the text of the report. Section 2.6.3 of the EIR/EA includes an evaluation of the effects of the proposed project under three different scenarios:

- *Comparison to Existing Conditions: This comparison answers the question "how would the project change the existing transportation and traffic environment"? It is a direct comparison to the current environment that uses existing facilities, volumes, and traffic*

patterns. No planned improvements and/or changes in traffic volumes due to planned growth are accounted for in this scenario.

- *Comparison to Future No Build Conditions – Year 2015: This comparison shows the effects of the project as compared to anticipated future conditions (conditions that represent changes that will occur with or without the proposed project) at the anticipated year of project completion (2015).*

- *Comparison to Future No Build Conditions – Year 2035: Similar to the Year 2015 scenario, this comparison also shows the effects of the project as compared to anticipated future conditions. This comparison is intended to disclose the complete or "cumulative" picture of the future transportation environment, taking into account traffic from future development planned for in the approved general plans of the cities in San Mateo County. This comparison also accounts for planned growth in the region as well as planned improvements to the transportation network.*

Under each scenario, this section included a discussion of the study intersections level of service (LOS) operations for the AM and PM peak period and described the change in the LOS under each scenario, based on information from the Traffic Operations Analysis Report (refer to Section 2.6 and Appendix G.13 of the EIR/EA).

Table 2.4 in the EIR/EA also shows the existing peak-hour LOS at the study intersections. Therefore, based on the information in the Traffic Operations Analysis Report, the EIR/EA states that the project area currently operates at LOS E or F. This information is consistent with the data provided by the commenter.

The delays presented in the EIR/EA represent average delay per vehicle at the intersection. For example, if one-half of vehicles traveling through an intersection experience an average delay of 100 seconds per vehicle and the other half of vehicles using an intersection experience a delay of 50 seconds per vehicle, the average delay per vehicle at the intersection would be 75 seconds per vehicle, which is what would be reported in this analysis. Intersection average delay is the appropriate metric used to determine intersection impacts and is consistent with the City of Pacifica's criteria for identifying intersection impacts.

Comment 25G.2:
Please recalculate using this information and the correct ABAG growth projections for the coastal region of .07% out to year 2035.

Response 25G.2:

Please refer to the response to comment 25C.13 above.

Comment 25G.3:
Please use those findings to recalculate the benefits of coordinating the signals at both intersections within the project area without the project and the benefits of all non six lane alternatives.

Response 25G.3:

Please refer to Master Response #2.

RESPONSES TO COMMENT #26A:
Bill Collins (dated 10/13/11)

Comment 26A.1:
Anyone who purports to care about the traffic back-up in Pacifica must offer more than just one "solution" that provides no relief until 2016, and assures us of worse traffic delays during construction.

The DEIR raises more questions than it answers:

Why does the DEIR make no mention of car-pooling? What percentage of the commuters are driving alone presently? If a small percentage could be persuaded to share a ride, how much would that help? Why is car-pooling always for somebody else?

Response 26A.1:

Please refer to Master Response #8.

Comment 26A.2:
What times will construction be underway, and when will the pile drivers be in use?

Response 26A.2:

Section 1.4.4 of the EIR/EA describes the proposed project cost and schedule. In regards to project construction this section states, *"If approved and funded fully, construction of the project is estimated to commence in spring of 2014. The duration of construction would be approximately two years. The proposed improvements would be constructed in phases. The proposed construction staging area is located along the west side of SR 1, approximately 600 feet south of Reina Del Mar Avenue, within the state right-of-way. Construction equipment used on this project would include scrapers, bulldozers, backhoe loaders, cement trucks, cranes, and asphalt/paving/concrete equipment."*

The information in Section 1.4.4 summarizes and was based upon the Draft Project Report (July 2011). The Draft Project Report described a three-stage construction plan proposed for the project, which included:

- Stage 1: Remove the existing concrete barrier along SR 1 and pave to provide for temporary vehicle access lanes. Shift both NB and SB State Route1 traffic to the east and construct west side improvements.
- Stage 2: Shift both NB and SB State Route1 traffic to the west side improvements constructed in Stage 1. Construct east side improvements.
- Stage 3: Maintain SB State Route1 traffic shifted to the west, but shift NB traffic to the east side improvements constructed in Stage 2. Construct remaining improvements in the median area of State Route1.

More detailed construction staging plans will be developed during final design, subsequent to the completion of the EIR/EA, once design details are known, to ensure that all project components are constructible without creating undue impacts to traffic or public safety. However, the primary major stages are identified above. Additional detail regarding the primary construction phases have been added to the text of the EIR/EA.

Comment 26A.3:
What will the highway look like from Rockaway?

Response 26A.3:

The visual and aesthetics discussion in Section 2.7 of the EIR/EA was based upon a *Visual Impact Assessment* (VIA) completed for the project in January 2011 (refer to Appendix G.14 of the EIR/EA). Section 2.7.3.1 described the changes in the visual character of the project area associated with the proposed project. This section included photo simulations, which illustrate the views before and after implementation of the proposed project. Photo 13 shows the proposed project features looking southbound on SR 1 from the Fassler Avenue/Rockaway Beach Avenue intersection. Views of the highway from the Rockaway Beach area would not be substantially different than existing conditions.

Comment 26A.4:
How can the DEIR so readily dismiss the impacts of the widening on species of concern, neighborhoods, growth-inducement, air pollution and greenhouse gases?

Response 26A.4:

This comment expresses an opinion that the issues of special status species, neighborhoods, growth-inducement, air pollution, and greenhouse gases are dismissed to quickly in the EIR/EA. The EIR/EA has been prepared according to the requirements of CEQA and NEPA. The text of the document summarizes many of the technical studies that were completed for the project and the EIR/EA, which are included in the technical appendices to the EIR/EA.

Comment 26A.5:
What kinds of mature trees would be killed for the widening?

Will coastal vistas really be improved, as the DEIR claims, when the mature trees are killed for the widening?

Response 26A.5:

The visual and aesthetics discussion in Section 2.7 of the EIR/EA was based upon a *Visual Impact Assessment* (VIA) completed for the project in January 2011 (refer to Appendix G.14 of the EIR/EA). Section 2.7.3.1 described the changes in the visual character of the project area associated with the proposed project. This section included photo simulations, which illustrate the views before and after implementation of the proposed project. Photo 16, Photo 17, Photo 19, and Photo 23 in the EIR/EA illustrate the proposed project features and changes in the project view corridor associated with the removal of existing mature trees along the west side of SR 1. Photo 19 and Photo 20 demonstrate the improvement in views of the Pacifica Ocean along SR 1 from removal of the existing trees.

Comment 26A.6:
What's the answer when the widened highway once again gets congested with single-driver commuters?

Response 26A.6:

The DEIR/EA noted in this section (on page 69) that the widening of SR 1 between just south of Fassler Avenue/Rockaway Beach Avenue and just north of Reina Del Mar Avenue from two to three lanes in each direction would provide increased *throughput* capacity through the two study intersections (emphasis added). The information in this section also states that, under the year 2015 conditions and the year 2035 conditions, the proposed Build Alternatives would not directly generate additional traffic trips or change the overall distribution of trips in the site area, and therefore, would not substantially affect the operations of other highway segments beyond the immediate project site area and would not substantially affect the operations of local streets in the area. The project need is to alleviate a localized bottleneck only within the project reach, which is projected to deteriorate over the design life of the project. Because the project would not change the number or configuration of lanes on SR 1 to the north or south of the project area, the project Build Alternatives are not anticipated to change regional trip distribution or volumes on SR 1 segments north and south of the project area. The proposed project would improve operations at the Fassler Avenue/SR 1 and the Reina Del Mar/SR 1 intersections, which would improve operations of Fassler Avenue and Reina Del Mar Avenue. The project would change the demand served within the project area[28], but not the demand amount. In other words, the project would serve more amounts of traffic, but the total amount of traffic would not change as a result of the project.

The project would have a design life of at least 20 years, per Caltrans policy. After that time, operations would be evaluated based on current conditions at that time.

Comment 26A.7:
What is the cost of improving bus service? How can the DEIR assert that it's "too costly" without stating the cost?

Response 26A.7:

Please refer to Master Response #8.

Comment 26A.8:
Why is a reversible lane dismissed because of the cost of paying someone to move the cones? What's the cost of that compared to the widening?

Response 26A.8:

This comment expresses an opinion regarding a reversible lane and suggests that the proposed project should be replaced with a lesser alternative which does not add any travel lanes, but only provides moveable cones or barrier/reversible lane. The DEIR/EA summarized (on pages 38-39) the Moveable Cones or Barrier/Reversible Lane alternative that was considered and studied during the development of the proposed project. This alternative would involve installing a moveable concrete

[28] Demand served is the percentage of total travel demand that is able to make it through a particular facility. For example, if 2,000 vehicles per hour arrive at an intersection with a capacity to serve only 1,500 vehicles per hour, the intersection is able to “serve” 75 percent of the demand.

barrier to provide three lanes in the peak direction and one lane in the off-peak direction. Variations of this alternative include using moveable cones instead of a barrier and widening SR 1 to five lanes with movable cones or a barrier (providing a 3/2 lane split).

The five-lane with movable barrier variation would likely provide adequate traffic capacity and meet the purpose of the project. However, this alternative would likely still result in impacts to sensitive species habitat (CRLF and SFGS) west of SR 1. This alternative would result in some additional hydrology and water quality impacts due to an increase in impervious area and would have potential increased noise from moving a moveable barrier. This alternative could have similar right-of-way impacts as the proposed Build Alternatives, since it may require acquisition of property/right-of-way from the properties along SR 1.

This alternative was primarily rejected because it would be very difficult to implement given the nature of the alignment and the signalized intersections, and may result in a safety concern due to the complexity of signage and/or striping required. There would also be traffic impacts in the off-peak direction if a fifth lane is not added.

Measure A funds are primarily for capitol improvement projects and are not available for use to fund long-term facility operation costs. This alternative would require a steady revenue stream to pay for the ongoing operations and maintenance costs. The moveable barrier would need to be shifted at least twice per day, and perhaps up to four times per day. This operation is relatively labor-intensive and requires specialized equipment that would have to be purchased and maintained. A qualified, ongoing labor force would have to be funded and maintained to operate the equipment and conduct the lane changes. Because this design would require both an initial capital investment for the roadway widening and specialized equipment and ongoing operational cost, the long-term cost of this alternative would be much higher than the proposed Build Alternatives.

Comment 26A.9:
Isn't razing to the ground several businesses (not identified in the DEIR, it seems) and home too high a price to pay so that commuters who decided to live far from work can shave a few minutes off their commute?

Response 26A.9:

Please refer to Master Response #7.

Comment 26A.10:
Should not those so affected have been sent certified letters notifying them of the widening, so they don't have to find out about it in a newspaper ad or nondescript card that looks like junk mail?

Response 26A.10:

Chapter 4 of the EIR/EA summarizes the results of Caltrans' and SMCTA's efforts to fully identify, address and resolve project-related issues through early and continuing coordination with the general public and appropriate public agencies. In the summary discussion of the coordination, outreach, and public participation, the EIR/EA notes that an Environmental Scoping Meeting was held at the Pacifica Community Center on March 3, 2010 in accordance with Sections 15082 and 15206 of the CEQA Guidelines. The purpose of this meeting was to present an overview of the project and solicit input regarding the environmental analysis from members of the public in accordance with CEQA. The Scoping Meeting was attended by approximately 100 persons. Notices for the Scoping Meeting

were mailed to residences and businesses within 500 feet of the project area on February 17, 2010. The notices for the meeting were published in the Pacifica Tribune on February 17th, February 24th, and March 3rd, and in the San Mateo County Times on March 3, 2010. On February 24, 2010, graphics of the conceptual plans were posted on the SMCTA web site for the public to access and review; this information was updated on March 1, 2010. The project information phone line was activated on February 19, 2010. The noticing was done in conformance with the requirements of CEQA Guidelines Section 15082 and the procedures of Caltrans, the SMCTA, and the city of Pacifica. There is no requirement under CEQA that detailed project information and analysis should be available at this meeting; on the contrary, the purpose is to obtain input from the public which will be included in the EIR analysis.

The EIR/EA also notes in Chapter 4 that an additional informational meeting was held at the Pacifica City Council Chambers on June 22, 2010, at the request of many members of the public at the scoping meeting. The main purpose for this meeting was to provide the public with more detail regarding the alternatives for the project that had been considered and the reasons those alternatives were not being evaluated further. Notices for this second meeting were also mailed to residences and businesses within 500 feet in the project area, as well as attendees of 2004 Scoping meeting, attendees of the August 27, 2008 Strategic Plan Pacifica Community meeting, attendees of the March 3, 2010 Scoping meeting and anyone that submitted a comment at the meetings. Notices of the meeting were also published in the San Francisco Chronicle on May 21st, the San Mateo Times on May 22nd, the Half Moon Bay Review on May 26th, June 2nd, June 9th, June 16th, and in the Pacifica Tribune on May 26th, June 2nd, June 9th, and June 16th. Approximately 100 people attended the second informational meeting on June 22, 2010. Graphics of the alternatives and a matrix summarizing the alternatives were posted on the SMCTA web site on June 2, 2010 for the public to access and review. The project information phone line and e-mail autoreply was activated on May 20, 2010. At this meeting, the project sponsor and the consultant team presented an overview of the alternatives and answered questions from the public regarding the alternatives and the environmental analysis process.

In addition, the public scoping comment period was extended until July 22, 2010 to allow additional time for the public to submit comments after the second informational meeting in June.

A Notice of Availability of the Draft Environmental Impact Report/ Environmental Assessment (EIR/EA) and Public Meeting was mailed on August 4, 2011to all business and residences within 500 feet of the project, as well as all those who attended and submitted a comment at the March 3rd and June 22nd, 2010 meetings; a second mailer for the notice was sent out September 14, 2011.

Comment 26A.11:
Have shuttles to key commuter destinations (BART, Caltrain, Genentech) been considered?

Response 26A.11:

Please refer to Master Response #1 and Master Response #8.

Comment 26A.12:
Have vans to get students to and from school been considered, so parents don't all drive their kids to school? Can government help parents contact other parents who might share a ride to school?

Response 26A.12:

Please refer to Master Response #3 and Master Response #6.

Comment 26A.13:
Does the fact that twice the public has overwhelmingly given a wary response to the widening at two public meetings count for anything?

You should not certify so deficient and incomplete an DEIR, no matter how pages it contains.

Response 26A.13:

Thank you for your comment. Please refer to Mater Response #7.

RESPONSES TO COMMENT #26B:
Bill Collins (dated 09/24/11)

Comment 26B.1:
OK, here's something short (I'm leaving for airport soon)

Pacificans Wary of Widening Highway 1

The "Calera Creek" proposal of the Calif. Dept of Transportation and San Mateo County Transit Authority "T.A." to widen 1.3 miles of Highway 1 in Pacifica from four to six lanes has generated controversy on the coast.

At two public meetings, speakers have overwhelmingly given a wary response to the proposal, which require the demolishing of several roadside businesses and a home, as well as the paving over of wildlife habitat.

Response 26B.1:

Please refer to Master Response # 7.

Comment 26B.2:
Widening opponents have suggested solutions which could be implemented sooner, at lower cost and without the environmental impacts, such as carpooling, better bus service and a reversible lane as on the Golden Gate Bridge, but the transportation staff ignored them all.

The TA receives county sales tax monies, and can fund bus service as well as highways. The Board is comprised of seven local government officials.

Response 26B.2:

Please refer to Master Response #1 regarding project alternatives evaluated in the EIR/EA. Please refer to Master Response #8 regarding alternative transportation modes. Please refer to the response to comment 26A.8 above regarding the reversible lane alternative evaluated in the EIR/EA.

Comment 26B.3:
The DEIR, which reads like a brochure for the project, says that coastal views will be improved once the roadside trees are cut down. The deadline for public comment on the DEIR is October 7. thomas_ rosevear@dot.ca.gov

The DEIR can be found at:

http://www.dot.ca.gov/dist4/documents/route 1 calera_ parkway/calera_ pkwy deir ea 110801combined.pdf

The "T.A." will meet on October 6 in San Carlos. Comments may be sent to board@smcta.com.

Response 26B.3:

Please refer to the response to comment 26A.5 above.

Comment 26B.4:
On Sat, Sep 24, 2011 at 10:33 AM, Jake Sigg <jakesigg@earthlink.net>wrote:
Bill:

Is this something you would like me to post to my newsletter? If so, readers would want to know what this is about--a little background. This is the first I have heard of it, and the only information you have was in the Subject line: widening Highway I to six lanes. Rather meager.

That sounds appalling as well as stupid and out of step with the times. But if you want newsletter readers to take action you need to sketch what the proposal is and what you want readers to do.

Jake

Response 26B.4:

Thank you for your comment.

Comment 26B.5:
On Sep 23, 2011, at 7:50 PM, Bill C wrote:

Jake - This issue is very controversial here in Pacifica. The DEIR says not to worry about the enviro impacts, and the widening will improve coastal views once they cut down the roadside heritage trees.

Response 26B.5:

Please refer to the response to comment 26B.3 above.

Comment 26B.6:
We made headway at the second public meeting last night, and seem close to getting the TA Board to finally look at other options which don't demolish a home, businesses and habitat.

Response 26B.5:

Please refer to Master Response #1.

RESPONSES TO COMMENT #26C:
Bill Collins (dated 09/02/11)

Comment 26C.1:
Before the Calera Creek/Highway 1 project in Pacifica moves further along, the following questions not adequately addressed in the DEIR should be answered:

The DEIR maintains that if better bus service (more frequent scheduling, more shelters and benches) were provided; more people would not take the bus. Nothing is given to support this statement. Buses generally run just once an hour now, and better service would almost certainly mean more passengers.

The DEIR says that more buses would be too costly, but the cost is not specified, nor is it compared to the cost of widening the highway.

Response 26C.1:

Please refer to Master Response #8.

Comment 26C.2:
Having a flex lane, adjustable with peak traffic directions, (as on the Golden Gate Bridge), was dismissed as impractical, again without specifying the cost.

Response 26C.2:

Please refer to the response to comment 26A.8 above regarding the reversible lane alternative evaluated during the project formulation process and in the EIR/EA.

Comment 26C.3:
The DEIR says noise levels would exceed allowable limits, yet no sound barriers would protect neighborhoods. Over 1,000 people live close to the project. Should not the project include sound barriers as an essential cost of construction?

Response 26C.3:

Please refer to Master Response #5.

Comment 26C.4:
The DEIR does not say how many years construction would take, nor analyze traffic delays during construction. How long/bad will traffic be during construction before it gets better?

Response 26C.4:

Section 1.4.4 of the EIR/EA describes the proposed project cost and schedule based on the information in the Draft Project Report. In regards to project construction this section states, *"If approved and funded fully, construction of the project is estimated to commence in spring of 2014. The duration of construction would be approximately two years. The proposed improvements would be constructed in phases. The proposed construction staging area is located along the west side of SR 1, approximately 600 feet south of Reina Del Mar Avenue, within the state right-of-way.*

Construction equipment used on this project would include scrapers, bulldozers, backhoe loaders, cement trucks, cranes, and asphalt/paving/concrete equipment."

The DEIR/EA discussed (on page 171) the effects to traffic and transportation during project construction, including street closures in Section 2.21.1.1, based upon information from the Draft Project Report (DPR, July 2011). A Transportation Management Plan Data Sheet was developed for the Draft Project Report which identifies major components of a future Transportation Management Plan (TMP). The TMP Data Sheet development process identifies the potential impacts to traffic and the traveling public such as long-term lane closures, major detours, etc. The Transportation Management Plan will be finalized during the final design phase and will provide additional detail and updated information to the TMP Data Sheet. The Draft Project Report noted (on pages 53 to 54) that the project will be constructed in multiple stages in order to minimize delays and congestion caused by construction. During each construction stage, two through lanes along each direction of SR 1, left turn lanes at the Fassler and Reina Del Mar intersections, and pedestrian and bicycle access would all be maintained. The project roadway construction can be accomplished by shifting and narrowing existing travel lanes/shoulders and using temporary concrete barriers to protect the work zone. The Draft Project Report also noted (on page 52) that impacts to the traveling public will be minimized by performing the majority of the work behind temporary concrete barriers (i.e., K-rails), scheduling temporary lane closures during non-peak commute periods, and closely coordinating with the City of Pacifica.

The existing lane configuration on SR 1will generally be maintained through the project area during construction in order to reduce traffic congestion due to lane changes or closures. During construction there is some natural slowdown of traffic as it passes through the construction zone due to narrower lane and shoulder widths and this will have a nominal impact on overall travel time through the project area during construction. At times there may be more severe temporary traffic congestion due to unanticipated construction events but these would be short-term and generally resolved within the same day.

The Draft Project Report describes (on page 53) that public information outreach, portable changeable message signs, and a Construction Zone Enhanced Enforcement Program (COZEEP) will be used as required to manage traffic during certain construction activities. In addition, the design and construction of the project will be coordinated with the Caltrans Traffic Manager (DTM) and Caltrans Transportation Management Plan (TMP) Coordinator, consistent with Caltrans policy and procedures. The Draft Project Report also notes that per Caltrans requirements, a TMP will be prepared for the project for use during construction. The Draft Project Report lists measures to be incorporated into the TMP, included but not limited to the following:

- Provide public information campaign and outreach programs.
- Provide orderly construction sequences as a requirement in the contract plans. If the Contractor proposes changes, insure that these changes do not worsen the traffic flow or greatly impact traffic movements.
- Provide advance warning and guide signs.
- Maintain minimum turning-lane storage capacity during construction.
- Provide continuous vehicle access to cross streets, driveways and businesses, and provide for pedestrian and bicycle access.
- Provide a Construction Zone Enhanced Enforcement Program (COZEEP).
- Provide traffic and contractor contingency plans.

As mentioned above, the TMP will be finalized as part of the proposed project, prior to construction. The TMP will be developed, in cooperation with the city of Pacifica, to provide advance notice to

motorists, transportation and emergency service providers, and other impacted groups regarding information on construction activities and durations, detours, and access issues during each stage of construction. The TMP will address all traffic-related aspects of construction, including traffic handling during each stage of construction, and will involve noticing of construction-related information to residents and businesses in the area.

Comment 26C.5:
The DEIR does not say what hours construction would take place, although it does allude to day and night construction and bright lights.

Response 26C.5:

This comment raises a question regarding the timing of construction. Section 2.21 of the EIR/EA describes the construction impacts associated with the proposed project. In regards to timing of construction, the EIR/EA states in Section 2.21.4.1, *"Construction of the project is anticipated to occur primarily during daytime hours. During the daytime, ambient traffic noise levels are on average about 77 dBA Leq (hr) at the nearest unshielded locations. Construction activities proposed by the project would generate noise levels above ambient average daytime traffic noise levels when these activities occur within approximately 90 feet of existing sensitive receivers."* Section 2.21.4.2 of the EIR/EA includes measures to reduce the potential for impacts resulting from project construction, including MM-CON, which states, *"Avoid nighttime construction work within 225 feet of sensitive land uses where feasible."* Sensitive land uses are defined on page 90 of the DEIR/EA as nearby residences.

Comment 26C.6:
The DEIR is not clear in mentioning the Lutheran Church on the east side of the highway. Would the church be taken for the widening or not? Property owners along the east side of the highway appear unaware of how their businesses would be affected, thinking that the widening would be all on the west side of the highway. Some say they have received no notice of the widening.

Response 26C.5:

Table 1.5 on pages 16-18 of the DEIR/EA identified the specific property (right-of-way) requirements at each parcel along the alignment for both alternatives. As shown in Table 1.5, right-of-way acquisition would be required along the frontage of the Lutheran Church property under both proposed Build Alternatives.

Please refer to Master Response #7 regarding the project's effects to local businesses.

Please refer to the response to comment 26A.10 above regarding noticing for the project.

Comment 26C.7:
Pacificans wonder if they'll be able to walk across six lanes of traffic. It's hardly safe now.

Response 26C.7:

This comment expresses an opinion regarding the safety of pedestrians crossing the highway after the proposed widening is complete. The project proposes to improve the existing crosswalks and sidewalks along the alignment and to maintain pedestrian access through the area. The opinion expressed in this comment will be considered as part of the project decision process. No further

response is required as the comment does not raise any environmental issues or questions about the adequacy of the EIR/EA.

Comment 26C.8:
The DEIR says the killing of wildlife habitat would be mitigated by protecting habitat elsewhere. Isn't the other land already open space?

Response 26C.8:

As noted in the EIR/EA discussion in Section 2.20.4.1, approximately 6.81-7.08 acres of potential upland dispersal habitat will be permanently affected by the project, depending on the Build Alternative selected, and approximately 3.75 acres will be temporarily affected during construction. This discussion was based on a technical *Natural Environmental Study* (NES) that was completed for the project in December 2009, and an Addendum to the NES that was completed in December 2010. The project proposes a mitigation package to offset these impacts, which includes habitat enhancement. The proposed concept is to enhance a 5.14-acre open space parcel owned by the City of Pacifica that is west of the Pacifica waste water treatment plant and south of the GGNRA. In addition to enhancement of the 5.14 acres of upland habitat, the upland habitat will also be enhanced from the preserved parcel, over the saddle within the GGNRA (approximately 5.46 acres in size), and down to a bowl area adjacent to GGNRA California red-legged frog breeding ponds. Additional detail has been added to the text of this section based on recent site visits to determine the preferred mitigation opportunities to compensate for temporary impacts and permanent impacts to potential upland dispersal habitat for the California red-legged frog (CRLF) and San Francisco garter snake (SFGS) (refer to Section 2.20.4 of the EIR/EA).

The identified mitigation options present opportunities from which the CRLF population at Calera Creek would be able to increase in size, expand its habitat usage of the area north of Calera Creek into the GGNRA lands, and connect with the populations north of the Mori Point ridge. SFGS would be able to better utilize the habitat features and prey base between the GGNRA ponds and the snake ponds at Calera Creek and to disperse to Calera Creek, possibly increasing its current population size.

The habitat enhancement will include the Alternate Contingency Plan for Compensatory Mitigation (on pages 166 to 167), as described in Section 2.20.4.1 of the DEIR/EA under MM T&E-1.8. The text in Section 2.20.4.1 of the EIR/EA under MM T&E-1.8 has been updated to include the additional information based on the recent site visits, focusing on enhancement of existing habitat.

Comment 26C.9:
Can an ornithologist really find the nests birds have hidden at the construction site? Will the construction really be adjusted to protect nesting birds? Would someone objectively monitor this during construction?

Response 26C.9:

The discussion in the EIR/EA under Section 2.19.5 of avoidance, minimization, and/or mitigation measures for project-related impacts to nesting special-status birds was based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010 (refer to Appendix G.7 of the EIR/EA). As part of the NES effort, biologists surveyed the BSA and adjacent areas to describe and map biotic habitats within the BSA, identify listed plants and animals found or potentially found on the site, and conduct reconnaissance-level surveys for special-status plant and animal species and

their habitats. Biological resources addressed in the NES are limited to those pertaining to the BSA and those likely to be effected by the project. Rare, threatened and endangered species, as well as proposed species, candidate species, and some special status resources require a thorough analysis of potential project effects. Based on the reconnaissance-level surveys, and the results of database reviews, it was determined that four special-status bird species could breed and nest in or adjacent to the BSA in small numbers: loggerhead shrike, yellow warbler, San Francisco common yellowthroat, and white-tailed kite. These species are grouped together because they are all expected to nest in or adjacent to the BSA in low numbers. The special-status birds described in Section 2.19 of the EIR/EA are those potentially present at various times of year. Because specific surveys can only document species actually present during the survey to be conservative, their presence is assumed. Expected numbers were estimated based on the amount of habitat available and the territory sizes of the species described.

The DEIR/EA included a discussion (on page 151) of the potential impacts from implementation of the project to the four breeding special-status bird species and their habitat, based on the information in the NES. For clarification, both the NES and DEIR/EA state that these species could be impacted by the project, and then such disturbance would be restricted to the construction phase. Disturbance of these species during the breeding season could result in the destruction of active nests, the incidental loss of fertile eggs or nestlings, or the abandonment of nests. The proposed project will affect ruderal and landscaped habitats that could be used by loggerhead shrike; however, only one pair at most would use habitats that would be lost due to project implementation.[29] Suitable foraging and nesting habitat for loggerhead shrike is abundant locally and regionally. Riparian or ruderal habitat adjacent to riparian habitat within the BSA that could be used for nesting and foraging by yellow warbler and San Francisco common yellowthroat will not be directly affected by the proposed project. Similarly, only one pair of white-tailed kites could be disturbed by the project.[30] Loss of habitat for these species would not be substantial under CEQA or NEPA.

Measures for the avoidance of impacts to nesting special-status birds were included in Section 2.19.4 of the EIR/EA.

Pre-construction surveys for nesting birds for vegetation removal during the nonbreeding season will be conducted and the surveys will cover all bird species present. Any active, native bird nest that would be affected by construction activities, during the nesting season, would be protected under the Migratory Bird Treaty Act (MBTA). Caltrans has Standard Specifications (Bird Protection S5-625) to protect nesting birds which will be incorporated into the project design and implementation.

Comment 26C.10:
No question, wildlife along the highway would die. How many?

Response 26C.10:

This comment expresses an opinion regarding the mortality of wildlife along SR 1. The opinion expressed in this comment will be considered as part of the project decision process. An existing median barrier currently prevents California red-legged frogs from successfully crossing the SR 1 roadway. Under the proposed project, the paved width of SR 1 would increase and retaining walls

[29] Loggerhead shrikes have been locally extirpated and their numbers have been reduced by loss of habitat. This species is primarily monogamous and may occur in suitable habitat within the BSA as an occasional breeder and/or forager.
[30] The white-tailed kite may occur in suitable habitat within the BSA as an occasional breeder and/or forager.

would be installed along about 1,200 linear feet of the roadway, north of San Marlo Way except where a cantilever bridge will cross the culvert outflow. An additional permanent barrier will also be constructed approximately between 900 feet south of Mori Point Road and San Marlo Way to prevent small animal movement onto the roadway. This barrier will, in particular, be designed to impede or prevent California red-legged frogs from entering the roadway. There will be beneficial long-term effects to red-legged frogs, and perhaps the population, with the installation of this retaining wall/barrier by reducing the potential for frogs to disperse onto SR 1 and suffer mortality from the high levels of traffic where a median barrier prevents successful crossing.

Comment 26C.11:
The DEIR sounds as though only nonnative plants are along the highway. Why not list the native plants providing habitat that would be killed too? How many mature trees, now part of the fine coastal scenery, would be killed for this?

Response 26C.11:

In accordance with Caltrans guidelines, the NES included maps showing all the vegetation and habitat types within the project area. This information was incorporated into the EIR/EA and is included on Figure 2.5. The NES also included a description of the habitat impacts associated with the proposed project. Approximately 4.83 acres of ruderal grassland and 0.95 acres of ruderal northern coastal scrub would be permanently impacted under the Narrow Median Build Alternative and approximately 5.11acres of ruderal grassland and 1.06 acres of ruderal northern coastal scrub would be permanently impacted under the Landscaped Median Build Alternative. This information was incorporated into the EIR/EA and is shown on Figure 2.6, Figure 2.7, Figure 2.8, and Figure 2.9 and described in Sections 2.16.3, 2.17.3, 2.18.3, 2.19.3, 2.20.3, and 2.21.3 of the EIR/EA.

No natural communities of concern (i.e., shining willow riparian forest, aquatic, or seasonal wetlands) are located within areas of permanent or temporary project impacts. Six special-status species were further considered for occurrence either because their preferred habitat type was observed on or within the BSA or the database noted a historical occurrence of the species within the project vicinity. However, these six species were determined to be absent after completion of reconnaissance and focused blooming period surveys of the site. Therefore, the project would not affect any special-status plant species.

Comment 26C.12:
DEIR hardly mentions carpooling, omitting it entirely from a matrix that shows why none of the alternatives suggested by the public would work. Why not try this for more immediate reduction in traffic congestion?

Response 26C.12:

Please refer to Master Response #8.

Comment 26C.13:
There's inadequate consideration of increased pollution and greenhouse gases and the requirements of AB 32.

Response 26C.13:

Section 3.3 of the EIR/EA includes a discussion of Climate Change. Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. This section states that Caltrans does anticipate a decrease in CO_2 emissions in the project area as a result of the project. However, it is Caltrans' determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and CEQA significance, it is too speculative to make a determination regarding the significance of the project's direct impact and its contribution on the cumulative scale to climate change. Caltrans is firmly committed however to taking measures to help reduce energy consumption and greenhouse gas emissions both at the program level and at the project level.

Section 3.3.2.4 of the EIR/ES includes a discussion of the Greenhouse Gas Reduction strategies and AB 32 compliance. Table 3.2 of the EIR/EA also summarizes Caltrans and the statewide efforts that Caltrans is implementing in order to reduce GHG emissions. In addition, Section 3.3.2.4 of the EIR/EA lists the measures that will also be included in the project, to the extent that it is applicable or feasible for the project, to reduce the GHG emissions and potential climate change impacts from the project.

Comment 26C.14:
How many commuters might be lured from their cars if van service to BART was provided at peak commute periods?

Conversely, the DEIR does not discuss the extent to which some people would stop car-pooling or taking the bus if there appears to be excess highway capacity and a speedy commute. The reality is that the inconvenience of driving is one reason many people elsewhere in the Bay Area take public transportation.

Response 26C.14:

Please refer to Master Response #8.

Comment 26C.15:
Aren't traffic delays (hardly among the worst in the Bay Area; Pacifica traffic seldom makes the traffic reports) mostly a function of red lights that stop commuters? A simple adjustment of traffic signals might greatly.

Response 26C.15:

Please refer to Master Response #2.

Comment 26C.16:
The DEIR says that widening the highway would prevent commutes from increasing by 84 seconds. The net reduction in driving time would be a few minutes. That's not a lot of benefit considering the cost of destroying roadside businesses, a home, possibly a church, wildlife habitat, more pollution, and intolerable noise at great public expense.

Response 26C.16:

The opinion expressed in this comment will be considered as part of the project decision process.

Comment 26C.17:
The DEIR says traffic flows would again become congested in a few decades, resulting in calls for yet more widening. Why is traffic projected to increase if this project is supposedly not growth inducing? It's past time to give Pacificans lasting alternatives to our cars.

Response 26C.17:

Please refer to Master Response #13.

Comment 26C.18:
What's the economic cost of taking existing businesses, and making it more difficult to sell homes during the construction period, and possibly after? Again, no analysis in the deficient DEIR.

Response 26C.18:

As described in Master Response #7 above, the DEIR/EA included a discussion (on pages 55 to 56) of the relocations and real property acquisitions that will occur under the proposed Build Alternatives. There is one single-family residence that would be acquired by the project, located at 425 Old County Road. This residence is attached to a commercial (restaurant) building fronting SR 1, at 4430 Coast Highway, via a covered walkway. If Caltrans approves either of the Build Alternatives, the residential property would be acquired at fair market value. Residents would receive relocation assistance in accordance with the provision of Caltrans Relocation Assistance Program (RAP). The purpose of RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Pursuant to the CEQA Guidelines, this social effect was discussed, but was not treated as a significant effect on the environment.

The DEIR/EA also included a discussion in Section 2.4 (on pages 56 to 57) of Environmental Justice, which addresses the effects of the project on the health or environment of minority and low-income populations. This section stated, *"Therefore, there would be no disproportionate economic impacts due to the Build Alternatives."* Because there would be no economic impacts associated with the proposed project to these populations, the issue was not further addressed in the EIR/EA, pursuant to the requirements of CEQA.

Comment 26C.19:
Should not less costly, less destructive and more immediate alternatives be tried, and not casually dismissed before we embark on more highway building?

Response 26C.19:

Please refer to Master Response #1.

RESPONSES TO COMMENT #26D:
Bill Collins (dated 08/18/11)

Comment 26D.1:
Caltrans should know that at the initial public coping hearing on this project her in Pacifica, there were scores of citizen present, and many spoke. None, as recall, spoke in favor of the widening here in Pacifica.

Citizens had different reasons, some opposed due to the cost others say it's growth-inducing, but nobody liked the proposal. Yet SMCTA, an agency which allows the taxpayers just one minute of public comment at their meetings, moves ahead despite what the public says.

Some speaker said that the traffic congestion occur primarily when parents drop their kids off or pick them up at school. $35 million is a lot of money to spend for a temporary problem. People leaving for their driving a few minutes earlier would allow for any congestion.

Response 26D.1:

Please refer to Master Response #11.

Comment 26D.2:
What happens if the highway is widened here but not elsewhere? The public says there'll be bottleneck, which SMCTA will want to remedy by more widening.

Response 26D.2:

Please refer to Master Response #10.

Comment 26D.3:
SMCTA admits that someday, even the widening to six lanes would be inadequate as future traffic projections (done by the people who want to build) would justify still more widening.

Response 26D.3:

The DEIR/EA noted in this section (on page 69) that the widening of SR 1 between just south of Fassler Avenue/Rockaway Beach Avenue and just north of Reina Del Mar Avenue from two to three lanes in each direction would provide increased *throughput* capacity through the two study intersections (emphasis added). The information in this section also states that, under the year 2015 conditions and the year 2035 conditions, the proposed Build Alternatives would not directly generate additional traffic trips or change the overall distribution of trips in the site area, and therefore, would not substantially affect the operations of other highway segments beyond the immediate project site area and would not substantially affect the operations of local streets in the area. The project need is to alleviate a localized bottleneck only within the project reach, which is projected to deteriorate over the design life of the project. Because the project would not change the number or configuration of lanes on SR 1 to the north or south of the project area, the project Build Alternatives are not anticipated to change regional trip distribution or volumes on SR 1 segments north and south of the project area. The proposed project would improve operations at the Fassler Avenue/SR 1 and the Reina Del Mar/SR 1 intersections, which would improve operations of Fassler Avenue and Reina Del Mar Avenue. The project would change the demand served within the project area, but not the

demand amount. In other words, the project would serve more amounts of traffic, but the total amount of traffic would not change as a result of the project.

Please refer to Master Response #13 regarding growth. The project would have a design life of at least 20 years, per Caltrans policy. After that time, operations would be evaluated based on current conditions at that time.

Comment 26D.4:
The Draft EIR, despite its 287 pages, is inadequate in several respects. It reads like a brochure in support, and doesn't seem to indicate how long the construction would take.

Response 26D.4:

Please refer to the response to comment 26A.2 above.

Comment 26D.5:
It claims that the project would not induce growth because it is not directly linked to a specific new development, which is nonsense. Additional highway/freeway capacity usually facilitates and encourages more driving, and makes longer commutes appear more feasible.

Response 26D.5:

Please refer to the response to comment 26D.3 above.

Comment 26D.6:
Where Highway 1 is a freeway, in the Manor district, it is an unsightly, loud concrete tunnel-like gash which separates my home from another neighborhood and creates an almost industrial feel.

Response 26D.6:

This comment expresses an opinion regarding the effect of SR 1 as a highway on the surrounding neighborhoods. This comment is noted and will be considered as part of the project decision process.

Comment 26D.7:
We have very infrequent bus schedules here. Buses depart my local stop just once an hour. This makes everyone, including teens; feel that they must have a car here. It's discredited 1960's thinking to continue on the thoughtless freeway path in lieu of public transit.

Response 26D.7:

This comment expresses an opinion regarding the existing bus service. Please refer to Master Response #8.

Comment 26D.8:
I believe that this project contravenes AR 32, the new state law intended to make sure that we don't cause more greenhouse gases.

Response 26D.8:

Please refer to the response to comment 26C.13 above.

Comment 26D.9:
The deficient EIR dismisses every single objection to this project including its affect on wildlife, pollution and growth. A more imbalanced document could hardly have been written.

Response 26D.9:

Thank you for your comment.

Comment 26D.10:
Pacifica is not interested in being an ordinary, pass-through place where motorists zoom through at 70 mph. We're a coastal city and want to be a recognized destination for day visitors, who come to relax and enjoy the magnificent coast, the pier, hike the trails, and stroll and shop on our main street, Palmetto (which is a little north west of the project).

Response 26D.10:

This comment expresses an opinion regarding the way the commenter would like Pacifica to be perceived, as a coastal destination town. This comment is noted and will be considered as part of the project decision process.

RESPONSES TO COMMENT #26E:
Bill Collins (dated 09/05/11)

Comment 26E.1:
Friday I spoke with several business owners whose business would be impacted by the widening of Highway 1.

Each denied having rec'd the yellow TA mailing/flyer and each thought the construction/widening would occur only on the west side!

The TA should send a certified letter to each (there's not a lot of them) telling them that their property would be taken for the widening. The yellow flyer reads so dryly it's no wonder if people tossed them. It gives no clue as to what's at stake.

Response 26E.1:

Please refer to the response to comment 26A.10 above regarding noticing for the project. Please refer to Master Response #7 regarding the project's effect to local businesses.

RESPONSES TO COMMENT #27:
Eric Dreesman (dated 08/11/11)

Comment 27.1:
Being a resident of Fairway Park just north of the project limits I completely agree that the project needs to be built. I prefer the wide median proposal over the narrow not only for aesthetic and safety reasons but also for in the future if the road needs to be widened again most of the grading and the right of way are complete.

Response 27.1:

This comment expresses an opinion in favor of the project and the Landscaped Median Alternative. The Landscape Median Build Alternative has been identified as the preferred alternative. Please also refer to Master Response #1.

Comment 27.2:
There is one item that I would like included in the project that is a low sound wall in the north and south bound sides of the highway along Fairway Park. The road noise in that area to me is unacceptable already once you relieve the congestion the speeds will increase along that area creating even more noise.

Response 27.2:

This comment requests inclusion of a low soundwall along Fairway Park as part of the project. Please refer to Master Response #5.

Comment 27.3:
Also you should eliminate the uncontrolled intersection at Westport and SR 1 for safety reasons I realize that it is a highway and not a freeway but believe me drivers treat it as a freeway in relation to speed.

Response 27.3:

Thank you for your comment. Your concerns have been related to the Traffic Study branch.

RESPONSES TO COMMENT #28
Forrest Parnell (dated 08/25/11)

Comment 28.1:
I am writing to strongly encourage you NOT to complete the Calera Parkway Widening Project. This project is a waste of money and is not needed.

It makes no sense to widen a 1.3 stretch of highway. This will only create a bottle neck. The extra turn lanes or whatever they would be are not necessary.

Thank you for NOT supporting this project.

Response 28.1:

Your opposition to the project is acknowledged.

RESPONSES TO COMMENT #29:
Ryan Sport (dated 08/21/11)

Comment 29.1:
I oppose the Calera Creek project to widen Highway 1 to six lanes here in Pacifica.

This project will inevitably result in more noise, pollution, greenhouse gases, traffic, and growth.

It's an expensive project intended to save commuters a few minutes while other more pressing needs, including safety, take a back seat.

Pacificans do not support this project. We did not vote for it, nor did we speak in support at the public comment session.

It's not even a permanent remedy, because the Transportation Authority says someday they'll estimate higher traffic flows and be back with another proposal.

Widening the highway in some places will only create a bottlenecks elsewhere.

Response 29.1:

This comment expresses opinions against the project and that the project will result in noise, pollution, greenhouse gas, traffic, and growth impacts. Your opposition to the project is acknowledged.

Comment 29.2:
We need more frequent bus service (and bus shelters, which we lack here in Pacifica). The bus near me stops just once an hour.

Response 29.2:

Please refer to Master Response #8.

RESPONSES TO COMMENT #30:
Vasili Kim (dated 08/21/11)

Comment 30.1:
Instead of making highway 1 into a virtual six-lane freeway (by extending the existing freeway bit by bit) we should boost bus service and encourage car-pooling.

The DEIR, which is written to support the widening, doesn't deal with those alternatives.

Response 30.1:

Please refer to Master Response #8.

Comment 30.2:
It's insanity to continue building more freeways because it's a never-ending cycle of growth + freeways = more of the same. Where does it end? People should be able to live in Pacifica and get around without a car.

Response 30.2:

Please refer to Master Response #13.

Comment 30.3:
We have other transportation needs, and widening Highway 1 to 6 lanes isn't one of them.

Please include my comments in any record of this.

Response 30.3:

Your opposition to the project is acknowledged.

RESPONSES TO COMMENT #31:
Richard Shafer (dated 09/07/11)

Comment 31.1:
I am a Pacifica resident in favor of widening the Calera Creek highway section between Reina Del Mar and Fassler Ave. I don't really care about which median option is chosen; I would say that whichever option would more easily pass an EIR and be started the soonest would be my preference.

Response 31.1:

Your support for the project is acknowledged.

RESPONSES TO COMMENT #32:
William "Leo" Leon (dated 09/14/11 and 09/01/11)

Comment 32.1:
I am submitting the following comments for the Draft Environmental Impact Report for the proposed widening of Highway 1 in Pacifica.

I would like to start by saying that I am in favor of finding solutions to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along the congested segment of SR 1 within the city of Pacifica and along the entire San Mateo coast.

Where I start to see problems with the DEIR starts with the Proposed Action. Because in my opinion it is not consistent and in conflict with its stated goal which says in part (see section S-3): ... improve peak-period travel times along this segment of SR I, at a reasonable cost, while avoiding or minimizing impacts to the adjacent land uses and coastal zone resources.

After careful review of the DEIR I have serious concerns that the two build options proposed in the DEIR, basically they do not accomplish the stated goal. The reasons for this are many.

Response 32.1:

This comment expresses an opinion the two Build Alternatives do not meet the project purpose. This opinion will be considered as part of the project decision process. Please refer to Master Response #1.

As described in Section 1.2 of the EIR/EA, the purpose of the proposed project is to improve traffic operations by decreasing congestion and improving peak-period travel times along a congested segment of SR 1 within the city of Pacifica.

Factors that may be used to eliminate alternatives from detailed consideration in the EIR including: 1) failure to meet the purpose and need and most of the basic project objectives, 2) in feasibility, or 3) inability to avoid significant impacts. The two Build Alternatives evaluated in the EIR/EA were

evaluated for their potential to meet the objectives of the project, engineering feasibility in terms of ability to meet minimum Caltrans design criteria, cost, and environmental impacts. Because the two Build Alternatives met the purpose of the proposed project and given the right-of-way constraints, the Caltrans minimum design criteria, the cost and funding considerations, and the environmental and regulatory constraints at the site such as sensitive habitat areas and adjacent coastal wetlands, they were chosen to be evaluated further in the EIR/EA. The footprint of the proposed roadway widening under both Build Alternatives has been minimized in order to reduce right-of-way acquisition and to avoid impacts to sensitive biological resource habitats and potential cultural resources.

Comment 32.2:
I would like you to know that people living in Pacifica know two things about their traffic problems. Number one is that whenever the Devils Slide section of HWY 1 closes we have no traffic problem on HWY l in Pacifica. And two is that when our schools are not in session traffic conditions greatly improve.

The key Point of those two facts is it is the traffic from the Coastal region south of Pacifica, traveling north in the AM and South in the PM, impacts our traffic local conditions greatly. Recent Peer Reviewed Traffic studies in Pacifica, taken during periods when school was not is in session, show improved LOS - Level Of Service over traffic conditions in the DEIR taken when school was in session.

Response 32.2:

It is true that a substantial percentage of the traffic on this portion of SR 1 is through traffic, which originates south of Pacifica in the morning and travels north on the highway in the AM peak hour, and then travels south through Pacifica in the PM peak hour. Because SR 1 is a state highway, it is intended to accommodate both local and regional traffic. The analysis in the Traffic Operations Analysis Report did account for and include the fact that much of the traffic originates south outside of Pacifica, in the “Coastside” subarea of the San Mateo County (defined by ABAG as the City of Half Moon Bay, the City of Pacifica, unincorporated areas around Half Moon Bay, and the county “remainder”). The primary urban area that contributes peak traffic to the subject area is the Half Moon Bay region.

Comment 32.3:
It is obvious that in the absence of any Regional traffic study data, and discussion or inclusion of the Coastal region south of Pacifica, as part being part of the traffic solution there is potential for a major oversight in the DEIR study. Moreover, that absence creates a huge gap in the justification for the traffic build solutions proposed and the all associated costs which run in the tens of millions of tax dollars.

The potential and real impacts to private property, business, endangered species and habitat and the expense of some 50 million dollars, are too substantial to ignore. The DEIR must include the Coastal regional from Pacifica south all the way to Half Moon Bay. In my opinion, to ignore the regional coastal impacts on Pacifica is not good planning or management of public funds and resources. The Study Area must be expanded to include regional contribution to traffic before arriving at solutions or alternatives. How else to we see and understand the big picture?

Response 32.3:

This comment expresses an opinion regarding the future population growth and traffic projections. The future population growth and traffic projections were based on the best information available, evaluation of past traffic data, and field observations. SR 1 is a regional facility that serves other areas, besides the city of Pacifica, and as such, the traffic on SR 1, including future traffic, comes from other areas in the region, outside of Pacifica. Please refer to the response to comment 32.2 above. For this reason, projected growth rates were not limited to the projections for the immediate area of Pacifica.

In March 2004, as part of a separate project, RKH Civil and Transportation Engineering studied this same segment of SR 1 and determined a growth rate for future traffic based on their own counts (performed in 2000) and projections from two regional traffic models. Based on their findings, the previous analysis recommended use of a 0.5 percent[31] annual growth factor to project the background growth for year 2035 conditions traffic volumes along the study corridor. The previous study recommended adding traffic from individual planned development projects within the city of Pacifica to the background growth. Caltrans ultimately agreed with and approved this forecasting approach.

The RKH analysis was completed in 2004 and based on 2002 traffic volumes. Because conditions may have changed since then, the Traffic Operations Analysis Report for this Calera Parkway project reviewed that information and utilized a similar approach to developing a reasonable growth factor for purposes of forecasting background traffic growth on SR 1 in Pacifica. Comparison of 2000 counts with new 2007 traffic counts showed that recent trends are for slightly higher annual growth. Traffic growth between 2000 and 2007 was generally between 0.50 percent and 0.74 percent annually. This suggests a growth factor of 0.75 percent annually would provide a conservative estimate of background traffic growth along this portion of the SR 1 corridor.

The Traffic Operations Analysis Report also evaluated whether growth projections support the use of historical information to produce a future growth rate estimate. The peak traffic flows on this portion of SR 1 are northbound in the morning and southbound in the evening. Much of the land uses in San Mateo County that contribute traffic to the project area portion of SR 1 lie in the "Coastside" subarea of the County, defined by the Association of Bay Area Governments (ABAG) as the city of Half Moon Bay, the city of Pacifica, unincorporated areas around Half Moon Bay, and the county "remainder" (i.e., rural, unincorporated areas of the County not associated with specific cities or towns). This is primarily due to residential uses to the south and employment in the San Francisco area to the north. Thus, the major influence on traffic flows in the study area is the growth in households. The Traffic Operations Analysis Report included information from ABAG's *Projections 2007*, the latest version of ABAG growth projections at the time the analysis was completed, to see if the projected growth in households and jobs in San Mateo County, and more specifically, the coastal areas were likely to affect traffic on SR 1. Within this area, household growth is expected to occur at just below 0.5 percent annually, and job growth is expected to occur just above the projected annual traffic growth rate of 0.75 percent. The primary urban area that contributes peak traffic to the subject area is the Half Moon Bay region. In summary, the growth estimates from *Projections 2007* show that the total household growth in San Mateo County, the Coastside subarea, and the city of Half Moon Bay are all expected to occur at an annual rate consistent with a traffic growth rate of 0.75 percent. Therefore, based on the information in the

[31] The RKH study presented results from the Metropolitan Transportation Commission (MTC) travel demand forecasting model that supported a growth factor of 0.5 percent annually. The MTC model has not substantially changed since these forecasts were developed in 2004.

Traffic Operations Analysis Report, an annual growth rate of 0.75 percent was determined to represent a reasonable and conservative growth rate for background traffic along SR 1, and was determined to be consistent with recent traffic counts, the MTC model, and projections of future development in coastal San Mateo County.

Disagreement regarding details of the analysis does not make an EIR inadequate. While other project traffic data (i.e., Oddstad) do show a decline in traffic volumes in recent years due economic conditions, these conditions are considered temporary and a normal part of the economic cycle. The traffic counts collected for the SR 1 Traffic Operations Analysis Report are considered to represent more typical economic conditions. The proposed Calera Parkway/SR 1 project is intended to improve traffic conditions and reduce congestion on this segment of SR 1 through has been designed and evaluated according to Caltrans standards of providing improvements over a 20-year life span. Based on the long-term projections for the region, the improved conditions in the project area in recent years do not change the overall need for the project.

Comment 32.4:
According to the DEIR, the existing transit and bus service through the area currently run well below capacity, with an average ridership of 50 percent of available capacity in the morning peak period and 40 percent in the evening peak period. If the SMCTA and lead agencies are serious about reducing congestion and traffic, regional and local initiatives must be identified and implemented. Otherwise we will continue to passively promote one person per vehicle traffic congestion. And to perpetuate the need for more and bigger roadways.

I have many other concerns with the DEIR that I am not presenting here. I will submit written comments with those concerns on or before the October 7, 2011 deadline.

Thank you for this opportunity to bring these concerns to the attention of SMCTA.

Response 32.4:

Please refer to Master Response #8.

RESPONSES TO COMMENT #33:
Mathew Levie (dated 09/14/11)

Comment 33.1:
I live in the Linda Mar area of Pacifica and so I have to drive through the area of concern for this project every day at rush hour. But I think this highway widening project is a dreadful idea and I wholeheartedly oppose it for the following reasons:

1) The current traffic is not that bad, and widening the highway without removing the traffic lights would not improve it by much. For a few months a year in the summer there is no traffic at all. This project is a solution in search of a problem. The DEIR statement that travel times would improve by 8-11 minutes is utterly ridiculous, and Caltrans must know that. It rarely takes me 8 minutes to traverse the area now--will it take me less than zero minutes after Caltrans completes the project?

Response 33.1:

This comment expresses an opinion that the current traffic in the project area is not bad and the improvement to travel times is not worth the project. This opinion will be considered as part of the project decision process.

Prior to collection of new traffic counts, field observations were performed to understand the extent and duration of existing queuing in the study area during the AM and PM peak periods, which is described in the Section 3 of the Traffic Operations Analysis Report and summarized in Section 2.6.2.4 of the EIR/EA. Once the existing congestion was identified, new traffic counts were collected in March 2007. Counts were collected upstream of the congested areas to ensure that the counts represented all of the traffic demand. Counts consisted of AM and PM peak hour intersection turning movement counts and peak period highway mainline traffic counts. The latest traffic analysis showed that the current morning (AM) peak period congestion along SR 1 occurs between 7:00 am and 9:00 am, primarily in the northbound direction with traffic queues extending up to 1.15 miles from the Reina Del Mar Avenue intersection south to Crespi Drive. Morning queues also extend east on Fassler Avenue as much as 2,500 feet and east on Reina Del Mar Avenue as much as 1,000 feet for local traffic trying to enter SR 1 from these cross streets. The evening (PM) peak period congestion occurs between 4:00 pm and 6:00 pm, primarily in the southbound direction with traffic queues extending up to 2.06 miles on SR 1 from the Fassler Avenue/Rockaway Beach Avenue intersection to north of Sharp Park Road. The average current time delay per vehicle traveling through the project roadway network is 127 seconds in the AM peak hour and 128 seconds in the PM peak hour. In addition, the two key study intersections (SR 1 / Reina Del Mar Avenue and SR 1 / Fassler Avenue) currently operate at unacceptable level of service (LOS - a quantitative measure of traffic conditions that varies from LOS A [free-flow] to LOS F [oversaturated]), based on the City of Pacifica's performance standards.

The Traffic Operations Analysis Report also included a discussion of the travel demand forecasting methodology, which involved reviewing previous studies, available forecasting models, historical traffic counts, and land use projections to develop forecasts for future traffic conditions. The traffic operations analysis addressed intersection operations at the two key study intersections. All analyses were conducted using procedures and methodologies contained in the *Highway Capacity Manual*. The analysis measured the AM and PM peak hour traffic operations for the study intersections and study portions of SR 1. The future traffic was analyzed under both Construction Year (2015) and Future Year (2035) scenarios using the microsimulation model.

As stated in Section 1.2.1 of the EIR/EA, the purpose of the proposed project is to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along a congested segment of SR 1 within the city of Pacifica.

The Traffic Operations Analysis Report concluded that with the proposed Build Alternatives, in year 2035, travel times would generally decrease by nearly 60 percent in the AM peak hour and over 70 percent in the PM peak hour. Queuing would be largely reduced, and intersection approach queues at SR 1 / Fassler Avenue would generally clear each cycle. Therefore, the Build Alternatives would improve travel times along this section of State Route under future conditions and thus, meet the purpose of the proposed project.

Comment 33.2:
2) I cannot understand how the highway can be widened without making the traffic problem immensely worse while the work is being undertaken. The DEIR's statement that it will only require occasional off-peak lane closures cannot be believed.

Response 33.2:

The DEIR/EA discussed (on page 171) the effects to traffic and transportation during project construction, including street closures in Section 2.21.1.1, based upon information from the Draft Project Report (DPR, July 2011). A Transportation Management Plan Data Sheet was developed for the Draft Project Report which identifies major components of a future Transportation Management Plan (TMP). The TMP Data Sheet development process identifies the potential impacts to traffic and the traveling public such as long-term lane closures, major detours, etc. The Transportation Management Plan will be finalized during the final design phase and will provide additional detail and updated information to the TMP Data Sheet. The Draft Project Report noted (on pages 53 to 54) that the project will be constructed in multiple stages in order to minimize delays and congestion caused by construction. During each construction stage, two through lanes along each direction of SR 1, left turn lanes at the Fassler and Reina Del Mar intersections, and pedestrian and bicycle access would all be maintained. The project roadway construction can be accomplished by shifting and narrowing existing travel lanes/shoulders and using temporary concrete barriers to protect the work zone. The Draft Project Report also noted (on page 52) that impacts to the traveling public will be minimized by performing the majority of the work behind temporary concrete barriers (i.e., K-rails), scheduling temporary lane closures during non-peak commute periods, and closely coordinating with the City of Pacifica.

The existing lane configuration on SR 1will generally be maintained through the project area during construction in order to reduce traffic congestion due to lane changes or closures. During construction there is some natural slowdown of traffic as it passes through the construction zone due to narrower lane and shoulder widths, and this will have a nominal impact on overall travel time through the project area during construction. At times there may be more severe temporary traffic congestion due to unanticipated construction events, but these would be short-term and generally resolved within the same day.

The Draft Project Report describes (on page 53) that public information outreach, portable changeable message signs, and a Construction Zone Enhanced Enforcement Program (COZEEP) will be used as required to manage traffic during certain construction activities. In addition, the design and construction of the project will be coordinated with the Caltrans Traffic Manager (DTM) and Caltrans Transportation Management Plan (TMP) Coordinator, consistent with Caltrans policy and procedures. The Draft Project Report also notes that per Caltrans requirements, a TMP will be prepared for the project for use during construction. The Draft Project Report lists measures to be incorporated into the TMP, included but not limited to the following:

- Provide public information campaign and outreach programs.
- Provide orderly construction sequences as a requirement in the contract plans. If the Contractor proposes changes, insure that these changes do not worsen the traffic flow or greatly impact traffic movements.
- Provide advance warning and guide signs.
- Maintain minimum turning-lane storage capacity during construction.
- Provide continuous vehicle access to cross streets, driveways and businesses, and provide for pedestrian and bicycle access.

- Provide a Construction Zone Enhanced Enforcement Program (COZEEP).
- Provide traffic and contractor contingency plans.

As mentioned above, the TMP will be finalized as part of the proposed project, prior to construction. The TMP will be developed, in cooperation with the city of Pacifica, to provide advance notice to motorists, transportation and emergency service providers, and other impacted groups regarding information on construction activities and durations, detours, and access issues during each stage of construction. The TMP will address all traffic-related aspects of construction, including traffic handling during each stage of construction, and will involve noticing of construction-related information to residents and businesses in the area.

Comment 33.3:
3) The spot where the highway narrows again from three lanes to two is guaranteed to cause accidents.

Response 33.3:

Please refer to Master Response #10.

Comment 33.4:
4) At Rockaway Beach, pedestrians will regularly be expected to cross up to eight lanes of traffic. This, too, is an invitation to tragedy. If the lights are dramatically lengthened, presumably that will reduce the effectiveness of widening it.
Response 33.4:

Please refer to Master Response #2.

Comment 33.5:
5) After the highway is widened, induced demand will quickly clog it again.

Response 33.5:

Please refer to Master Response #13.

Comment 33.6:
And most important, I see no evidence that the previous round of opposition to this project has caused the slightest impact on Caltrans' bullheaded desire to widen the highway anyhow.

Response 33.6:

Thank you for your comment.

RESPONSES TO COMMENT #34:
Norman & Karen Dutton (dated 09/15/11)

Comment 34.1:
We live in Linda Mar, and drive north on Highway 1 during the morning commute, and south during the evening commute. It does not require a traffic engineer to determine that the congestion is caused by the traffic signals, not by the number of lanes.

Traveling north, once you pass the signal at Reina del Mar, the traffic moves at or above the speed limit. This is so pronounced, that when my daughter was young, she would yell "Free!" when we passed through the intersection at Reina del Mar.

The problem is the traffic signals. This will not be relieved by adding a lane in both directions. The number of cars that can be accommodated south of Reina del Mar will be increased, but the flow will not be increased. The traffic signal at Reina del Mar, and the bottleneck north of the signal, will keep traffic backed up almost as much as it is now.

Response 34.1:

Please refer to Master Response #2.

Comment 34.2:
Two changes would improve the situation. Increasing the bus service will encourage more commuters to ride the bus. It doesn't matter if the number of people is not cost effective to begin with, it will still be cheaper than widening the highway.

Response 34.2:

Please refer to Master Response #8.

Comment 34.3:
Coordinating the signals will also relieve congestion. For less than the price of widening the highway, the four signals can be connected by wireless (or wired, whatever works) communication. The four signals can then be coordinated to maximize the flow of traffic, and minimize the impact of people turning left onto Reina del Mar and Fassler.

Response 34.3:

Please refer to Master Response #2.

RESPONSES TO COMMENT #35:
Connie Kelley (dated 09/17/11)

Comment 35.1:
After hearing and then looking at the suggested widening projects I feel I can safely assume no one that has approved these versions lives anywhere near the impacted 1.3 miles. Why would anyone even think a cloverleaf was a feasible design?

Response 35.1:

Thank you for your comment.

Comment 35.2:
I live right next to the intersection at Rockaway and do not see the need to spend money on a mini-interstate freeway to alleviate a 5-15 minute delay at peak commute times, especially during school time.

Response 35.2:

Thank you for your comment.

Comment 35.3:
This could be handled with a simple access road-one alternative addressed this but did not seem the best way of creating a way for locals to get around the backup to Vallemar and up to the Sharp Park section. How do they think the traffic will be improved by going from 4 lanes to 6 and then back to 4 again? This should be a road for locals, police, fire trucks, and people shopping to get to and from various sections of town without a huge roadway of speeding cars going THROUGH Pacifica, not helping our economy.

Response 35.3:

This comment expresses an opinion that the proposed project should be replaced with a lesser alternative which does not add any travel lanes, but only provides a frontage road to allow for emergency vehicle access. The comment will be considered as part of the project decision process.

The DEIR/EA summarized (on page 36) the Frontage Road on West Side of SR 1 alternative that was considered and studied during the development of the proposed project. The most feasible version of this alternative would construct a two-way frontage road through the Quarry property on the west side of SR 1, from Dondee Way to Reina Del Mar Avenue. The frontage road would create an alternate connection to SR 1 between the Rockaway Beach area and the Vallemar neighborhoods.

This alternative would result in greater environmental impacts than the proposed Build Alternatives to sensitive species habitat (California red-legged frog and San Francisco garter snake) west of SR 1, and to wetlands west of SR 1. This alternative could also affect sensitive cultural resource sites west of SR 1. This alternative design would result in aesthetics impacts due to the installation of a new roadway in a currently undeveloped area. This alternative would result in similar hydrology and water quality impacts due to an increase in impervious areas. This alternative could also result in impacts from exposure to possibly contaminated soils during construction and temporary increases in noise levels at San Marlo Way due to construction. This alternative would result in right-of-way impacts because it requires acquisition of property/right-of-way from the Quarry Site between San Marlo Way and Reina Del Mar Avenue.

The estimated construction cost of this alternative is approximately $8 million. This alternative would provide only minimal traffic benefit and was primarily rejected because of the extensive environmental impacts to sensitive species habitat.

Comment 35.4:
The noise levels would increase greatly along with worse accidents-please don't get me started on sound walls.

Response 35.4:

Please refer to Master Response #5.

Comment 35.5:
The trucks coming and going on Fassler many times illegally overweight has not even been addressed in spite of accidents and complaints, how are we to deal with all the new traffic? Move?

We have been here painting and gardening and trying to create a nice NEIGHBORHOOD thank you. Say NO, NO, NO to these alternatives-and I'm not too keen on some of those General Plan revisions. I will remember who did what when voting.

Response 35.5:

Your opposition to this project is acknowledged.

RESPONSES TO COMMENT #36:
Maureen Falcone (dated 09/17/11)

Comment 36.1:
I am writing to express my views on the proposed "freeway" through Pacifica. I am totally opposed!! What is our vision for this city? It is appalling that our city council is supporting this project. $35 million??? A high price to pay to drive your child to school and save a few minutes. When school is not in session the traffic drops dramatically on Hwy 1.

Response 36.1:

Please refer to Master Response #11.

Comment 36.2:
Maybe a few carpools or bus might be the answer instead of a 6 lane freeway.

Response 36.2:

Please refer to Master Response #8.

Comment 36.3:
Those homes near this "freeway" would dramatically drop in value- along with suffering more pollution, noise and more taxes to pay for it!!!!

Response 36.3:

Please refer to Master Response #7 and Master Response #11.

Comment 36.4:
Not to mention the months and years of construction noise to build the monstrosity.

Response 36.4:

Section *2.21 Construction Impacts* of the EIR/EA describes the construction-related impacts associated with the proposed project. The short-term construction noise impacts of the project are evaluated in Section 2.21.4 of the EIR/EA. The information in Section 2.21.4 of the EIR/EA summarized and was also based on an analysis in the Noise Study Report prepared by Illingworth & Rodkin in October 2009 (Appendix G.11 of the EIR/EA). Anticipated construction noise levels are identified in Section 2.21.4 and Appendix G.11 of the EIR/EA.

Comment 36.5:
I urge our council to look seriously at this project and vote NO!! Doesn't Councilman Vreeland sit on the SMCTA board? He should know first hand what this project would do TO our city not FOR our city. Don't we have enough to deal with considering our city budget?? The cuts in our Police and Fire and else wear in the city should be of monumental concern to the citizens c'mon people - wake up and smell the coffee. This is a high price to pay to save a few minutes of commuting time for a few people.

I am unable to attend the September 22nd meeting to voice my concerns - but in case you missed the point.

Response 36.5:

Your opposition to the project is acknowledged.

RESPONSES TO COMMENT #37:
Judith Tugendreich (dated 09/21/11)

Comment 37.1:
I have not read the proposals yet, and am unable to attend the public hearing, but a couple of thoughts occurred to me regarding the basic premise of this project.

First: The major reason for congestion in Pacifica during commute hours is the stoplight at Reina del Mar. The one at Fassler Avenue also adds to it. Of course there has to be some traffic control there or it would be impossible to make a safe left hand turn in or out of Vallemar. If a cloverleaf or some bypass could be engineered, that would go a long way to solving the problem. Once your car gets past that intersection, traffic moves smoothly, unless you are stuck behind a slow moving vehicle northbound on the Edgemar freeway.

Response 37.1:

Please refer to Master Response #2.

Comment 37.2:
Second: Whenever there is a reduction of the number of lanes, there is always a backup as cars jockey for positions and move-- usually to the left. The approach to the Caldecott tunnel is a memorable bottleneck--sometimes the Waldo Grade in Marin County. When there is a lane closure due to an accident or road work, a traffic jam ensues.

So, if you have expanded the road to three lanes and then at some point merge down to two, what is to prevent a traffic jam there? Metering lights?

Response 37.2:

Please refer to Master Response #10.

RESPONSES TO COMMENT #38A:
Valarie Perez (dated 09/20/11)

Comment 38A.1:
My grandmother lives on Old County Road. I am very concerned what will happen to her street when the widening goes through being it is right in front of her street

I am hoping if this goes through it will move the Farmers Market as that has been a huge problem for me as they block my grandmothers driveway in case of emergencies and there have been three of them on the day the farmers market is there already during the past two years no one seems to help me on getting them out or moving them but my main concern is where this will put my Grandmother's house and the traffic being closer to her home possibly

I do plan on attending the meeting this week but I did want to bring this to your attention ahead of time.

Response 38A.1:

Additional information has been provided to this commenter subsequent to the public meeting. Additional detail has been added to Figure 1.4 and Figure 1.5, as well as to the text of Section 1.4 of the EIR/EA to clarify the impacts to this property and the configuration of Old County Road.

RESPONSES TO COMMENT #38B:
Valarie Perez (dated 09/22/11)

Comment 38B.1:
I am too sick to attend the meeting tonight
I really wanted to be there
Is there a way you can get back to me next week on my question where this would leave my grandmother's home 450 Old County Road if this goes through

Response 38B.1:

Please refer to the response to comment 38A.1 above.

RESPONSES TO COMMENT #39:
Enid Emde (dated 09/22/11)

Comment 39.1:
I have been following the pros and cons of the proposed Calera Creek Parkway for some time.
Spending upwards of $50 million is the biggest waste of money imaginable.
Saving 8 to10 minutes on the commute is ridiculous.
Safety will go out the door when floor boarders reach the end of the speedway.
Have Caltrans or any of the parkway supporters asked why most of us love living here? It's because we want a slower paced environment. I have resented very much the current parkway/freeway that divided our town and shopping areas.
How much additional tourism can we count on if cars are screaming by at 55 or 65mph?
Just think of the disruption to our town and residents if this pie in the sky is approved. There won't be any time saving for commuters for years.

Don't we have existing roads, overpasses and bridges that are in dire need of repair? Shouldn't that be the first consideration for the $50 million? Isn't the country in a depression currently, with most states begging for money for repairs?

Response 39.1:

Please refer to Master Response #11.

Comment 39.2:
There are several doable suggestions in the 9/21/11 edition of the Pacifica Tribune. Re-calibrate the stop signals; increase the bus service; synchronize ramp meters during high commute times.

I don't believe that those who supported the tunnel (myself) are also in favor of the parkway. Not a chance. All I can say is be careful what you wish for.

Response 39.2:

Please refer to Master Response #2 and Master Response #8.

RESPONSES TO COMMENT #40:
Marisa & Anthony George (dated 09/22/11)

Comment 40.1:
We are very opposed to the widening of the highway. It will be costly, an eyesore and create more noise. It will lessen our small neighborhood feel which we pride ourselves on.

Please consider an alternative. One of the reasons for the traffic congestion is the school lottery system. If we moved to neighborhood schools it would help reduce pollution and traffic.

We also need better public transportation and perhaps even a public school bus.

There are other alternatives that need to be explored before we destroy wildlife and hurt people's property values. Safe bike lanes too.

Response 40.1:

Your opposition to the project is acknowledged. Please refer to Master Response #11 regarding project cost. Please also refer to Master Response #6, Master Response #8, Master Response #3, and Master Response #1.

RESPONSES TO COMMENT #41:
Bill Haskins (dated 09/22/11)

Comment 41.1:
As a long time resident and homeowner in the City of Pacifica's Linda Mar District my family and I feel very strongly and agree it is imperative to the health and safety of our citizens to finally undertake the project of widening the old roadway from Rockaway Beach north to Fairway Park for many reasons. The least of which, I could actually call that stretch a Highway and not curse every time I hit the stoplight at the bottom of Fassler Avenue heading North or the stoplight at Reina del Mar Avenue heading South.

By not moving ahead and not improving this sorry stretch of Roadway 1 Caltrans and the City of Pacifica are moving backwards; actually regressing by not meeting the current driving needs which should have been done a generation ago when we passed Measure A. When you couple the current needs for safety and flow with the projected increases in traffic when the tunnels open in 2013 you can see the obvious. Not to mention, there is virtually no reliable public transit for Pacificans unless you ride a bus to and from school. That most certainly will not improve for a variety of reasons. Pacifica is being squeezed like an accordion with a first class freeway (280) just a couple of miles north and the wonderful tunnel project just south of the City limits. Drivers will be lured to use Highway 1 even more after that project opens with the planned recreational use of the old Highway 1 area and the scenic beauty that draws drivers from all areas, even though Devil's Slide has been dangerous for years.

It is ultimately your responsibility to do what is best for not only Pacificans but everyone in communities to the North, on the Bayside East, and all of the communities and Cities South of Pacifica that use Highway 1. You will hear from the same vocal, loud minority of no-growth citizens that have infested this community over the last couple of generations but their short-sighted, selfish, nihilist attitude should not trump logic and the long term planning vision for the greater good. You know the correct decision is to improve that stretch of outdated, dangerous roadway with its antiquated signal system from the 1960's and bring it up to 21st century commuting, safety, and Highway standards. I cannot wait to see this project started. It is way overdue.

Response 41.1:

Thank you for your comment. Please refer to Master Response #12.

RESPONSES TO COMMENT #42:
Dan Robinson (dated 09/26/11)

Comment 42.1:
I believe that everyone will agree that the bottleneck isn't the number of lanes, but the traffic light at Vallemar. Northbound traffic from Vallemar can use the right-turn and merge lane as is done now.

Response 42.1:

Please refer to Master Response #2.

Comment 42.2:
A frontage road leading to Sharp Park Road could carry southbound traffic from Vallemar north, over the freeway and then merge to Highway One southbound --- all while eliminating the Vallemar traffic light. And a cheaper, quicker fix than added lanes!

Response 42.2:

This comment expresses an opinion that the proposed project should be replaced with a lesser alternative which does not add any travel lanes, but only provides a frontage road. The opinion expressed in this comment will be considered as part of the project decision process

The DEIR/EA summarized (on page 36) the Frontage Road on West Side of SR 1 alternative that was considered and studied during the development of the proposed project. The most feasible

version of this alternative would construct a two-way frontage road through the Quarry property on the west side of SR 1, from Dondee Way to Reina Del Mar Avenue. The frontage road would create an alternate connection to SR 1 between the Rockaway Beach area and the Vallemar neighborhoods.

This alternative would result in greater environmental impacts than the proposed Build Alternatives to sensitive species habitat (California red-legged frog and San Francisco garter snake) west of SR 1, and to wetlands west of SR 1. This alternative could also affect sensitive cultural resource sites west of SR 1. This alternative design would result in aesthetics impacts due to the installation of a new roadway in a currently undeveloped area and would result in similar hydrology and water quality impacts due to an increase in impervious areas. This alternative could also result in impacts from exposure to possibly contaminated soils during construction and temporary increases in noise levels at San Marlo Way due to construction. This alternative would result in right-of-way impacts because it requires acquisition of property/right-of-way from the Quarry Site between San Marlo Way and Reina Del Mar Avenue.

The estimated construction cost of this alternative is approximately $8 million. This alternative would provide only minimal traffic benefit and was primarily rejected because of the extensive environmental impacts to sensitive species habitat.

Frontage roads were also considered as part of a grade-separation alternative; however, these roads would have additional right-of-way (property) impacts, as well as impacts to sensitive resources.

RESPONSES TO COMMENT #43:
Sharon Muczynski (dated 09/26/11)

Comment 43.1:
Please do not support widening the road in Pacifica. I would rather see the bus service improve than to destroy more wildlife habitat.

Response 43.1:

Your opposition to the project is acknowledged.

RESPONSES TO COMMENT #44:
Edward Barber (no date)

Comment 44.1:
I've lived in Pacifica since May, 1960. The question I proposed is this. In the 60s when the existing freeway was built the plan incorporate and overpass at the Rena Del Mar intersection. The burm or the overpass was built and is still there west of the intersection. The question then is why can't and overpass be built using a project that was started 50 years ago? You guys still own the property or could take it if you don't.

Response 44.1:

Please refer to Master Response #9.

RESPONSES TO COMMENT #45A:
Gil Anda (dated 09/28/11)

Comment 45A.1:
I wanted to get a couple of comments in before the October 7th deadline:

(1). I support the highway widening (with landscaped median) but just wanted to make my amateurish suggestions, while I had the chance, for the grade separation for a few reasons:

1. Rather than engineering the grade to go below ground, I'd like to suggest that the highway be elevated so that it traverses over the ESHA. Hopefully this will help get us past environmental objections, should these issues come up and,
2. In particular elevate the freeway over the roadway that crosses from east to west Rockaway Beach. It would help get us past the objections that may come up because of sea-level rise, and if it does happen to flood, by that time I would imagine that we would have a network of frontage roads as alternate routes.

Response 45A.1:

This comment expresses support of the project and the Landscaped Median Alternative. The Landscape Median Build Alternative has been identified as the preferred alternative.

In regards to the roadway grade separation, please refer to Master Response #9.

Comment 45A.2:
3. Although this would be costlier, I think a freeway in this section would not become as obsolete as fast as the lighted intersection would. A lighted intersection may be a cheaper solution in the immediate future, but not if it needs to be replaced at a later date. The freeway system to the north has been in existence for about 50 years and doesn't seem to be a problem as far as traffic is concerned.

Response 45A.2:

Please refer to Master Response #9.

The project traffic impacts are described in Section 2.6.3 of the EIR/EA. The discussion in this section is based primarily on a technical Traffic Operations Analysis Report that was prepared for the project in July 2008 and Addenda to that report completed in April 2011 (refer to Appendix G.13 of the EIR/EA). The information in this section states that the proposed project would improve operations at the Fassler Avenue/SR 1 and the Reina Del Mar/SR 1 intersections, which would improve operations of Fassler Avenue and Reina Del Mar Avenue. Other alternatives considered were not considered feasible due to not meeting the objectives of the project, engineering infeasibility in terms of ability to meet minimum Caltrans design criteria, cost, and environmental impacts.

Comment 45A.3:
(Again, although the above is a preference, I otherwise fully support the widening project, preferably with the landscaping in the middle.)

(2). Last Monday our city council (Pacifica), at the request of opponents to the highway widening, voted to request an extra 15 days to respond to the EIR. Why do we always have to give this group of citizens preferential treatment? This has dragged out for decades and it's about time to say 'no' to these people. I would urge that you deny this request. We've had plenty of time and you've been more than reasonable.

Thank you again for this last opportunity to communicate my views.

Response 45A.3:

Thank you for your comment. This comment expresses an opinion in favor of the project and the Landscaped Median Alternative. The Landscape Median Build Alternative has been identified as the preferred alternative. Please refer to Master Response #12.

RESPONSES TO COMMENT #45B:
Gil Anda (dated 10/1211)

Comment 45B.1:
In the coming weeks Caltrans will be making the decision based on studies and public feedback whether or not to move forward with this project. As you are aware, there are a lot of vocal opponents to this project. If Caltrans decides to give in to these opponents, decides to put the funds to work somewhere else, that Pacifica is not the priority this time, it may mean that this problem stretch of highway may not be addressed for an indefinite period of time. But does that mean that the problem will go away for an indefinite period of time? I don't think so.

There are probably several reasons that this project needs to go forward and among the most critical reasons can be found with Pacifica's geography. Unlike Highways 101, 280 and even 35, there are no alternate routes around this stretch of the highway. This can literally be a life or death situation. I can tell you two stories; one time when a friend was late for a dinner by 3 hours because of an accident, and another when traffic was backed up onto Sharp Park Road. I was sitting in this traffic jam, way up in the middle of this 'artery' to highway 1 when I heard the siren of an ambulance. At first I couldn't figure out where, possibly, this ambulance could be coming from because the cars on Sharp Park Road were locked in gridlock and they weren't going anywhere. All of a sudden the siren noise was right behind me. Going right down the middle between two lanes of cars in the roadway was the ambulance trying to make its way down Sharp Park Road. Drivers somehow managed to budge their cars towards either side, like a zipper, making a passageway for the ambulance so that it could get to its emergency.

Barbara Ariella, Chair of the CAC, told me about the day that her father died. He suddenly collapsed on the driveway at his home. It took the San Mateo County Coroner's vehicle several hours to come pick up his body that laid in the driveway for approximately 3 and 1/2 hours exposed to public curiosity. All this because there had been an accident on Highway 1 and the traffic was tied up and there was no alternate route to get past it. Had there been other lanes in place to alleviate the tie-up, her father's dead body would not have been the spectacle that it turned out to be during all those hours awaiting response from the Coroner's office. And, had he not died immediately when he hit the ground, he most likely would have died during the 3 and 1/2 hours awaiting emergency response from first responders that would have been precluded from getting through, due to that same traffic accident tie-up on Hwy 1 that took out both lanes southbound.

I'm sure there are many more stories like this and that many more will be told if the future remains the same for this stretch of highway. We are an area with a considerable population, a population that has emergencies from time to time. Not only that, but regionally this is an area that gets traversed increasingly by more and more traffic. Soon the tunnels at Devil's Slide will be completed. I would expect that the need to do something to fix the traffic can only grow.

This project needs to go forward. Ideally I would have liked to see a grade separation done, one where the highway is elevated over the local cross traffic for the following reasons; 1) It may be a way to alleviate the impact on ESHA, 2) I think it would be less hazardous to pedestrian traffic, 3) for that reason it may garner more popular support, and 4) I would guess that it would be less likely to become obsolete and needing to be replaced with a more expensive project in the future.

But whatever decisions are made, I think this project needs to move forward.

Response 45B.1:

Thank you for your comment. Please refer to Master Response #9 and #12.

RESPONSES TO COMMENT #45C:
Gil Anda (no date)

Comment 45C.1:
I am writing to strongly encourage you to complete the Calera Parkway Widening Project.

This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions.

We also know businesses have been impacted by the traffic bottleneck. This slow down in traffic can hurt business in that it discourages people from stopping to shop. They just want to keep moving until they are in a place where they will not risk getting stuck in more traffic. There have been many businesses that have suffered and in some cases closed because it was too challenging for customers to stop and shop there.

Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Response 45C.1:

Thank you for your comment. Please refer to Master Response #12.

RESPONSES TO COMMENT #46:
Brian Gaffney (dated 09/30/11)

Comment 46.1:
Has Caltrans extended the comment period 15 days past October 7 as requested by the City of Pacifica?

Response 46.1:

The Public Review Period for the DEIR/EA was extended to October 22, 2011.

RESPONSES TO COMMENT #47:
Ken Shiokari (dated 09/30/11)

Comment 47.1:
As a Pacifica resident, I support the widening project but the proposed Caltrans plan will negatively affect the residents of the city of Pacifica. I propose that a plan be created that would separate the local traffic from the coastal through-traffic of Hwy 1. This would reduce the load to Hwy 1 during peak morning and afternoon traffic hours while promoting access to local businesses. Also this would allow emergency services alternate roads during emergency response actions (note the location of the only police department in Pacifica is adjacent to Hwy 1).

Response 47.1:

This comment expresses an opinion that the proposed project should be replaced with a lesser alternative which does not add any travel lanes, but only provides a frontage road. The opinion expressed in this comment will be considered as part of the project decision process. The DEIR/EA summarized (on page 36) the Frontage Road on West Side of SR 1 alternative that was considered and studied during the development of the proposed project. The most feasible version of this alternative would construct a two-way frontage road through the Quarry property on the west side of SR 1, from Dondee Way to Reina Del Mar Avenue. The frontage road would create an alternate connection to SR 1 between the Rockaway Beach area and the Vallemar neighborhoods.

This alternative would result in greater environmental impacts than the proposed Build Alternatives to sensitive species habitat (California red-legged frog and San Francisco garter snake) west of SR 1, and to wetlands west of SR 1. This alternative could also affect sensitive cultural resource sites west of SR 1. This alternative design would result in aesthetics impacts due to the installation of a new roadway in a currently undeveloped area and would result in similar hydrology and water quality impacts due to an increase in impervious areas. This alternative could also result in impacts from exposure to possibly contaminated soils during construction and temporary increases in noise levels at San Marlo Way due to construction. This alternative would result in right-of-way impacts because it requires acquisition of property/right-of-way from the Quarry Site between San Marlo Way and Reina Del Mar Avenue.

The estimated construction cost of this alternative is approximately $8 million. This alternative would provide only minimal traffic benefit and was primarily rejected because of the extensive environmental impacts to sensitive species habitat.

Frontage roads were also considered as part of a grade-separation alternative; however, these roads would have additional right-of-way (property) impacts, as well as impacts to sensitive resources.

Comment 47.2:
I believe installing a 6-lane hwy on the coast route would be confusing for out of town drivers. The northbound traffic would travel a two-lane road then to a four-lane hwy then to a six-lane freeway then back to a two-lane hwy. Traffic would naturally increase speeds when presented a wide straight road making the intersections more dangerous to slower local traffic. And naturally every convergence would create a traffic conundrum. This would create a very dangerous route for cyclist and cross traffic pedestrians.

Response 47.2:

Please refer to Master Response #10.

As described (on page 12) in Section 1.4.1.1of the DEIR/EA, the project will include reconstruction and upgrades to the existing bicycle and pedestrian pathways along the project corridor. The existing Class I bicycle/pedestrian path adjacent to SR 1, north of Reina Del Mar Avenue will be upgraded by widening the path from eight feet to 10 feet, by increasing the separation between the edge of path and edge of traveled way from nine feet to 16 feet, and by installing a fence to provide a physical separation between the bicycle path and the highway. The existing sidewalk and paved path that currently extends from Reina Del Mar Avenue south to the Harvey Way frontage road on the east side of the highway would be replaced with a new sidewalk. A new sidewalk would be constructed along the east side of Harvey Way to complete the pedestrian connection between Fassler Avenue and Reina Del Mar Avenue. The sidewalk would be upgraded by placing it further from the new edge of traveled way of the SR 1 northbound lanes.

Comment 47.3:
Please see the attached conceptual proposal for increasing the traffic flows for this important hwy. This proposal would require road alignments and signal lights to be installed and synchronized to ensure proper traffic flows. This proposal would increase access to the affected area while decreasing the burden on Hwy 1.

Attached is a copy of this letter and the conceptual proposal maps.

Response 47.3:

Please refer to Master Response #1 and Master Response #2.

The Lead Agency is responsible for selecting a range of alternatives for examination in the EIR/EA. This alternative is similar (although not identical) to the Frontage Road on West Side of SR 1 Alternative that was considered and studied during the development of the proposed project. The DEIR/EA summarized (on page 36) this alternative. The most feasible version of this alternative would construct a two-way frontage road through the Quarry property on the west side of SR 1, from Dondee Way to Reina Del Mar Avenue. The frontage road would create an alternate connection to SR 1 between the Rockaway Beach area and the Vallemar neighborhoods.

This alternative would result in greater environmental impacts than the proposed Build Alternatives to sensitive species habitat (California red-legged frog and San Francisco garter snake) west of SR 1, and to wetlands west of SR 1. This alternative could also affect sensitive cultural resource sites west

of SR 1. This alternative design would result in aesthetics impacts due to the installation of a new roadway in a currently undeveloped area. This alternative would result in similar hydrology and water quality impacts due to an increase in impervious areas. This alternative could also result in impacts from exposure to possibly contaminated soils during construction and temporary increases in noise levels at San Marlo Way due to construction. This alternative would result in right-of-way impacts because it requires acquisition of property/right-of-way from the Quarry Site between San Marlo Way and Reina Del Mar Avenue.

The estimated construction cost of this alternative is approximately $8 million. This alternative would provide only minimal traffic benefit and was primarily rejected because of the extensive environmental impacts to sensitive species habitat. Alternatives suggested in the above comment, which were not evaluated further in the EIR/EA, were found to either be infeasible or to not meet the basic purpose of the project.

RESPONSES TO COMMENT #48:
Dan Underhill (dated 10/04/11)

Comment 48.1:
I want to thank you for this opportunity to express my opinions about the planned expansion of Highway One.
I want to be on record as opposing this plan.
My reasons are as follows:
I believe the plan is harmful to Pacifica business and to Pacifica's struggling economy.

Response 48.1:

Your opposition to the project is acknowledged.

Comment 48.2:
I simply can't imagine why Pacifica might want to choose this decades old excuse for a solution to Pacifica's present day traffic problems over addressing those intersections that are causing the problem. It keeps being presented as a solution to Pacifica's traffic problems. My objection to the present plan is that it fails to address the intersections and traffic lights that are the real problem.

Response 48.2:

Please refer to Master Response #2.

Comment 48.3:
My interest in several of the less expensive ideas is not that I seek a second-rate solution due to it being cheaper but rather that those solutions that actually address the intersections that are causing the problem happen to be far cheaper than Caltrans present proposal. The only reason I can imagine for choosing a plan that will do less to solve our actual problems but will cost astronomically more is if there is some agenda that nobody told me about. Maybe if it were explained to me, I might subscribe, but right now what it looks like to me is that our traffic problems are not being attended to so that we will all come around and support actions that are in the service of an agenda that we would probably not otherwise support. It seems more akin to extortion or hostage taking than to good governance.

Please withdraw your support for this ill-advised project that we might find a solution that actually serves Pacifica.

Thank you for this opportunity to bring these concerns to the attention of SMCTA.

Response 48.3:

Please refer to Master Response #1 and Master Response #11.

RESPONSES TO COMMENT #49:
Jean McMartin (dated 10/02/11)

Comment 49.1:
Please consider restricting the ability to make a left turn off of Fassler onto Sea Bow1 Lane during commute hours whether Highway one is widen or not. I believe the elimination of a left turn off of Fassler will in turn eliminate the merger congestion formed at the intersection of Highway one and Sea Bowl Lane.

Response 49.1:

Please refer to Master Response #1.

Sea Bowl Lane is commonly used as a shortcut for vehicles wishing to get onto northbound SR 1 from Fassler Avenue, due to congestion on Fassler Avenue at the Fassler Avenue/SR 1 intersection. The commenter's suggestion to prohibit left-turns from Fassler Avenue onto Sea Bowl Lane is likely aimed at preventing this movement. However, field observations suggest that this movement does not contribute significantly to the overall network-wide congestion, as the bottlenecks are actually the two signalized intersections along SR 1 in the study area, at Fassler Avenue and Reina Del Mar. Prohibiting this movement would simply redirect cars back onto Fassler Avenue, where they would still have to travel through the SR 1/Fassler Avenue intersection. Thus, prohibiting the left-turn from Fassler Avenue onto Sea Bowl Lane would not likely have much benefit in terms of congestion in the study area.

Comment 49.2:
At Sept. 22's meeting an issue arose about congestion increasing on Highway One when Pacifica Schools were in session (end of Sept. to mid Jun) versus their summer schedule. Can you please direct me to any data that supports or weakens this issue.

Response 49.2:

Please refer to Master Response #13. The existing traffic conditions described in Section 2.6.2.2 of the EIR/EA were incorporated from information in the Traffic Operations Analysis Report. In accordance with CEQA Guidelines Section 15147, the technical details of these counts were included in the Traffic Operations Analysis Report appendix.

Please also refer to Master Response #3 and Master Response #6.

RESPONSES TO COMMENT #50:
Tom Kendall (dated 10/01/11)

Comment 50.1:
Alternatively, if the GG Bridge-style operation is too labor intensive, having the one extra lane only be for northbound may suffice as the morning commute is the most impacted (the evening - southbound - commute does not coincide with school hours like the morning commute) .

In your EIR, have you analyzed an alternative where only 1 additional lane is added that can be for north bound commuters in the AM and southbound commuters in the PM (similar to the way the GG bridge is managed)? Emergency vehicles should benefit any time of day.

I expect this has already been considered but I'm surprised it's not being recommended since it seems like it would significantly reduce your footprint and associated impacts while addressing the most pressing need.

Response 50.1:

This comment expresses an opinion regarding a reversible lane and suggests that the proposed project should be replaced with a lesser alternative which does not add any travel lanes, but only provides moveable cones or a barrier/reversible lane. The DEIR/EA summarized (on pages 38-39) the Moveable Cones or Barrier/Reversible Lane alternative that was considered and studied during the development of the proposed project. This alternative would involve installing a moveable concrete barrier to provide three lanes in the peak direction and one lane in the off-peak direction. Variations of this alternative include using moveable cones instead of a barrier and widening SR 1 to five lanes with movable cones or a barrier (providing a 3/2 lane split).

The five-lane with movable barrier variation would likely provide adequate traffic capacity and meet the purpose of the project. However, this alternative would likely still result in impacts to sensitive species habitat (California red-legged frog and San Francisco garter snake) west of SR 1. This alternative would result in some additional hydrology and water quality impacts due to an increase in impervious area and would have potential increased noise from moving a moveable barrier. This alternative could have similar right-of-way impacts as the proposed Build Alternatives, since it may require acquisition of property/right-of-way from the properties along SR 1.

This alternative was primarily rejected because it would be very difficult to implement at the signalized intersections, and may result in a safety concern due to the complexity of signage and/or striping required. There would also be traffic impacts in the off-peak direction if a fifth lane is not added.

This alternative would require a steady revenue stream to pay for the ongoing operations and maintenance costs. The moveable barrier would need to be shifted at least twice per day, and perhaps up to four times per day. This operation is relatively labor-intensive and requires specialized equipment that would have to be purchased and maintained. A qualified, ongoing labor force would have to be funded and maintained to operate the equipment and conduct the lane changes. Because this design would require both an initial capital investment for the roadway widening and specialized equipment and ongoing operational cost, the long-term cost of this alternative would be much higher than the proposed Build Alternatives.

RESPONSES TO COMMENT #51:
Ruth Reynolds (dated 10/01/11)

Comment 51.1:
I am extremely opposed to the widening project for various reasons;
1. The State does not have money, nor is it taking care of that problem but adding to it in many ways. California should be a leader how to be a well run state with its finances, its safety and beauty. The State and cities should fix the roads we already have. Just because funds could be gotten for a project does not mean that it is for the betterment.
2. Pacifica has already been "gutted" in half in Pacific Manor and Sharp Park, not a pretty picture.

Response 51.1:

Please refer to Master Response #11.

Comment 51.2:
3. The timing of the signals on Hwy 1 has greatly improved over the last year during the short peak hours, the traffic flow is much much smoother than in previous years. The traffic on Hwy 1 does not back up very long at all when cars from Rockaway & Vallemar have a green light.
a. While the wait to exit Vallemar during the hour is extended it is very acceptable and reasonable to allow the majority of the cars to proceed without delay.
b. To aid in traffic control the school board should allow the children who live in Vallemar to be first on the list to attend. We all know the value of attending a school near home to the parents and kids. A family who lived right across the street from Vallemar school had to drive to take their children out of Vallemar to school.

Response 51.2:

Please refer to Master Response #6.

Comment 51.3:
4. A bottle neck effect would be created with such a widening, at some point cars would need to merge. The new and improved timing of the signals are currently accomplishing the same effect.

Response 51.3:

Please refer to Master Response #10.

Comment 51.4:
5. This type of widening project is not going to beautify Pacifica. It would continue the gutting process and eliminate Pacifica's scenic beauty. The entry sign to the city Scenic Pacifica sign would be a joke to passer byes.

Response 51.4:

This comment expresses an opinion that the project would detract from Pacifica's beauty. This opinion is noted and will be considered as part of the project decision process. The EIR/EA analysis included a discussion of visual and aesthetics in Section 2.7 of the EIR/EA, which was based upon a *Visual Impact Assessment* (VIA) completed for the project in January 2011 (refer to Appendix G.14 of the EIR/EA). The process used in the visual impact study generally follows the guidelines

outlined in the publication *"Visual Impact Assessment for Highway Projects"*, Federal Highway Administration (FHWA), March 1988.

In accordance with the method described, the DEIR/EA disclosed (on page 182) that the proposed project will have a less-than-significant effect on the visual/aesthetics within the project area.

Comment 51.5:
6. This is not a wise move for the success of businesses nor for economic resources the city would reap.
7. As leaders and decision makers a real look at what running a freeway through a city does to it, you would not help the people or Pacifica by this widening project.

Response 51.5:

Please refer to Master Response #7 and Master Response #11.

RESPONSES TO COMMENT #52:
William C. Provence (no date)

Comment 52.1:
Please reconsider a pedestrian overcrossing at Reina Del Mar. All traffic stops for an extended period for a single pedestrian. Place a crossing guard for 1 month to require pedestrians to learn to use the new crossing.

Response 52.1:

Please refer to Master Response #9.

Comment 52.2:
Eliminating pedestrian crossing time would allow the traffic lights to be synchronized at Fassler and Reina Del Mar.

Response 52.2:
Please refer to Master Response #2.

Comment 52.3:
Widen the 4' shoulder to 8' to allow emergency vehicles to pass. One shoulder in each direction would do the job.

Response 52.3:

Please refer to Master Response #4.

RESPONSES TO COMMENT #53:
Tod Schlesinger (dated 10/04/11)

Comment 53.1:
1) Biggest bottleneck is Vallemar. Close the Vallemar School and move it to Linda Mar School. Make the children walk to their nearest neighborhood school just as I did.

Response 53.1:

Please refer to Master Response #6.

Comment 53.2:
2) Fix the Manor Over Crossing by eliminating one of the pedestrian walk ways and adding a lane to make it 5 lanes, 2 in one direction in the a.m. and 3 in the other and vice versa in the p.m.
3) Build the Milagra on-ramp. Will take a lot of the congestion off the Manor Crossing. Also built on and off ramps at each of the existing Caltrans turnouts in Sharp Park and Eureka Sq. This will allow more traffic to have access to possible shopping in town and also cut down on traffic at peak times by allowing drivers to use side streets more readily.
4) Close the Fairway Crossing. DANGEROUS and unnecessary and will avoid any possible delays in that area, too.

Response 53.2:

Please refer to Master Response #1. The purpose of the EIR/EA is to evaluate the impacts of the proposed project to the existing environment within the project area. The proposed improvements/plans for SR 1 beyond the project area are outside the scope of the EIR/EA analysis.

Other possible future improvements to other portions of SR 1 or Fassler Avenue are unknown at this time, and any analysis of potential impacts resulting from highway improvements elsewhere would be purely speculative. As described in Section 1.2.3 of the DEIR/EA (pages 7-8), the project has independent utility, which means that the proposed improvements have logical starting and ending points, and that the proposed improvements can be implemented within the project limits, and completion of other projects would not be required in order to realize the operational benefits of the proposed improvements.

While the suggested improvements may have operational benefits, they are not anticipated to substantially reduce congestion on the project segment of SR 1 in order to meet the purpose and need of the project.

Comment 53.3:
5) Install metering lights at the bottom of Crespi, Linda Mar and Fassler and the Sea Bowl side road to control traffic flow as necessary. Adjust the lights better to make the a.m. and p.m. commutes flow as well as possible.

Response 53.3:

Please refer to Master Response #2.

Comment 53.4:
6) Insist that the City install parking meters and/or charge for parking at the Linda Mar Parking lot. This will cull out the wannabees that are on our roads and do not contribute to our economy. There are also too many left turns into the lot that are dangerous and accidents waiting to happen.

Response 53.4:

Please refer to the response to comment 53.2 above.

RESPONSES TO COMMENT #54:
Samuel Casillas (dated 10/04/11)

Comment 54.1:
As stated in Calera Creek HWY 1 widening project the purpose of the proposed project is to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along a congested segment of SR 1 within the city of Pacifica. I believe the roundabout option was not studied sufficiently and that a two lane roundabout at both the Fassler and Reina Del Mar intersections are the most viable, aesthetically pleasing and will have a positive impact on the economy of Pacifica.

I am disappointed that your report states that this option is less safe when multiple studies have shown that roundabouts are safer for traffic and pedestrians.

Response 54.1:

This comment expresses an opinion regarding roundabouts and suggests that the proposed project should be replaced with a lesser alternative which does not add any travel lanes, but only provides roundabouts at the project intersections. The DEIR/EA summarized (on pages 33-35) the Roundabout alternative that was considered and studied during the development of the proposed project. This alternative would install roundabouts in place of signals at either one or both intersections. Roundabouts with two and three lanes were analyzed for this alternative (refer to Figure 1.12 in the EIR/EA). Additional right-turn bypass lanes would be needed. This alternative could ease the stop-and-go traffic associated with a traffic signal. Traffic modeling determined that the two-lane roundabouts at either or both intersections would not provide enough capacity to improve traffic congestion through the project area. Three-lane roundabouts with supplemental right-turn bypass lanes would provide sufficient capacity to meet future traffic projections but would be substantially more complicated to navigate for vehicles, pedestrians, and bicyclists.

This alternative was primarily rejected because of the significant additional cost and right-of-way impacts that would be necessary at the two intersections to accommodate the three-lane roundabouts, as well as the highly complicated traffic flow and potential bicycle and pedestrian safety problems that would be created by such large roundabouts. The two-lane roundabouts would have less significant impacts but would not provide a substantial traffic benefit, and could even cause traffic congestion to worsen.

Given the footprint necessary for three-lane roundabouts and turn lanes, this alternative would result in greater impacts to sensitive species habitat (California red-legged frog and San Francisco garter snake) and cultural resource sites west of SR 1, as well as jurisdictional wetlands west and east of SR 1 and sensitive cultural resource sites west of SR 1. This alternative could result in greater aesthetic impacts due to the potential footprint area necessary to accommodate the large roundabouts at Fassler Avenue and Reina Del Mar Avenue. This alternative would result in greater hydrology and water quality impacts due to an increased amount of impervious area over the Build Alternatives.

Comment 54.2:
An option for pedestrians would be to build either an underground or over ground crossing which would still be safer that adding lanes where we would then have traffic racing through or main thoroughfare.

Response 54.2:

Please refer to Master Response #9.

Comment 54.3:
Our businesses will suffer because of a widening and the highway would actually appear more like a freeway which is the direction we should not go towards.

Response 54.3:

Please refer to Master Response #7.

Comment 54.4:
Roundabouts are also known to keep traffic flowing and there are multiple examples in many other countries where they are used and the results are no traffic congestion; how you all got to your conclusion of not alleviating the congestion is faulty at best; just adding more lanes with the signal lights still there do not solve the main issue and making it an open highway would be dangerous and kill business in Pacifica.

The roundabout option needs to be revisited with a better study of European examples where this works on major avenues not only keeping traffic flowing but also beautifying the area.

Response 54.4:

Please refer to the response to comment 54.1 above.

Comment 54.5:
Additionally, there also needs be consideration towards widening the highway north of Reina Del Mar in order to place a recreational and wildlife land bridge over the highway so that animals and hikers can safely get from Mori Point and Sweeney Ridge where a connection needs to be made. Wildlife is getting slaughtered due to Highway 1 and a wild life bridge would best address this issue.

Response 54.5:

This comment expresses an opinion regarding a new wildlife crossing along SR 1 north of the site. The EIR/EA included a discussion of wildlife including the presence of California red-legged frog (CRLF) and San Francisco garter snake (SFGS) within the Biological Study Area (BSA), which includes the footprint of the project as well as areas that may be affected directly or indirectly by the proposed project. This discussion was based on a technical *Natural Environmental Study* (NES) that was completed for the project in December 2009, and an Addendum to the NES that was completed in December 2010 (refer to Appendix G.7 of the EIR/EA). There may be species present beyond the BSA boundary; however, the analysis for the presence of these sensitive species in the NES did not include areas outside the boundaries of the BSA. The EIR/EA also included a discussion of wildlife movement corridors within the BSA, based on information from the NES. The NES identified two crossings, but determined that both provide little connectivity for terrestrial animal species due to length, slope, and shallow water (exposing aquatic animals to predation) and lack of cover.

Calera Creek crosses under SR 1 in a box culvert that is over 470 feet long with a flat, concrete substrate that also climbs at a five percent slope over the eastern half. The culvert passes under the highway, and under the very large fill embankment northwest of Reina Del Mar that was previously

intended for highway ramps. During most of the year, water flowing through the culvert consists of very shallow nuisance flows. This box culvert is a barrier and a significant obstacle to the dispersal of small animals attempting to move eastward because the length and slope mean that little, if any, light is visible to animals to show that there is an exit, and animals do not recognize the hard, flat, alien surface as natural substrates they are accustomed to. The absence of cover (e.g., in deeper pools) within the culvert exposes aquatic animals in the culvert to predation for a long period. Therefore, the current culvert provides little connectivity for most animals.

Calera Creek provides the only habitat east of SR 1 which, although marginal, may support dispersing California red-legged frogs and San Francisco garter snakes. The existing culvert under SR 1 may provide some connectivity in this location. The creek east of SR 1 winds within, through, and under development within the drainage, and as such, this portion of Calera Creek is seriously impacted by channelization, lack of any riparian vegetation or corridor, exotic invasive plants, nuisance flows, and stream barriers. South of Calera Creek and east of SR 1, there is a steep ridge line (between 500 and 700 feet above SR 1) which does not support the aquatic habitat that is essential for both California red-legged frog and San Francisco garter snake. To each side (generally to the east and west) of the ridgeline the lower elevations are developed. Therefore, populations of these species will not be able to establish within the Calera Creek drainage, and individuals that might disperse to the reach of Calera Creek east of SR 1 would meet with many hazards with attendant risk of mortality.

The EIR/EA also noted that there will be beneficial long-term effects to these special status species, and perhaps the population, with the installation of the retaining wall/barrier as part of the project, because the retaining wall will reduce the potential for species to disperse onto SR 1 and suffer mortality from the high levels of traffic where a median barrier prevents successful crossing.

This EIR/EA has been prepared in conjunction with the Caltrans District 04 Division of Environmental Analysis. The purpose of the EIR/EA process is to evaluate the effects of the proposed Build Alternatives, which do not include the suggested enhancements for wildlife crossing. Caltrans and the project development team have considered the potential to increase wildlife connectivity at the site but found most suggested solutions to be infeasible, as they would result in additional impacts to sensitive habitat areas west of SR 1 or views in the project corridor. In addition, an August 10, 2009 telephone conversation between USFWS and Caltrans biologist, determined that at-grade crossing for listed species is not appropriate within the project reach.

RESPONSES TO COMMENT #55:
Catherine Barber (dated 10/04/11)

Comment 55.1:
I am writing to inquire about the DEIR for the Highway One/Calera Parkway Widening Project, Clearinghouse number 2010022042. I understand that the comment period was set to end this Friday, October 7, but that it may be extended to October 22. Can you please confirm?

Response 55.1:

The Public Review Period for the DEIR/EA was extended to October 22, 2011. This comment is noted and no further response is required as the comment does not raise any environmental issues or questions about the adequacy of the EIR/EA.

RESPONSES TO COMMENT #56:
Graham Brew (dated 10/06/11)

Comment 56.1:
As a resident of Pacifica I would a kindly ask that you strongly consider alternatives before proceeding with the massive Highway 1 widening plan proposed for Pacifica.

No doubt improvements can be made to the traffic situation, and I would warmly welcome that. But proposals to perhaps DOUBLE the current width of the carriageway are grossly inappropriate for the location.

The current Highway through the Vallemar and Rockaway Beach areas is bordered by open land / green space, which is very appropriate for the coast side setting which is trying hard to attract more visitors and tourists.

Response 56.1:

Please refer to Master Response #1. Thank you for your comment. Your opinion is acknowledged.

Comment 56.2:
You are proposing replacing these green shoulders with massive sound /retaining walls. Which, as well as obscuring view-sheds for thousands of residents and visitors, will no doubt be magnets for trash, graffiti and other visual blight. I cannot even imagine the enormous negative impact in terms of visual blight that you are proposing. I cannot imagine it because Caltrans seems determined not to provide any artists renditions of the proposed plans. Note that in a previous comment period I asked for such renditions - as did other observers. Unsurprisingly it looks like we were all ignored.

Response 56.2:

Please refer to Master Response #5.

The visual and aesthetics discussion in Section 2.7 of the EIR/EA was based upon a *Visual Impact Assessment* (VIA) completed for the project in January 2011 (refer to Appendix G.14 of the EIR/EA). Section 2.7.3.1 described the changes in the visual character of the project area associated with the proposed project. This section included photo simulations, which illustrate the views before and after implementation of the proposed project. Photo 11, Photo 13, and Photo 23 in the EIR/EA illustrate the proposed project features and changes in the project corridor at the project intersections. Photo 16, Photo 17, Photo 19, and Photo 23 in the EIR/EA illustrate the proposed project features and changes in the project view corridor associated with the removal of existing mature trees along the west side of SR 1. Photo 19 and Photo 20 demonstrate the improvement in views of the Pacifica Ocean along SR 1 from removal of the existing trees.

The locations of the proposed retaining walls were graphically represented on Figure 1.4 and Figure 1.5 in the EIR/EA. The DEIR/EA included a discussion and visual simulations (on pages 80 to 89) of the features associated with the proposed project in Section 2.7 Visual/Aesthetics. The proposed retaining walls were also included in the visual simulations in the DEIR/EA. The proposed retaining wall along the west side of SR 1, south of Fassler Avenue was shown on Key View #2 (Photo 13). The proposed retaining wall on the east side of SR 1 along Harvey Way was shown on Key View #4 (Photo 16) and Key View #4 (Photo 17). The proposed retaining wall along the west side of SR 1,

north of San Marlo Way was shown on Key View #4 (Photo 16), Key View #4 (Photo 17), Key View #5 (Photo 18), and Key View #5 (Photo 20). The proposed retaining wall along the embankment northwest of the Reina Del Mar Avenue intersection was shown on Key View #7 (Photo 23).

While soundwalls were evaluated for the noise abatement analysis, soundwalls are not proposed as part of the project. The soundwalls were not included in the description or visual simulations because the project does not propose noise reduction measures in the form of soundwalls along the project alignment. The text of the EIR/EA has been updated to clarify that soundwalls are not proposed.

Comment 56.3:
The scale of the proposed "solution" is utterly disproportional to the scale of the problem. I would welcome any improvements. But I urge you to consider alternatives (rotaries, underpass at Vallemar, much longer turn lanes, wider shoulders alone for emergency use, contra-flow systems etc. etc.) before bulldozing away and paving many more precious acres of open land in a misguided attempt to save a few minutes driving time.

Response 56.3:

Please refer to Master Response #1, Master Response #4, and Master Response #9.

RESPONSES TO COMMENT #57:
Julio Pineda (dated 10/05/11)

Comment 57.1:
In my opinion, all the recent proposals for widening Hwy 1 through Pacifica are flawed and will not solve the current traffic problems nor prevent future exacerbation of such problems after the Devils Slide Tunnel is complete. I am against all current widening proposals and I urge you not allow such undertakings.

Response 57.1:

Your opposition to the project is acknowledged.

RESPONSES TO COMMENT #58:
Janice Stoehr (dated 10/05/11)

Comment 58.1:
I oppose the widening of Highway 1. In my opinion sitting in traffic 5 to 10 minutes during rush hour doesn't justify the cost of the project nor the potential environmental impact.

Response 58.1:

Your opposition to the project is acknowledged.

RESPONSES TO COMMENT #59:
Bob Battalio (dated 10/05/11)

Comment 59.1:
I oppose the Highway One Widening Project.

The widening project has the following problems:

1. It further separates the neighborhoods from the coast;

Response 59.1:

This comment expresses an opinion regarding opposition to the proposed project and the high cost. Please refer to Master Response #11. This comment is noted and this opinion will be considered as part of the project decision process. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the EIR/EA.

Comment 59.2:
2. It favors through traffic over local traffic;

Response 59.2:

This comment expresses an opinion that the project favors through traffic over local traffic. It is acknowledged that as a state highway, SR 1 accommodates both local and regional traffic. The future traffic projections were based on the best information available and evaluation of past traffic data. SR 1 is a regional facility that serves other areas, besides the city of Pacifica, and as such, the traffic on SR 1, including future traffic, comes from other areas in the region, outside of Pacifica.

Comment 59.3:

3. It degrades the environment by paving a larger area, and expands a barrier to animal migration;

Response 59.3:

This comment expresses an opinion that the larger paved surface resulting from the project will degrade the environment. The discussion in Section 2.10 (Water Quality and Stormwater Runoff) of the EIR/EA summarizes and is based primarily on a technical *Storm Water Data Report* completed in August 2009 and a *Water Quality Study Report* completed in April 2009 for the project. The DEIR/EA included a discussion of impacts to water quality and storm water runoff associated with the proposed project in Section 2.10. The discussion in Section 2.10.3 Environmental Consequences (on page 106) concluded that the proposed project would not have a significant impact on long-term water quality. This section stated: "*This conclusion is based on the fact that the two project Build Alternatives would create approximately 5.9-6.56 acres of new impervious surfaces within the watershed area. This is a relatively minimal increase in impervious surfaces, especially given the fact that most of the project site is already covered by existing impervious surfaces (i.e., the existing highway). Therefore, the increase in pollutant-containing runoff would not be substantial.*"

The design of the project will include implementation of temporary (construction phase) and permanent (operational phase) Best Management Practices (BMPs) to reduce potential impacts to existing water quality from storm water runoff, as necessitated by the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) permit. A Storm Water Pollution Prevention Plan (SWPPP) will be developed, by the Contractor, for the construction period. This will include standard pollution control procedures and site management, such as dust control and street sweeping. In addition, the project will implement permanent design pollution prevention BMPs, which achieve

a water quality benefit by: reducing erosion, stabilizing disturbed soil areas, and maximizing vegetated surfaces.

This comment expresses an opinion regarding a new wildlife crossing along SR 1 north of the site. The EIR/EA included a discussion of wildlife including the presence of California red-legged frog (CRLF) and San Francisco garter snake (SFGS) within the Biological Study Area (BSA), which includes the footprint of the project as well as areas that may be affected directly or indirectly by the proposed project. This discussion was based on a technical *Natural Environmental Study* (NES) that was completed for the project in December 2009, and an Addendum to the NES that was completed in December 2010 (refer to Appendix G.7 of the EIR/EA). There may be species present beyond the BSA boundary; however, the analysis for the presence of these sensitive species in the NES did not include areas outside the boundaries of the BSA. The DEIR/EA also included a discussion of wildlife movement corridors within the BSA, based on information from the NES. The NES identified two crossings, but determined that both provide little connectivity for terrestrial animal species due to length, slope, and shallow water (exposing aquatic animals to predation) and lack of cover. The EIR/EA also noted that there will be beneficial long-term effects to these special status species, and perhaps the population, with the installation of the retaining wall/barrier as part of the project, because the retaining wall will reduce the potential for species to disperse onto SR 1 and suffer mortality from the high levels of traffic where a median barrier prevents successful crossing.

Comment 59.4:
4. It adversely affects commercial and private property;

Response 59.4:

Please refer to Master Response #7.

Comment 59.5:
5. It reduces the safety of those trying to cross the highway, including in particular children commuting to and from school on Samtrans busses (it is pretty scary crossing the road already, especially for parents);

Response 59.5:

Section 1.4.1 and Section 1.4.2 of the EIR/EA describes the proposed roadway improvements to SR 1/Calera Parkway, the SR 1/Fassler Avenue/Rockaway Beach Avenue intersection, and the SR 1/Reina Del Mar Avenue intersection that are indicated in yellow on Figure 1.4 and Figure 1.5 in the EIR/EA. The discussion in Section 1.4.1 of the EIR/EA was based upon information from the Draft Project Report (July 2011). As described (on page 12) in Section 1.4.1.1 of the DEIR/EA, the project will include reconstruction and upgrades to the existing bicycle and pedestrian pathways along the project corridor. The existing Class I bicycle/pedestrian path adjacent to SR 1, north of Reina Del Mar Avenue will be upgraded by widening the path from eight feet to 10 feet, by increasing the separation between the edge of path and edge of traveled way from nine feet to 16 feet, and by installing a fence to provide a physical separation between the bicycle path and the highway. The existing sidewalk and paved path that currently extends from Reina Del Mar Avenue south to the Harvey Way frontage road on the east side of the highway would be replaced with a new sidewalk. A new sidewalk would be constructed along the east side of Harvey Way to complete the pedestrian connection between Fassler Avenue and Reina Del Mar Avenue. The sidewalk would be upgraded by placing it further from the new edge of traveled way of the SR 1 northbound lanes.

Comment 59.6:
6. Any increase in traffic flow rate is likely to be lost due to increased vehicle trips that respond to expanded capacity;

Response 59.6:

The proposed improvements have been designed to provide an appreciable traffic benefit for at least 20 years, in accordance with Caltrans design policy. After that time, traffic conditions will be evaluated, and if further improvements are deemed necessary, they will be considered and evaluated at that time.

The project traffic impacts are described in Section 2.6.3 of the EIR/EA. This section of the DEIR/EA summarizes and was based primarily on a technical Traffic Operations Analysis Report that was prepared for the project in July 2008 and Addenda to that report completed in April 2011, which are included in the EIR/EA in Appendix G.13, pursuant to CEQA Guidelines Section 15147. Based on the information in the Traffic Operations Analysis Report, EIR/EA notes in this section that the widening of SR 1 between just south of Fassler Avenue/Rockaway Beach Avenue and just north of Reina Del Mar Avenue from two to three lanes in each direction would provide increased *throughput* capacity through the two study intersections (emphasis added). The information in this section also states that under the year 2015 conditions and the year 2035 conditions the proposed Build Alternatives would not directly generate additional traffic trips or change the overall distribution of trips in the site area, and therefore, would not substantially affect the operations of other highway segments beyond the immediate project site area and would not substantially affect the operations of local streets in the area. The project need is to alleviate a localized bottleneck only within the project reach, which is projected to deteriorate over the design life of the project. Because the project would not change the number or configuration of lanes on SR 1 to the north or south of the project area, the project Build Alternatives are not anticipated to change regional trip distribution or volumes on SR 1 segments north and south of the project area. The project would change the demand served within the project area[32], but not the demand amount. In other words, the project would serve more amounts of traffic, but the total amount of traffic would not change as a result of the project.

The EIR/EA includes a discussion of growth impacts in Section 2.2.2 and in Section 3.2.1.2.

Comment 59.7:
7. The analysis did not consider combining alternatives to develop a project with less or adverse effects (eg. grade separation plus frontage road on west side of Highway one); and,

Response 59.7:

Please refer to Master Response #1 and Master Response #9.

The DEIR/EA summarized (on page 36) the Frontage Road on West Side of SR 1 alternative that was considered and studied during the development of the proposed project. The most feasible versions of this alternative would construct a two-way frontage road through the Quarry property on

[32] Demand served is the percentage of total travel demand that is able to make it through a particular facility. For example, if 2,000 vehicles per hour arrive at an intersection with a capacity to serve only 1,500 vehicles per hour, the intersection is able to "serve" 75 percent of the demand.

the west side of SR 1, from Dondee Way to Reina Del Mar Avenue. The frontage road would create an alternate connection to SR 1 between the Rockaway Beach area and the Vallemar neighborhoods.

This alternative would result in greater environmental impacts than the proposed Build Alternatives to sensitive species habitat (California red-legged frog and San Francisco garter snake) west of SR 1, and to wetlands west of SR 1. This alternative could also affect sensitive cultural resource sites west of SR 1. This alternative design would result in aesthetics impacts due to the installation of a new roadway in a currently undeveloped area and would result in similar hydrology and water quality impacts due to an increase in impervious areas. This alternative could also result in impacts from exposure to possibly contaminated soils during construction and temporary increases in noise levels at San Marlo Way due to construction. This alternative would result in right-of-way impacts because it requires acquisition of property/right-of-way from the Quarry Site between San Marlo Way and Reina Del Mar Avenue.

The estimated construction cost of this alternative is approximately $8 million. This alternative would provide only minimal traffic benefit and was primarily rejected because of the extensive environmental impacts to sensitive species habitat.

Frontage roads were also considered as part of a grade-separation alternative; however, these roads would have additional right-of-way (property) impacts, as well as impacts to sensitive resources.

The Lead Agency is responsible for selecting a range of alternatives for examination in the EIR/EA. Section 1.4 of the EIR/EA summarizes the alternatives that were evaluated during the project development phase and briefly describes the reason these alternatives were not considered further. Alternatives suggested in the above comment, which were not evaluated further in the EIR/EA, were found to either be infeasible or to not meet the basic purpose of the project.

Comment 59.8:
8. The analysis and findings are questionable (e.g. school bus service was rejected because it would not significantly improve morning rush hour traffic and the project will not create new substantial barriers to wildlife... ").

Response 59.8:

Please refer to Master Response #3.

Comment 59.9:
I want to thank Mr. Ken Shiokari of Rockaway who provided an alternative in his letter to the editor published October 5. I agree that we should consider separating through and local traffic. There are several options, including a new road constructed by extending Reina Del Mar through the quarry property to Rockaway and connecting with Dondee Way (near the Lighthouse Hotel): This road would also facilitate limited commercial development. There are also opportunities for grade separations that would facilitate access under or over the roadway by people and animals, and enhancement of Calera Creek. Note that there is already fill for an overpass at Reina Del Mar (from an old I-380 project), and it would be relatively easy to cover the road through the Vallemar cut, and reconnect Mori Ridge.

Response 59.9:

Please refer to the response to comment 59.7 above.

Comment 59.10:
I want to thank Stevan Phillips of Linda Mar for his letter, also published on October 5. I agree that the school traffic is a major contributor to congestion during morning rush hour and a school bus system and other operational changes could alleviate traffic without road widening.

Response 59.10:

Please refer to Master Response #3.

Comment 59.11:
The proposed project is an old-school, single objective, low budget degradation of our community. While it may be in the interests for others to zip by, I would like to see a more balanced plan that considers the rest of us. I feel that I and others have raised valid concerns that I expect our elected representatives and City staff to represent us in discussions with Caltrans. Please, expect and demand more for our community. To CALTRANS: Do a better job.

Response 59.11:

This comment expresses opinions against the project. Please refer to Master Response #1.

RESPONSES TO COMMENT #60:
Christian Ryvlin (no date)

Comment 60.1:
Myself & my family are "totally" against this highway 1 project. We live in the Vallemar District, off of Reina del Mar. We can deal with the occasional traffic problems on highway 1 & Reina del Mar. The disruption, noise, greater traffic, pollution will impact us negatively. Please don't build this 6 lane highway & make things harder for us who live here.

Response 60.1:

Your opposition to the project is acknowledged.

RESPONSES TO COMMENT #61:
Ida Stuart (dated 10/05/11 and 10/14/11)

Comment 61.1:
I am faxing to voice a protest against the widening of Hwy. 1 in Pacifica.
The traffic will only bottleneck when it goes back to 2 lanes each way.

Response 61.1:

Please refer to Master Response #10.

Comment 61.2:
Changing the timing of the lights and moving Vallemar School to another empty school site is a better alternative. Hardly any kids go there from Vallemar. Then the school district call sell the Vallemar site for much needed influx of cash and relieve a lot of traffic congestion. Also, change Terra Nova High School hours to at least ½ hour later because a lot of cars going up Fassler are other school students driving to school and running the red light by at least 4-6 cars every light change.

Response 61.2:

Please refer to Master Response #2 and Master Response #6.

Comment 61.3:
Most of our traffic problems come from beyond Pacifica as evidenced by the small amount of traffic when Devils Slide is closed. Maybe you should consider putting metering lights for south traffic going north before they get to the slide area from Half Moon Bay coast cities. Make work objects should be put to better use and find a better way to use taxpayers money and put citizens to work.

Response 61.3:

Please refer to Master Response #1. The purpose of the EIR/EA is to evaluate the impacts of the proposed project to the existing environment within the project area. The proposed improvements/plans for SR 1 beyond the project area are outside the scope of the EIR/EA analysis.

This comment expresses an opinion that the project favors through traffic over local traffic. It is acknowledged that as a state highway, SR 1 accommodates both local and regional traffic. The future traffic projections were based on the best information available and evaluation of past traffic data. SR 1 is a regional facility that serves other areas, besides the city of Pacifica, and as such, the traffic on SR 1, including future traffic, comes from other areas in the region, outside of Pacifica.

RESPONSES TO COMMENT #62:
Jennifer Ball (dated 09/21/11)

Comment 62.1:
I moved to Pacifica because Pacificans care about land, and they fight to stop people from building wantonly. They fought the 380 freeway. What a blight that would have been. It is clear a majority of this town does not want this Calera Parkway Widening project, yet Caltrans persists in tormenting this city.

Other solutions have been offered: timed lights, a varying of the school hours, but Caltrans demands that construction must happen because that is what keeps Caltrans employees employed.

Build somewhere else. We all moved here because this is the one place where people fight for land like it's their children. You have met a formidable foe if you continue.

Response 62.1:

Your opposition to the project is acknowledged.

RESPONSES TO COMMENT #63:
Michael Haase (no date)

Comment 63.1:
I believe that the widening of Hwy 1 is imperative to cure traffic congestion. With the tunnel opening soon, more traffic will be added to already impossible stretch.

Response 63.1:

Your support of the project is acknowledged.

RESPONSES TO COMMENT #64:
Dennis Norwood (dated 10/06/11)

Comment 64.1:
I think the draft environmental report for this project greatly underestimates the negative consequences that will be imposed on Pacifica and its residents, is unlikely to achieve it's stated goals, and it's short distance makes absolutely no sense unless viewed as Step #1 of a 6 lane freeway to Pedro Point. As outlined, the project's massive scale will have a huge impact on the coastal communities quality of life for all time and will do nothing more than move the backup a few hundred yards down the road and spur ever more development and more demands for the freeway to be extended south. This is a watershed moment for Pacifica. The easy going pace of life in Pacifica is what makes it such an attractive place to live and raise a family. The substantial destruction of our environment outlined in this plan, will make Pacifica just another place people are rushing through to get somewhere else. Do we really want to be Daly City? It is widely recognized by urban planners that freeway widening projects just spur more development. Look to LA for how that doesn't work. The cost and impact of this project is hugely out of scale for the negligible benefit, a benefit it is unlikely to achieve. It will not end the backups on Hwy. 1, it will just move them further down the road by a few hundred yards. This project needs to be stopped and re-examined.

Response 64.1:

Your opposition to the project is acknowledged.

RESPONSES TO COMMENT #65A:
Michael Anda (dated 10/05/11)

Comment 65A.1:
I'm concerned about the delay in getting the traffic problem fixed in Pacifica. I live in the southern part of Pacifica back of the valley. In the mornings leaving for work most of my delays are at the Rockaway & Vallemar lights. You have to wait for quite awhile and slowly move forward slowly move forward and wait. The traffic just gets bunch up there. At times on my way home from work it’s a hit and miss if the traffic is backed up. I think if we have an emergency this could be a traffic nightmare. I think that the time is now or a few years ago. I've read the DEIR and to my satisfaction it looks like every concern has been addressed everything from the protection of endangered species to the benefits of reducing greenhouse gases from traffic. Please go forward with this project. My preference is to have the design with the landscaped median.

Response 65A.1:

Thank you for your comment. This comment expresses an opinion in favor of the project and the Landscaped Median Alternative. The Landscape Median Build Alternative has been identified as the preferred alternative. Please refer to Master Response #12.

RESPONSES TO COMMENT #65B:
Michael Anda (dated 10/05/11)

Comment 65B.1:
I wish to express my strong support for the widening of highway 1. I'm 1 of the thousands of commuters that sit in traffic during my daily drive to work, and in my opinion this is long overdue. I don't know why the minority keeps getting their way in delaying this project, but at the same time I understand the concept of sympathizing with all stakeholders. However, I don't believe any of these stakeholders are in the commute that I am in on a daily basis.

Progress has been stopped long enough and we now possess the technology to limit the environmental impact. These are the facts and if more qualitative research were done to survey the daily commuters affected by the shortcomings of highway 1, you would understand this project has the majority support by those affected.

The opposition from my understanding isn't even local and argues environmental points for a living. Of course they're going to be the loudest at these meetings. Moreover, this extension is merely a ploy to delay perpetually. The working men and women that commute in this fixable situation are busy raising their families and don't have the time to show up to these meetings. However, if called upon, I would be happy to stand before the panel and speak.

Response 65B.1:

Your support of the project is acknowledged.

RESPONSES TO COMMENT #66:
Bruce Kearns (dated 10/05/11)

Comment 66.1:
I strongly urge Cal Trans NOT to undertake this ill conceived project. Not only will this further damage the business and tourism potential to the City but unless the entirety of Highway 1 not opened to 6 lanes to the tunnel, the actual improvements will be minimal. And thus a huge waste of money.

Response 66.1:

Your support of the project is acknowledged.

Comment 66.2:
More emphasis should be put on leaving the 4 lanes and improving light sync'ing during commute times and lengthening the existing turn lanes.

Response 66.2:

Please refer to Master Response #2.

RESPONSES TO COMMENT #67:
Spencer Rice (dated 10/05/11)

Comment 67.1:
My family and I have resided in Vallemar since 1971 and we object to the current plan of widening of the highway which is:

To widen highway 1 between Reina del mar and Rockaway. And that the narrow median option widens from 4 lanes to 6 lanes for 1.3 miles and would narrow to two lanes at Reina del mar. This is absurd.

On the East side of Highway 1 Vallemar has over 500 homes with one street Reina del Mar - only one way out to Highway 1. Additionally there is Vallemar Elementary school, the Telephone company, the Dept of Public Works yard's vehicles and the Pacifica Police Department emergency vehicles, as well as Tom's Body Shop low and storage with all of these businesses traffic pouring onto Reina Del Mar – it already is an unbearable problem getting out of Vallemar onto Highway 1. I can't imagine the freeway narrowing at Vallemar. What a debacle that will be.

On the West side of Highway 1 is the Sewer Plant with numerous vehicles egressing on to Highway 1, their only access to Highway 1. In addition there is parking for hikers with a small park access which would create a dangerous problem both for traffic and pedestrians.

When I leave for work in the morning; I live in the front of the valley of Vallemar on Reichling, across from Vallemar school. It takes me 15 - 20 minutes to get from my street to the Highway 1. In the morning traffic is backed up to Linda Mar going Northbound from cars coming from south of Devils Slide Moss Beach to Half Moon Bay. In 2012 when the tunnel opens up traffic is going to double.

The widening of at least 4 lanes should extend to Manor or at least to the Golf course area of Eureka.

Response 67.1:

This comment expresses opposition to the project and questions the scope of the proposed project. These opinions will be considered as part of the project decision process. The purpose of the EIR/EA is to evaluate the impacts of the proposed project to the existing environment within the project area. The proposed improvements/plans for SR 1 beyond the project area are outside the scope of the EIR/EA analysis.

Other possible future improvements to other portions of SR 1 are unknown at this time, and any analysis of potential impacts resulting from highway improvements elsewhere would be purely speculative. As described in Section 1.2.3 of the DEIR/EA (pages 7-8), the project has independent utility, which means that the proposed improvements have logical starting and ending points, and that the proposed improvements can be implemented within the project limits, and completion of other projects would not be required in order to realize the operational benefits of the proposed improvements.

Comment 67.2:
I am the former President of Vallemar Home Owners Association, a San Mateo County resident and voter, employed full time and a tax payer in Pacifica since 1971. I support improvements and growth, but not this project as it is now proposed.

Response 67.2:

Your opposition to the project is acknowledged.

RESPONSES TO COMMENT #68:
Jasee Grubb (dated 10/05/11)

Comment 68.1:
Has this been done before with success? Widening the highway from 4 to 6 lanes for less than a half mile sounds like it is going to create more of a problem.

Response 68.1:

Please refer to Master Response #10.

Comment 68.2:
What is going to happen to the existing businesses?

Response 68.2:

Please refer to Master Response #7.

Comment 68.3:
My vote is no.
I don't understand why cal trans thinks this is going to help our city. It sounds like a waste of money to me.

Thanks for the chance to tell you my opinion.

Response 68.3:

Your opposition to the project is acknowledged.

RESPONSES TO COMMENT #69:
Jody Webster (dated 10/05/11)

Comment 69.1:
This bottle-neck plan has not worked elsewhere and will not work here. A big, NO on widening Highway 1!!!!

Response 69.1:

Your opposition to the project is acknowledged.

RESPONSES TO COMMENT #70:
Juliann Eskite (dated 10/05/11)

Comment 70.1:
I am writing to voice my concern about the proposed Highway 1 widening project in Pacifica, CA. I am a resident of the Vallemar neighborhood and my house is located about 100 yards from the highway and the proposed construction.

I am opposed to the widening project of Highway I, as I feel that it will not fix the traffic Problem. I believe the cause of the traffic problem is the school lottery system and the transport of kids in and out of the Valley for school and daycare. Since the current system does not take into consideration "neighborhood" children, parents must drive their kids all over Pacifica to school, adding to the regular AM traffic on the highway.

I have lived in this neighborhood for 20 years. When I moved to the Vallemar, the schools were not on a lottery system and kids in the neighborhood walked to school. The traffic got noticeably worse when the school policy changed. Many kids in our neighborhood have to go to other schools, contributing to the traffic in and out of the Valley in the AM. I can sit on my street and see (75-100) cars enter the valley every morning to simply drop of kids. While there is traffic at other times of the day as well, there is no time as bad as the morning. The cars use Fassler to get from the back of the valley, enter Highway 1 at that point and exit at Reina Del Mar.

The widening project seems like an expensive solution to a problem that could be dealt with simply by adjusting the time of the schools in the north end of Pacifica. If they started a little earlier or later, it would make a big difference.

Response 70.1:

Please refer to Master Response #6.

Comment 70.2:
I am also very concerned about the noise and disruption this construction will cause. I have already lived through the construction of a sewer plant and a police station, both on the Reina Del Mar intersection with the highway. These projects went on forever and were very disruptive.

Response 70.2:

This comment expresses an opinion about the constructed-related impacts of the proposed project. These concerns will be considered during the project decision process. Section *2.21 Construction Impacts* of the EIR/EA describes the construction-related impacts associated with the proposed project. The information in Section 2.21.4 of the EIR/EA summarized and was also based on an analysis in the Noise Study Report prepared by Illingworth & Rodkin in October 2009 (Appendix G.11 of the EIR/EA). The Noise Study Report included a description (on pages 35 to 37) of the construction noise from the project in Chapter 8.

Comment 70.3:
Lastly, I don't understand how widening the highway for a small section and then funneling it back into two lanes is going to solve the traffic problem. It seems you are just pushing the problem down the road.

Please consider the appeals of a resident and a homeowner who feels this construction will ruin the peace of our lovely Valley even more than the brief period of AM traffic does now.

Response 70.3:

Please refer to Master Response #10.

RESPONSES TO COMMENT #71:
Marilyn Foster (dated 10/05/11)

Comment 71.1:
I have been a Pacifica resident my whole life. My family moved to the coast in the 1920's - this area has a special place in my heart and I cannot imaging calling anywhere else home. I am vehemently opposed to the widening of Highway 1 from Rockaway to Vallemar. There are options, less costly and less dramatic, that should be looked at before beginning such a massive construction project.

Response 71.1:

Please refer to Master Response #1.

Comment 71.2:
Most of those in favor of the widening say it is needed to alleviate traffic and to provide better access for emergency vehicles. Come on now...traffic...a half-hour of backup in the morning when school is in session. Most drivers in heavy and congested traffic commutes would be happy to trade with Pacifica's traffic 'problem. If safety is an issue, widen the shoulders of the road to provide easy access for emergency vehicles.

Response 71.2:

Please refer to Master Response #4.

Comment 71.3:
Other options include retiming lights, providing more public transportation, etc. Some believe the opening of the Devil's Slide tunnel will heavily impact Pacifica's traffic problem. The new tunnels are only one traffic lane and bike lane in either direction. That shouldn't make for more traffic, just a safer ride over the slide. I hope the Pacifica Highway 1 issue is not a high priority for Caltrans at this point in time. It seems to me, there are many other places where money would be better spent.

Response 71.3:

Please refer to Master Response #2 and Master Response #8.

RESPONSES TO COMMENT #72:
Susan McCarthy (dated 10/05/11)

Comment 72.1:
The current highway 1 widening plans are expensive and disruptive, and far more than what is needed to fix the problem. Pacifica is always trying to encourage tourism, and paving the beachfront with roadways wil1 work counter to that goal.

Response 72.1:

Please refer to Master Response #11.

Comment 72.2:
When school is out, there is rarely a traffic backup. If the City of Pacifica were to have neighborhood schools instead of "magnet" schools outside of the immediate neighborhood, a majority of the traffic could be avoided without lifting a shovel.

Response 72.2:

Please refer to Master Response #6.

Comment 72.3:
Additionally, synchronizing the traffic lights would also vastly improve the traffic flow.

Response 72.3:

Please refer to Master Response #2.

RESPONSES TO COMMENT #73:
Amy Sullivan (dated 10/05/11)

Comment 73.1:
I do not like the plan to widen Hwy 1 between Rockaway and Vallemar.
I know there is traffic for a short periods each weekday morning and evening, but after that there is very little traffic.
Also the traffic is in one direction - north in the morning and south in the evening.
That would suggest the obvious solution is to have a reversible lane like there is on the Golden Gate Bridge that can be moved to accommodate the traffic patterns.

Response 73.1:

This comment expresses an opinion regarding a reversible lane and suggests that the proposed project should be replaced with a lesser alternative which does not add any travel lanes, but only provides moveable cones or a barrier/reversible lane. The DEIR/EA summarized (on pages 38-39) the Moveable Cones or Barrier/Reversible Lane alternative that was considered and studied during the development of the proposed project. This alternative would involve installing a moveable concrete barrier to provide three lanes in the peak direction and one lane in the off-peak direction. Variations of this alternative include using moveable cones instead of a barrier and widening SR 1 to five lanes with movable cones or a barrier (providing a 3/2 lane split).

The five-lane with movable barrier variation would likely provide adequate traffic capacity and meet the purpose of the project. However, this alternative would likely still result in impacts to sensitive species habitat (California red-legged frog and San Francisco garter snake) west of SR 1. This alternative would result in some additional hydrology and water quality impacts due to an increase in impervious area and would have potential increased noise from moving a moveable barrier. This alternative could have similar right-of-way impacts as the proposed Build Alternatives, since it may require acquisition of property/right-of-way from the properties along SR 1.

This alternative was primarily rejected because it would be very difficult to implement given the nature of the alignment and the signalized intersections, and may result in a safety concern due to the complexity of signage and/or striping required. There would also be traffic impacts in the off-peak direction if a fifth lane is not added.

Measure A funds are primarily for capital improvement projects and are not available for use to find long-term facility operation costs. This alternative would require a steady revenue stream to pay for the ongoing operations and maintenance costs. The moveable barrier would need to be shifted at least twice per day, and perhaps up to four times per day. This operation is relatively labor-intensive and requires specialized equipment that would have to be purchased and maintained. A qualified, ongoing labor force would have to be funded and maintained to operate the equipment and conduct the lane changes. Because this design would require both an initial capital investment for the roadway widening and specialized equipment and ongoing operational cost, the long-term cost of this alternative would be much higher than the proposed Build Alternatives.

Comment 73.2:
Rockaway is supposedly our redevelopment area and widening Hwy I there will only encourage people to speed that much faster through our beautiful town to get somewhere else.
Much of the increased flow of traffic is due to Half Moon Bay (and other southern towns) commuters. I would hate to spoil our small town feel just to accommodate other people wanting to get through our town quickly.
I am against a plan to widen Hwy 1 to 6 lanes for many reasons, but mainly I think we are fooling ourselves if we think that an aneurism at that section is going to make traffic flow. It seems obvious that it will simple bottleneck somewhere else.
In sum, I think this plan will invite many unforeseen long term consequences that we will later regret.

Response 73.2:

Please refer to Master Response #10.

RESPONSES TO COMMENT #74:
Leif Klokkevold (dated 10/04/11)

Comment 74.1:
I am writing as a Pacifica resident to register strong opposition to the proposed State Route 1/Calera Parkway Widening Project.
I am troubled that the proposed plan does not include reference to alternative modes of transportation,

Response 74.1:

Please refer to Master Response #8.

Comment 74.2:
I am concerned that sound walls may be required which will cause great (and detrimental) change to the overall landscape (not to mention the noise itself), and I have seen alternative proposed plans that could be completed without changing or threatening our community and environment.

Response 74.2:

Soundwalls were evaluated for noise abatement in Section 2.15 Noise of the EIR/EA in conformance with FHWA regulations, however, soundwalls are not proposed. Please refer to Master Response #5 regarding soundwalls.

Comment 74.3:
Lastly, I am unconvinced that this widening would have the proposed effect given numerous research studies that have shown that more roads means more cars and thus more traffic not less.

Response 74.3:

This comment expresses an opinion that the project will encourage more traffic and will not solve the congestion problem. This opinion will be considered as part of the project decision process. The project traffic impacts are described in Section 2.6.3 of the EIR/EA. The information in this section summarizes and was based primarily on a technical Traffic Operations Analysis Report that was prepared for the project in July 2008 and Addenda to that report completed in April 2011. The DEIR/EA noted in this section (on page 69) that the widening of SR 1 between just south of Fassler Avenue/Rockaway Beach Avenue and just north of Reina Del Mar Avenue from two to three lanes in each direction would provide increased *throughput* capacity through the two study intersections (emphasis added). The project need is to alleviate a localized bottleneck only within the project reach, which is projected to deteriorate over the design life of the project. Because the project would not change the number or configuration of lanes on SR 1 to the north or south of the project area, the project Build Alternatives are, not anticipated to change regional trip distribution or volumes on SR 1 segments north and south of the project area. The information in this section also states that under the year 2015 conditions and the year 2035 conditions, the proposed Build Alternatives would not directly generate additional traffic trips or change the overall distribution of trips in the site area, and therefore, would not substantially affect the operations of other highway segments or local streets beyond the immediate project site area. The project would change the demand served within the project area[33], but not the demand amount. In other words, the project would serve more amounts of traffic, but the total amount of traffic would not change as a result of the project.

RESPONSES TO COMMENT #75:
David Dozier (dated 10/04/11)

Comment 75.1:
As a Pacifica resident affected by the horrible commute-time traffic situation at the intersection of my street (Fassler Ave) and Highway 1, I am writing to implore you to move forward with either expansion option. I also ask that you ignore the small but extremely vocal minority of residents who attempt to obstruct any development in this town.

Response 75.1:

Your support of the project is acknowledged.

[33] Demand served is the percentage of total travel demand that is able to make it through a particular facility. For example, if 2,000 vehicles per hour arrive at an intersection with a capacity to serve only 1,500 vehicles per hour, the intersection is able to "serve" 75 percent of the demand.

RESPONSES TO COMMENT #76:
Margaret Brett-Kearns (dated 10/06/11)

Comment 76.1:
I find it incomprehensible that Caltrans would not first consider trying a simple solution to traffic management through Pacifica -- synchronizing the lights between Fassler and Reina del Mar. There is nothing to lose and $50MM and a lot of construction headaches to save, if you try the light synchronization first. Only if that effort fails should other solutions be considered.

Response 76.1:

Please refer to Master Response #2 and Master Response #11.

RESPONSES TO COMMENT #77:
Susan Herring (dated 10/06/11)

Comment 77.1:
Please put it on record that I object to the widening of Highway 1 in Pacifica as it currently stands. I attended the latest meeting, but did not at that time speak or let my opinion known.

Response 77.1:

This comment expresses an opinion in opposition of the project. This opinion is noted and will be considered as part of the project decision process. No further response is required as the comment does not raise any environmental issues or questions about the adequacy of the EIR/EA.

RESPONSES TO COMMENT #78:
Karen Rosenstein (dated 10/06/11)

Comment 78.1:
I am resending my email of July 19, 2010. It's too bad, that Caltrans didn't take the time to look through my questions and those of others before presenting at your latest meeting in Pacifica. As many speakers pointed out, there are many problems with your proposals. It is too bad that you didn't use this past year to revamp your plans to present something that might have been feasible.

I do hope that you will actually answer my questions in detail.

After attending the meetings in March and June of this year, I still believe Caltrans has not designed a project that improves safe pedestrian and bicycle access across and along side Hwy. One in the proposed project area. Nor am I convinced this proposed project will help our current level of traffic congestion at these intersections. I personally believe the best way to relieve congestion such as we have along this part of Hwy. One, would be better done by a combination of providing school buses, improving transit, pedestrian and bicycling access, and dedicated bus lanes. It would definitely be cheaper and less messy!

Response 78.1:

Please refer to Master Response #3 regarding school buses.

Please refer to Master Response #8 regarding transit.

As described (on page 12) in Section 1.4.1.1of the DEIR/EA, the project will include reconstruction and upgrades to the existing bicycle and pedestrian pathways along the project corridor. The existing Class I bicycle/pedestrian path adjacent to SR 1, north of Reina Del Mar Avenue will be upgraded by widening the path from eight feet to 10 feet, by increasing the separation between the edge of path and edge of traveled way from nine feet to 16 feet, and by installing a fence to provide a physical separation between the bicycle path and the highway. The existing sidewalk and paved path that currently extends from Reina Del Mar Avenue south to the Harvey Way frontage road on the east side of the highway would be replaced with a new sidewalk. A new sidewalk would be constructed along the east side of Harvey Way to complete the pedestrian connection between Fassler Avenue and Reina Del Mar Avenue. The sidewalk would be upgraded by placing it further from the new edge of traveled way of the SR 1 northbound lanes.

Comment 78.2:
Below are a list of questions that I would like to see included in the Draft EIR for the project mentioned above. While I appreciate the two meetings that were held earlier this year in March and June, I believe there are still many questions that need to be asked and answered.

I would appreciate acknowledgement that my email has been received and will be included in the Draft EIR.

My Questions:

1 On the SMCTA website, this project is defined as being between Fassler and Reina Del Mar. Doesn't the proposed project actually goes beyond those two intersections, yes??

Response 78.2:

Yes, the project limits extend just beyond the intersections. Section 1.3 of the EIR/EA includes a description of the proposed project, including the limits of SR 1 included in the proposed widening. This sections states:

> *"The portion of SR 1 proposed for widening is located within the city of Pacifica and extends from approximately 1,500 feet south of Fassler Avenue to approximately 2,300 feet north of Reina Del Mar Avenue, a distance of approximately 1.3 miles."*

Therefore, as described in the DEIR/EA (on page 8) the project limits extend just beyond the State Rote 1/Fassler Avenue and SR 1/Reina Del Mar intersections.

Comment 78.3:
2 On what information is Caltrans basing its assumption that Pacifica has a traffic problem at the Vallemar intersection?
3 On what information is Caltrans basing its assumption that Pacifica has a traffic problem at the Rockaway Beach Avenue/Fassler intersection?

Response 78.3:

The traffic information is Section 2.6 of the EIR/EA summarizes and was based primarily on a technical Traffic Operations Analysis Report that was prepared for the project in July 2008 and Addenda to that report completed in April 2011 (refer to Appendix G.13 of the EIR/EA). The Traffic

Operations Analysis Report included a discussion of the existing conditions and the data collected to define the existing traffic operation conditions.

It is true that a substantial percentage of the traffic on this portion of SR 1 is through traffic, which originates south of Pacifica in the morning and travels north on the highway in the AM peak hour, and then travels south through Pacifica in the PM peak hour. Because SR 1 is a state highway, it is intended to accommodate both local and regional traffic. The analysis in the Traffic Operations Analysis Report did account for and include the fact that much of the traffic originates south outside of Pacifica, in the "Coastside" subarea of the San Mateo County (defined by ABAG as the City of Half Moon Bay, the City of Pacifica, unincorporated areas around Half Moon Bay, and the county "remainder"). The primary urban area that contributes peak traffic to the subject area is the Half Moon Bay region.

Prior to collection of new traffic counts, field observations were performed to understand the extent and duration of existing queuing (i.e., vehicle waiting lines) in the study area, which is described in the Section 3 of the Traffic Operations Analysis Report. In the AM peak period, northbound queues extend south of Fassler, and nearly reach Crespi Drive on a typical weekday. This queuing begins and mostly dissipates within the two-hour peak period from 7:00 AM to 9:00 AM. Small queues occasionally linger beyond 9:00 AM, but all congestion is cleared by 9:15 AM. Queuing also develops on the westbound approach to SR 1 from Fassler Avenue for a similar time period. This queuing extends past Roberts Boulevard during its peak, and can reach lengths of up to ½ mile. The Traffic Operations Analysis Report noted that another source of AM peak period queuing is on Reina Del Mar Avenue. The Vallemar Elementary School just east of SR 1 results in short-term surges in traffic volumes as parents drop off children. Parents exiting the school must wait through a long traffic signal cycle on Reina Del Mar at SR 1 to enter SR 1. This causes substantial queuing of sometimes over 1,000 feet on westbound Reina Del Mar for short periods near the beginning of the school day.

The Traffic Operations Analysis Report described that in the evening, congestion is primarily on southbound SR 1. While there is congestion on southbound SR 1 between Fassler Avenue and Reina Del Mar Avenue, the primary congestion is north of Reina Del Mar Avenue. Southbound queues from this intersection can stretch past Sharp Park Road, for queues of over one mile. Sharp Park Road also experiences congestion due to relatively high volumes of traffic attempting to enter southbound SR 1 from Sharp Park Road and the Francisco Boulevard ramps.

Once the existing congestion was identified, new traffic counts were collected in March 2007. Counts were collected upstream of the congested areas to ensure that the counts represented all of the traffic demand. Counts consisted of AM and PM peak hour intersection turning movement counts and peak period highway mainline traffic counts. Intersection turning movement counts were collected at the following intersections:

- SR 1 / Crespi Drive
- SR 1 / Fassler Avenue
- SR 1 / Reina del Mar Avenue
- SR 1 / Westport Street
- SR 1 / Francisco Boulevard Southbound On-Ramp

The Traffic Operations Analysis Report summarized that traffic counts were collected at locations on SR 1 between Paloma Avenue and Crespi Drive and noted that since both Paloma Avenue and Crespi Drive are outside of the congested areas, traffic counts in congested areas were balanced to these uncongested volumes to develop the existing intersection demand volume estimates.

Per the information in the Traffic Operations Analysis Report, traffic counts were collected in March during the AM peak period when school was in session, and included the intersection of SR 1/Reina Del Mar Avenue, which is located just west of the existing elementary school and another source of AM peak period queuing. Traffic counts were also collected during the PM peak period at the intersection of SR 1 / Fassler Avenue. The existing traffic conditions described in Section 2.6.2.2 of the EIR/EA were incorporated from information in the Traffic Operations Analysis Report. In accordance with CEQA Guidelines Section 15147, the technical details of these counts were included in the Traffic Operations Analysis Report appendix.

Comment 78.4:
4 If there is a traffic or congestion problem at these two intersections, then why isn't Caltrans proposing to install freeway lanes and interchanges?

Response 78.4:

Please refer to Master Response #1.

Comment 78.5:
5 Why is the proposed project considered to not be a freeway?

Response 78.5:

It is unclear whether the commenter is asking for information regarding the technical definition of a freeway and how that definition relates to the proposed project, or suggesting that the proposed project does not meet freeway design standards and should be proposed as a freeway facility. Both possibilities are discussed herein.

According to the Caltrans Highway Design Manual, freeways are defined as "*divided arterial highway[s] with full control of access and with grade separations at intersections.*" (California Department of Transportation, Highway Design Manual, p. 60-1). Thus, because the project is not proposing to fully control access (i.e., some adjacent businesses will have driveways connecting directly to the road) and not proposing to grade-separate intersections (i.e., intersections will still be controlled by signals), the subject section of SR 1 is not considered a freeway.

The commenter may also be suggesting that the proposed project should include upgrades to the facility such that it would meet freeway design standards. The EIR/EA included an analysis of a grade-separation alternative that would have similar traffic benefits and associated impacts to an alternative that would have improved this section of roadway to freeway standards. For reasons outlined in the EIR/EA, such an alternative was not considered feasible. Please also refer to Master Response #9.

Comment 78.6:
6 Why are keeping the two signals if they are causing the alleged traffic congestion?

Response 78.6:

Please refer to Master Response #2.

Comment 78.7:
7 Considering this project is located in Pacifica, and considering the history between Pacificans and Caltrans, why didn't Caltrans conduct a series of workshops and/or meetings with Pacificans to find out whether this proposed project is even necessary?

Response 78.7:

Chapter 4 of the EIR/EA summarizes the results of Caltrans' and SMCTA's efforts to fully identify, address and resolve project-related issues through early and continuing coordination with the general public and appropriate public agencies. In the summary discussion of the coordination, outreach, and public participation, the EIR/EA notes that an Environmental Scoping Meeting was held at the Pacifica Community Center on March 3, 2010. The purpose of this meeting was to present an overview of the project and solicit input regarding the environmental analysis from members of the public. The Scoping Meeting was attended by approximately 100 persons. Notices for the Scoping Meeting were mailed to residences and businesses within 500 feet of the project area on February 17, 2010. The notices for the meeting were published in the Pacifica Tribune on February 17th, February 24th, and March 3rd, and in the San Mateo County Times on March 3, 2010. On February 24, 2010, graphics of the conceptual plans were posted on the SMCTA web site for the public to access and review; this information was updated on March 1, 2010. The project information phone line was activated on February 19, 2010. The noticing was done in conformance with the requirements of the procedures of Caltrans, the SMCTA, and the city of Pacifica. There is no requirement under CEQA that detailed project information and analysis should be available at this meeting; on the contrary, the purpose is to obtain input from the public which will be included in the EIR/EA analysis.

The EIR/EA also notes in Chapter 4 that an additional informational meeting was held at the Pacifica City Council Chambers on June 22, 2010, at the request of many members of the public at the March 3rd scoping meeting. The main purpose for this meeting was to provide the public with more detail regarding the alternatives for the project that had been considered and the reasons those alternatives were not being evaluated further. Notices for this second meeting were also mailed to residences and businesses within 500 feet in the project area, as well as attendees of 2004 Scoping meeting, attendees of the August 27, 2008 Strategic Plan Pacifica Community meeting, attendees of the March 3, 2010 Scoping meeting and anyone that submitted a comment at the meetings. Notices of the meeting were also published in the San Francisco Chronicle on May 21st, the San Mateo Times on May 22nd, the Half Moon Bay Review on May 26th, June 2nd, June 9th, June 16th, and in the Pacifica Tribune on May 26th, June 2nd, June 9th, and June 16th. Approximately 100 people attended the second informational meeting on June 22, 2010. Graphics of the alternatives and a matrix summarizing the alternatives were posted on the SMCTA web site on June 2, 2010 for the public to access and review. The project information phone line and e-mail autoreply was activated on May 20, 2010. At this meeting, the project sponsor and the consultant team presented an overview of the alternatives and answered questions from the public regarding the alternatives and the environmental analysis process.

In addition, the public scoping comment period was extended until July 22, 2010 to allow additional time for the public to submit comments after the second informational meeting in June.

Comment 78.8:
8 Does the Rockaway Business community support this proposed project?

Response 78.8:

This comment asks whether or not the Rockaway Beach Business community supports the proposed project. This question is noted; however, Caltrans cannot speak for the Rockaway Beach Business Community. No further response is required as the comment does not raise any environmental issues or questions about the adequacy of the EIR/EA.

Comment 78.9:
9 At the June 21, 2010 meeting, it was stated that this proposed project would make Pacifica businesses more accessible to "Over the Hill" traffic. Please show your statistics that support this premise.

Response 78.9:

Generally, reducing congestions on this portion of SR 1 in front of the Rockaway Beach Business area would improve access to these businesses. The traffic data in the Traffic Operations Analysis Report (Appendix G.13 of the EIR/EA) supports this.

Comment 78.10:
10 How much time will be saved for someone driving from north of Vallemar to Linda Mar during EVENING RUSH Hour time?

Response 78.10:

The Traffic Operations Analysis Report concluded that with the proposed Build Alternatives, in year 2035, travel times would generally decrease by nearly 60 percent in the AM peak hour and over 70 percent in the PM peak hour. Queuing would be largely reduced, and intersection approach queues at SR 1/Fassler Avenue would generally clear each cycle. This information was incorporated into the EIR/EA in Section 2.6.3.3. Therefore, the Build Alternatives would improve travel times along this section of State Route and thus, meet the purpose of the proposed project.

Comment 78.11:
11 Where are you proposing to place the Northbound and Southbound transit stops at the Reina Del Mar intersection?
12 Where are you proposing to place the Northbound and Southbound transit stops at the RBA/Fassler Ave. intersection?
13 What is the minimum required waiting space needed for EACH of the transit stops at these two intersections?

Response 78.11:

Section 1.4 of the EIR/EA describes the proposed improvements to the project area. Section 1.4.1.2 of the DEIR/EA described (on pages 13-14) the improvements proposed at the SR 1/Fassler Avenue/Rockaway Beach Avenue and SR 1/Reina Del Mar Avenue intersections. This section states that for the SR 1/Fassler Avenue/Rockaway Beach Avenue intersection:

> *"A sidewalk bulb-out would be constructed on the east side of SR 1 between Fassler Avenue and the Harvey Way frontage road to provide better access for the bus stop and improved sight distance south on SR 1 for the Fassler Avenue signalized stop bar."*

No other transit stop improvements are proposed under the project.

Comment 78.12:
14 Please specifically list the ways this proposed project will IMPROVE pedestrian safety at the Reina Del Mar intersection?
15 Please specifically list the ways this proposed project will IMPROVE pedestrian safety at the RBA/Fassler Ave. intersection?
16 What is the proposed length of time allocated to the PEDESTRIAN crossing Hwy. One at RBA/Fassler Ave. intersection in the traffic cycle?
17 What is the proposed length of time allocated to the PEDESTRIAN crossing Hwy. One at Reina Del Mar intersection in the traffic cycle?

Response 78.12:

Section 1.4.1 and Section 1.4.2 of the EIR/EA describes the proposed roadway improvements to SR 1/Calera Parkway, the SR 1/Fassler Avenue/Rockaway Beach Avenue intersection, and the SR 1/Reina Del Mar Avenue intersection that are indicated in yellow on Figure 1.4 and Figure 1.5 in the EIR/EA. Figure 1.4 and Figure 1.5 have been revised to clarify the proposed roadway improvements. The series of parallel yellow lines which extend from Mori's Point Road to the intersection with Reina Del Mar Avenue represent the curb, bike path, bike path shoulders and drainage ditch that parallel the highway. The two lines on the south side of the Reina Del Mar intersection, extending across Reina Del Mar Avenue, indicate a crosswalk. At the northeast corner of the Reina del Mar intersection, the two parallel lines wrapping around the corner of the intersection represent the proposed sidewalk.

As described (on page 12) in Section 1.4.1.1of the DEIR/EA, the project will include reconstruction and upgrades to the existing bicycle and pedestrian pathways along the project corridor. The existing Class I bicycle/pedestrian path adjacent to SR 1, north of Reina Del Mar Avenue will be upgraded by widening the path from eight feet to 10 feet, by increasing the separation between the edge of path and edge of traveled way from nine feet to 16 feet, and by installing a fence to provide a physical separation between the bicycle path and the highway. The existing sidewalk and paved path that currently extends from Reina Del Mar Avenue south to the Harvey Way frontage road on the east side of the highway would be replaced with a new sidewalk. A new sidewalk would be constructed along the east side of Harvey Way to complete the pedestrian connection between Fassler Avenue and Reina Del Mar Avenue. The sidewalk would be upgraded by placing it further from the new edge of traveled way of the SR 1 northbound lanes.

Section 1.4.1.2 of the EIR/EA describes the proposed improvements to the intersection within the project area. This section states that: *"The existing intersection traffic signal equipment at both the SR 1/Fassler Avenue/Rockaway Beach Avenue and the SR1/Reina Del Mar Avenue intersections would be replaced with new signals to match the new intersection geometry."*

Comment 78.13:
18 How much of a traffic improvement would occur if the School bus option AND the improved Samtrans bus option were combined?

Response 78.13:

Please refer to Master Response #1 and Master Response #3. Neither of the transit options would provide enough congestion relief to meet the purpose and need of the project and it is not anticipated that they would meet the purpose and need if combined.

The Lead Agency is responsible for selecting a range of alternatives for examination in the EIR/EA. Section 1.4 of the EIR/EA summarizes the alternatives that were evaluated during the project development phase and briefly describes the reason these alternatives were not considered further. Alternatives suggested in the above comment, which were not evaluated further in the EIR/EA, were found to either be infeasible or to not meet the basic purpose of the project.

Comment 78.14:
19 How will this proposed project improve emergency access after project completion? Will traffic be routed onto the other side if one side is blocked?

Response 78.14:

Section 2.5 of the EIR/EA includes a discussion of the project area utilities and emergency services. Project-related effects to these resources are discussed in Section 2.5.2. Because project construction would maintain access through the area with the same number of lanes as currently existing, emergency vehicle access through the site would be similar to existing conditions, with only incremental delays resulting from narrower lanes and curvatures around barriers.

Because the peak congestion periods would be reduced after completion of the project, the emergency response times would be reduced. The discussion regarding project-related effects to emergency service provider's states:

> *"Prior to project construction, emergency service providers would be contacted to ensure that proper emergency access is maintained. Construction activities would occur in stages in order to minimize disturbance and maintain circulation and access through the project area on SR 1. Emergency services would directly benefit from the proposed project in that, by reducing peak commute period congestion, emergency vehicle response times would be reduced."*

In addition to adding a third lane in each direction and reducing peak period congestion, the proposed improvements would include standard 10 foot inside and outside shoulders, which would also improve emergency access in the even the main travel lanes were congested.

Comment 78.15:
20 Does this proposed project meet the provisions of the California Coastal Act in improving pedestrian access ACROSS and ALONG Hwy One?

Response 78.15:

The EIR/EA also includes a discussion of the proposed project's consistency with the City of Pacifica Local Coastal Plan (LCP) and the Coastal Zone in Section 2.1.2.3. This section listed the LCP policies relevant to the project. This section also included Table 2.1, which listed the California Coastal Commission policies that are most relevant to the project and the site, as well as the project's

consistency with those policies. The DEIR/EA summarized (on page 54) the proposed project's consistency with these policies.

> *"The project would be consistent with these policies since either Build Alternative would provide improved bicycle and pedestrian access, as well as vehicular access, within the project segment (refer to Section 2.6 Traffic & Transportation/Pedestrian & Bicycle Facilities). The project would also include erosion control and storm water detention measures (refer to Section 2.9 Hydrology and Floodplain and 2.10 Water Quality and Storm Water Runoff). While the two Build Alternatives would require the removal of mature landscaping and trees along the highway, particularly the mature trees west of SR 1 north of San Marlo Way, the project would include new landscape planting and would protect and/or improve coastal views (refer to Section 2.7 Visual/Aesthetics)."*

It is Caltrans position that the project is generally consistent with the California Coastal Act. However, formal determination of the projects consistency with the LCP and the California Coastal act will be made by the City of Pacifica and the California Coastal Commission respectively, subsequent to the EIR/EA process.

Comment 78.16:
21 The proposed project is located at the very edge of Federally protected wetlands. How will Caltrans prevent traffic debris aka litter from landing in these wetlands?
22 How often will Caltrans maintenance crews be cleaning out the wetlands of traffic-originating debris if this proposed project is built?
23 How often will Caltrans maintenance crews be cleaning the EAST side of Hwy. One of traffic-originating debris if this proposed project is built?

Response 78.16:

The project construction would occur within 100 feet of these wetland areas. However, the design of the project will include implementation of temporary (construction phase) and permanent (operational phase) Best Management Practices (BMPs) to reduce potential impacts to existing water quality from storm water runoff, as necessitated by the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) permit. A Storm Water Pollution Prevention Plan (SWPPP) will be developed, by the Contractor, for the construction period. This will include standard pollution control procedures and site management, such as dust control and street sweeping. In addition, the project will implement permanent design pollution prevention BMPs, which achieve a water quality benefit by: reducing erosion, stabilizing disturbed soil areas, and maximizing vegetated surfaces. Along with the above goals, these temporary and permanent BMPs will avoid impacts to sensitive shining willow riparian forest, perennial aquatic habitat, and seasonal wetland/seasonal aquatic habitats. During the operational phase, Caltrans will schedule regular maintenance activities on the widened highway at regular intervals, similar to the existing highway.

Comment 78.17:
24 Will the proposed EAST side walkway/sidewalk be wide enough to have bike lanes in BOTH directions on it?

Response 78.17:

Please refer to the response to comment 78.12 above.

Comment 78.18:
25 How exactly will Caltrans protect the west side wetlands during construction from construction workers, equipment, tools and dust?

Response 78.18:

Please refer to the response to comment 78.16 above.

Comment 78.19:
26 Will the proposed new road be designed to install a signal at a future date to facilitate traffic in and out of the Quarry between the two intersections?

Response 78.19:

The purpose of the EIR/EA is to evaluate the impacts of the proposed project to the existing environment within the project area. Other future improvements for SR 1 beyond the project are outside the scope of the EIR/EA analysis. No improvements are planned on the former quarry property as part of this project.

Comment 78.20:
27 What hours will this construction take place in?

Response 78.20:

Section 1.4.4 of the EIR/EA describes the proposed project cost and schedule. In regards to project construction this section states, *"If approved and funded fully, construction of the project is estimated to commence in spring of 2014. The duration of construction would be approximately two years. The proposed improvements would be constructed in phases. The proposed construction staging area is located along the west side of SR 1, approximately 600 feet south of Reina Del Mar Avenue, within the state right-of-way. Construction equipment used on this project would include scrapers, bulldozers, backhoe loaders, cement trucks, cranes, and asphalt/paving/concrete equipment."*

The information in Section 1.4.4 summarizes and was based upon the Draft Project Report (July 2011). The Draft Project Report described a three-stage construction plan proposed for the project, which included:

- Stage 1: Remove the existing concrete barrier along State Route1 and pave to provide for temporary vehicle access lanes. Shift both NB and SB State Route1 traffic to the east and construct west side improvements.
- Stage 2: Shift both NB and SB State Route1 traffic to the west side improvements constructed in Stage 1. Construct east side improvements.
- Stage 3: Maintain SB State Route1 traffic shifted to the west, but shift NB traffic to the east side improvements constructed in Stage 2. Construct remaining improvements in the median area of State Route1.

More detailed construction staging plans will be developed during final design, subsequent to the completion of the EIR/EA, once design details are known, to ensure that all project components are constructible without creating undue impacts to traffic or public safety. However, the primary major

stages are identified above. Additional detail regarding the primary construction phases have been added to the text of the EIR/EA.

Construction work hours will be determined during the final design stage of the project in consultation with Caltrans and the City. Construction hours are typically between 7:00AM and 4:00PM, unless otherwise restricted by final design specifications. Some construction activities will occur in the nighttime hours during select time periods which cannot be done during the daytime due to the increased daytime traffic, such as placement of K-rails for each of the construction stages mentioned above. Additional detail regarding the construction hours have been added to the text of the EIR/EA.

Section 2.21 of the EIR/EA describes the construction impacts associated with the proposed project. In regards to the timing of construction, the DIR/EA states in Section 2.21.4.1, *"Construction of the project is anticipated to occur primarily during daytime hours."* Section 2.21.4.2 of the EIR/EA includes measures to reduce the potential for impacts resulting from project construction, including MM-CON, which states, *"Avoid nighttime construction work within 225 feet of sensitive land uses where feasible."* Sensitive land uses are defined on page 90 of the DEIR/EA as nearby residences.

Comment 78.21:
28 Is this proposed project building a roadway that could be easily converted to a freeway in the future?

Response 78.21:

Please refer to the responses to comments 78.5 and 78.10 above.

Comment 78.22:
29 Why should Pacificans and other Coastsiders believe you when you tell us that this expressway is the best way to deal with our alleged traffic congestion problems?
Why shouldn't we believe this isn't an end run attempt to build the freeway lanes that has been previously proposed?

Response 78.22:

Please refer to Master Response #1 and the responses to comments 78.5 and 78.10 above.

Comment 78.23:
30 Urban Planning Experts say that the building more traffic lanes just brings more vehicular traffic which in turn leads to more vehicular congestion. Why aren't you planning a project that looks more like a Complete Streets street which are designed to move cars, buses, bicycles and pedestrians?

Response 78.23:

The proposed improvements have been designed to provide an appreciable traffic benefit for at least 20 years, in accordance with Caltrans design policy. After that time, traffic conditions will be evaluated, and if further improvements are deemed necessary, they will be considered and evaluated at that time.

The project traffic impacts are described in Section 2.6.3 of the EIR/EA. The information in this section summarizes and was based primarily on a technical Traffic Operations Analysis Report that was prepared for the project in July 2008 and addenda to that report completed in April 2011. The DEIR/EA noted in this section (on page 69) that the widening of SR 1 between just south of Fassler Avenue/Rockaway Beach Avenue and just north of Reina Del Mar Avenue from two to three lanes in each direction would provide increased *throughput* capacity through the two study intersections (emphasis added). The information in this section also states that under the year 2015 conditions and the year 2035 conditions, the proposed Build Alternatives would not directly generate additional traffic trips or change the overall distribution of trips in the site area, and therefore, would not substantially affect the operations of other highway segments or local streets beyond the immediate project site area. The proposed project would improve operations at the Fassler Avenue/SR 1 and the Reina Del Mar/SR 1 intersections, which would improve operations of these roadways. The project need is to alleviate a localized bottleneck only within the project reach, which is projected to deteriorate over the design life of the project. Because the project would not change the number or configuration of lanes on SR 1 to the north or south of the project area, the project Build Alternatives are not anticipated to change regional trip distribution or volumes on SR 1 segments north and south of the project area. The project would change the demand served within the project area[34], but not the demand amount. In other words, the project would serve more amounts of traffic, but the total amount of traffic would not change as a result of the project.

Please refer to the response to comment 78.12 above regarding the proposed project's reconstruction and upgrades to the existing bicycle and pedestrian pathways along the project corridor.

Comment 78.24:
31 Various predictions for sea level rise abound. While this particular section is unlikely to be immediately impacted by sea level rise, the next remaining southern section of Hwy. One in Pacifica from Crespi to going up towards Devil's Slide is likely to be impacted. Why is Caltrans designing a project that potentially will need realignment in the next 50 years?

Response 78.24:

The EIR/EA includes a discussion of adaption strategies in Section 3.3.2.4. "Adaptation strategies" refer to how Caltrans and others can plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, storm surges and intensity, and the frequency and intensity of wildfires. These changes may generally affect the transportation infrastructure in various ways, such as damaging roadbeds by longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. Executive Order S-13-08 directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level affecting safety, maintenance and operational improvements of the system and economy of the state. Caltrans is an active participant in the efforts being conducted as part of the Executive Order on Sea Level Rise and is mobilizing to be able to respond to the National Academy of Science report on Sea Level Rise Assessment.

[34] Demand served is the percentage of total travel demand that is able to make it through a particular facility. For example, if 2,000 vehicles per hour arrive at an intersection with a capacity to serve only 1,500 vehicles per hour, the intersection is able to "serve" 75 percent of the demand.

Caltrans continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise. Currently, Caltrans is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise and other climate change impacts, Caltrans has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available, Caltrans will be able review its current design standards to determine what changes, if any, may be warranted in order to protect the transportation system from sea level rise.

However, based on the topography in the area, it is not anticipated that sea level rise would impact this portion of SR 1 within the planned timeframe of the improvements. There are numerous geographic features that act as barriers between SR1 and the ocean within the project area, including cliffs, bluffs and hillsides. The Fassler Avenue/SR 1 intersection is located at 40 feet mean sea level (msl), which is the lowest elevation within the project limits. The Reina Del Mar Avenue/SR 1 intersection is at 80 feet msl and the highest point within the project area is at 100 feet msl. The project proposes to widen an existing highway and will not put a new highway or any structures within harms way from sea level rise.

The Caltrans *Guidance on Incorporating Sea Level Rise* is intended to assist project teams to determine whether and how to incorporate sea level rise measures into the design of Caltrans projects. This guidance includes a three part screening criteria to assess whether a project will be impacted by sea level rise. In accordance with the criteria, the lowest part of the project area that is in an area vulnerable to sea level rise will not be impacted by sea level rise until after 2100.[35] The sea level rise projections included in this document note that the sea level could reach up to approximately 4 ½ feet (55 inches) by the year 2100, which is approximately 35 ½ feet lower than the lowest part of the project area.

Comment 78.25:
32 How easy would it be to convert this proposed project's roadway to a light rail system?

Response 78.25:

Please refer to the response to comment 78.13 above and Master Response #11

Comment 78.26:
33 From a maintenance and congestion point of view, respectively, what is the estimated lifespan of this proposed project?

Response 78.26:

Please refer to the response to comment 78.10 above. The proposed Calera Parkway/SR 1 project is intended to improve traffic conditions and reduce congestion on this segment of SR 1 according to Caltrans standards of providing improvements over a 20-year life span.

Comment 78.27:
34 Why is Caltrans proceeding with this project despite growing opposition from those who would be using this project?

[35] Caltrans. 2011. *Guidance on Incorporating Sea Level Rise*. May 16, 2011.

Response 78.27:

Please refer to the response to comment 78.25 above.

Comment 78.28:
35 What projects are not being completed because of allocating these funds to this proposed project?

Response 78.28:

Please refer to Master Response #11 and the response to comment 78.25 above.

Comment 78.29:
36 Why can't this project include dedicated bus lanes instead of an additional traffic lane that ultimately ends up being full of cars?

Response 78.29:

Please refer to Master Response #8.

Comment 78.30:
37 Please explain how Caltrans can be the certifying agency on a Draft EIR for a project that it is responsible for? How can your agency be objective???

Response 78.30:

The EIR/EA document has been prepared by the Department (Caltrans) as the Lead Agency under CEQA and NEPA, specifically in accordance with the requirements of the federal and state environmental processes. The DEIR/EA stated (on page 8) in Section 1.2.3 that, *"For this project, the Department is the Lead Agency under both CEQA and NEPA."*

The proposed project is located along SR 1, which is part of the state highway system and is a Caltrans managed highway. Because the project area is within Caltrans jurisdiction, Caltrans will be the agency primarily responsible for carrying out the project, and as such, Caltrans has been designated the lead agency in accordance with the criteria under CEQA and NEPA.

Comment 78.31:
38 Where is CA Hwy. One (and not sharing roadway with 101 or other roads) any wider than a four lane divided expressway? What is the current population nearby for this area? What zoning is governing the adjacent land to those roads?

Response 78.31:

The status and configuration of SR 1 everywhere else in the state, along with possible future improvements in other areas of the state, are outside the purview of this EIR/EA. The current population of Pacifica is approximately 37,234 persons[36]. Zoning for properties along the project alignment is governed by the City of Pacifica.

[36] US Census Bureau. State and County QuickFacts. Pacifica (city), California 2010. Last Accessed February 29, 2012. Available at: http://quickfacts.census.gov/qfd/states/06/0654806.html

Comment 78.32:
39 The presentations at the 2010 meetings focused on Northbound traffic. How exactly will this project improve SOUTHBOUND traffic issues during the morning reverse commute? And in the evening rush hour?

Response 78.32:

Please refer to the response to comment 78.10 above.

Comment 78.33:
40 Where will equipment be stored during non-construction hours if this proposed project is built?

Response 78.33:

Please refer to the response to comment 78.20 above.

Comment 78.34:
41 How is Caltrans planning to build a new section of roadway without impacting rush hour traffic flow in both directions?

Response 78.34:

Construction impacts of the project are discussed in Section *2.21 Construction Impacts* of the EIR/EA. The DEIR/EA discussed (on page 171) the effects to traffic and transportation during project construction, including street closures in Section 2.21.1.1, based upon information from the Draft Project Report (DPR, July 2011). A Transportation Management Plan Data Sheet was developed for the Draft Project Report which identifies major components of a future Transportation Management Plan (TMP). The TMP Data Sheet development process identifies the potential impacts to traffic and the traveling public such as long-term lane closures, major detours, etc. The Transportation Management Plan will be finalized during the final design phase and will provide additional detail and updated information to the TMP Data Sheet. The Draft Project Report noted (on pages 53 to 54) that the project will be constructed in multiple stages in order to minimize delays and congestion caused by construction. During each construction stage, two through lanes along each direction of State Route1, left turn lanes at the Fassler and Reina Del Mar intersections, and pedestrian and bicycle access would all be maintained. The project roadway construction can be accomplished by shifting and narrowing existing travel lanes/shoulders and using temporary concrete barriers to protect the work zone. The Draft Project Report also noted (on page 52) that impacts to the traveling public will be minimized by performing the majority of the work behind temporary concrete barriers (i.e., K-rails), scheduling temporary lane closures during non-peak commute periods, and closely coordinating with the city of Pacifica.

The existing lane configuration on SR 1will generally be maintained through the project area during construction in order to reduce traffic congestion due to lane changes or closures. During construction there is some natural slowdown of traffic as it passes through the construction zone due to narrower lane and shoulder widths and this will have a nominal impact on overall travel time through the project area during construction. At times there may be more severe temporary traffic congestion due to unanticipated construction events but these would be short-term and generally resolved within the same day.

The Draft Project Report describes (on page 53) that public information outreach, portable changeable message signs, and a Construction Zone Enhanced Enforcement Program (COZEEP) will be used as required to manage traffic during certain construction activities. In addition, the design and construction of the project will be coordinated with the Caltrans Traffic Manager (DTM) and Caltrans Transportation Management Plan (TMP) Coordinator, consistent with Caltrans policy and procedures. The Draft Project Report also notes that per Caltrans requirements, a TMP will be prepared for the project for use during construction. The Draft Project Report lists measures to be incorporated into the TMP, included but not limited to the following:

- Provide public information campaign and outreach programs.
- Provide orderly construction sequences as a requirement in the contract plans. If the Contractor proposes changes, insure that these changes do not worsen the traffic flow or greatly impact traffic movements.
- Provide advance warning and guide signs.
- Maintain minimum turning-lane storage capacity during construction.
- Provide continuous vehicle access to cross streets, driveways and businesses, and provide for pedestrian and bicycle access.
- Provide a Construction Zone Enhanced Enforcement Program (COZEEP).
- Provide traffic and contractor contingency plans.

As mentioned above, the TMP will be finalized as part of the proposed project, prior to construction. The TMP will be developed, in cooperation with the city of Pacifica, to provide advance notice to motorists, transportation and emergency service providers, and other impacted groups regarding information on construction activities and durations, detours, and access issues during each stage of construction. The TMP will address all traffic-related aspects of construction, including traffic handling during each stage of construction, and will involve noticing of construction-related information to residents and businesses in the area.

Comment 78.35:
42 How is Caltrans proposing to move traffic faster onto Hwy. One from RBA/Fassler Ave.? What are the times for the various segments of this traffic cycle?

Response 78.35:

Please refer to the response to comment 78.10 above and Section 1.4.1 of the EIR/EA.

Comment 78.36:
And #43... I also have concerns that the emphasis on this project is the Reina Del Mar intersection. While that is an important intersection, I am more concerned about the proposed changes to the Rockaway Beach Ave./Fassler/Hwy. One intersection. This intersection has:

an active business section and Coastal access on the west side
would provide ingress/egress to the Quarry area if and when it is ever built up a residential community on the east side
provides an alternative transportation corridor for the Park Pacifica area
and has many undeveloped lots with the potential to add many more pedestrians, bicyclists, walkers and vehicles,

ALL of this comes through the Rockaway Beach Ave./Fassler/Hwy. One intersection and yet it doesn't seem to be much attention in the proposed plans. Why is Caltrans ignoring all of these factors and focusing on Reina Del Mar? Why isn't Caltrans focusing on making the Rockaway Beach

Ave./Fassler/Hwy One intersection be safer for all users? Isn't the number of vehicles in and out of Rockaway Beach Ave./Fassler Ave. intersection MORE than Reina Del Mar? What are those numbers respectively?

Response 78.36:

Please refer to the responses to comments 78.11 and 78.12 above.

RESPONSES TO COMMENT #79:
Pete Shoemaker (dated 10/06/11)

Comment 79.1:
I'm writing to comment on the DEIR for the proposed highway widening of Highway 1 through Pacifica. I am objecting to the process that has only one agency, Caltrans, having complete authority to assess all options, write this document, and certify this document.

Response 79.1:

The EIR/EA does not ignore the environmental process; the document has been prepared by the Department (Caltrans) as the Lead Agency under CEQA and NEPA, specifically in accordance with the requirements of the federal and state environmental processes. The DEIR/EA stated (on page 8) in Section 1.2.3 that, *"For this project, the Department is the Lead Agency under both CEQA and NEPA."*

The EIR/EA included an introduction page behind the cover titled *General Information About This Document*, which describes that subsequent to the commenting period, Caltrans, as assigned by the Federal Highway Administration, may: (1) give environmental approval to the proposed project, (2) undertake additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

Comment 79.2:
It is a blatantly unbalanced process that is guaranteed to result in the type of huge, high-environmental-impact, expensive project that is what Caltrans always proposes, and always says is the only viable option. The history of the proposed highway 380 extension and the Devil's Slide bypass are classic examples. Had Caltrans had its way in these Pacifica would be far worse off and not as beautiful a place, and the pattern continues.

Response 79.2:

Please refer to Master Response #1 and Master Response #11.

Comment 79.3:
I am also objecting to the traffic study upon which the document is based that essentially ignored what everyone who lives here knows is the prime cause: Vallemar School. I also object to the suppression of another study done at Caltrans' request concerning the Oddstead project which had a much better level of service.

Response 79.3:

Please refer to Master Response #3, Master Response #6, and Master Response #14.

Disagreement regarding details of the analysis does not make an EIR inadequate. While other project traffic data (i.e., Oddstad) do show a decline in traffic volumes in recent years due economic conditions, these conditions are considered temporary and a normal part of the economic cycle. The traffic counts collected for the SR 1 Traffic Operations Analysis Report are considered to represent more typical economic conditions. The proposed Calera Parkway/SR 1 project is intended to improve traffic conditions and reduce congestion on this segment of SR 1 through has been designed and evaluated according to Caltrans standards of providing improvements over a 20-year life span. Based on the long-term projections for the region, the improved conditions in the project area in recent years do not change the overall need for the project.

RESPONSES TO COMMENT #80:
Elaine McKeen (dated 10/06/11)

Comment 80.1:
I object to the plans for the Calera Parkway Widening Project and think it requires additional study until the following concerns are addressed:
1. The true solution to the congestion on this 1.3 miles of roadway is to eliminate the traffic signals. Widening this section of road to six lanes, plus shoulders for emergency vehicles, may be the least expensive patch, but it is NOT a solution. Pouring millions of dollars into a project that does not solve the current problem is a very expensive boondoggle.

Response 80.1:

Please refer to Master Response #2 and Master Response #11.

Comment 80.2:
2. It is also a waste that the current plan has a design life of only 20-30 years, and is based on analysis that is out-of-date. In the time it takes for a child to grow (while been driven to every childhood activity of pre -school through high school), the road will be insufficient and need more money poured into it. Realistically, such an improvement project would not be in line again for funding, or for the approval of the Transit Authority or State. We should therefore acknowledge that the proposed widening project is already obsolete and would not be improved upon later, when necessary. The Calera Parkway that is finally constructed must solve the problems that the coastside community is concerned about.

Response 80.2:

Please refer to Master Response #14.
Disagreement regarding details of the analysis does not make an EIR inadequate. While other project traffic data (i.e., Oddstad) do show a decline in traffic volumes in recent years due economic conditions, these conditions are considered temporary and a normal part of the economic cycle. The traffic counts collected for the SR 1 Traffic Operations Analysis Report are considered to represent more typical economic conditions. The proposed Calera Parkway/SR 1 project is intended to improve traffic conditions and reduce congestion on this segment of SR 1 through has been designed and evaluated according to Caltrans standards of providing improvements over a 20-year life span.

Based on the long-term projections for the region, the improved conditions in the project area in recent years do not change the overall need for the project.

Comment 80.3:
3. You should have grave concern for the pedestrians and bike riders that will need to walk across the widened road, precisely at the commute times when traffic is heaviest. Surely the traffic signals will need to be extended to allow additional time for pedestrian crossings, from curb to curb, before cars can exit Vallemar and highway travelers continue on their way. These calculations must be added to the models for anticipated delays on Highway 1 and clarified on the Final EIR.

Response 80.3:

These concerns are noted and are included in the traffic analysis and modeling for the widened roadway.

Section 1.4.1 and Section 1.4.2 of the EIR/EA describes the proposed roadway improvements to SR 1/Calera Parkway, the SR 1/Fassler Avenue/Rockaway Beach Avenue intersection, and the SR 1/Reina Del Mar Avenue intersection that are indicated in yellow on Figure 1.4 and Figure 1.5 in the DEIR/EA. As described (on page 12) in Section 1.4.1.1 of the DEIR/EA, the project will include reconstruction and upgrades to the existing bicycle and pedestrian pathways along the project corridor. The existing Class I bicycle/pedestrian path adjacent to SR 1, north of Reina Del Mar Avenue will be upgraded by widening the path from eight feet to 10 feet, by increasing the separation between the edge of path and edge of traveled way from nine feet to 16 feet, and by installing a fence to provide a physical separation between the bicycle path and the highway. The existing sidewalk and paved path that currently extends from Reina Del Mar Avenue south to the Harvey Way frontage road on the east side of the highway would be replaced with a new sidewalk. A new sidewalk would be constructed along the east side of Harvey Way to complete the pedestrian connection between Fassler Avenue and Reina Del Mar Avenue. The sidewalk would be upgraded by placing it further from the new edge of traveled way of the SR 1 northbound lanes.

Section 1.4.1.2 of the EIR/EA describes the proposed improvements to the intersections within the project area. This section states that: *"The existing intersection traffic signal equipment at both the SR 1/Fassler Avenue/Rockaway Beach Avenue and the SR1/Reina Del Mar Avenue intersections would be replaced with new signals to match the new intersection geometry."*

Comment 80.4:
4. This project only focuses on the flow of traffic on the State Highway, and to some extent the back-up on Fassler, during commute hours. It does not address the back-ups that occur on Reina del Mar in the morning when Vallemar School begins, and it completely ignores the mid-afternoon back-up at the end of the school day. At those times, local residents on Lauren, Hillside and Reichling have long waits to turn onto Reina del Mar, parents cannot exit the school parking lots and customers cannot leave the gas station or commercial areas. There are also long back-ups for Vallemar drivers heading south in the evening when the traffic signals favor southbound commuters. Since Reina del Mar is a city street it may not receive the attention of the Draft EIR, but it should be addressed in the Final EIR.

Response 80.4:

Prior to collection of new traffic counts, field observations were performed to understand the extent and duration of existing queuing in the study area, which is described in the Section 3 of the Traffic

Operations Analysis Report. In the AM peak period, northbound queues (i.e., vehicle waiting lines) extend south of Fassler, and nearly reach Crespi Drive on a typical weekday. This queuing begins and mostly dissipates within the two-hour peak period from 7:00 AM to 9:00 AM. Small queues occasionally linger beyond 9:00 AM, but all congestion is cleared by 9:15 AM. Queuing also develops on the westbound approach to SR 1 from Fassler Avenue for a similar time period. This queuing extends past Roberts Boulevard during its peak, and can reach lengths of up to ½ mile. The Traffic Operations Analysis Report noted that another source of AM peak period queuing is on Reina Del Mar Avenue. The Vallemar Elementary School just east of SR 1 results in short-term surges in traffic volumes as parents drop off children. Parents exiting the school must wait through a long traffic signal cycle on Reina Del Mar at SR 1 to enter SR 1. This causes substantial queuing of sometimes over 1,000 feet on westbound Reina Del Mar for short periods near the beginning of the school day.

The current designs for the proposed project are based on the results of detailed simulation modeling to determine the minimum required project footprint that would meet the purpose and need of the project while still meeting Caltrans design standards and guidelines. As shown in the EIR/EA, the proposed project, as currently envisioned, would offer substantial benefits to traffic flow in both the AM and PM peak hours throughout the study area. The designs, as proposed, meet the purpose and need of the proposed project. Adding additional turn lanes, as suggested by the commenter, while potentially offering slight additional improvements to traffic flow at Reina Del Mar Avenue, would create less desirable conditions for pedestrians by increasing pedestrian crossing distances, would increase the cost and footprint of the project, and may impact wetlands and require acquisition of additional right-of-way, and are therefore not included as part of the project. Also, the additional turn lanes are not required to mitigate project-related impacts, since the proposed project did not identify significant traffic-related impacts.

Comment 80.5:
5. The current designs for the Calera Parkway do not allow sufficient space for street traffic to merge onto or off of the highway. If there were longer, clearly marked northbound "exit-only" lanes at the turns onto Fassler and Reina del Mar, and longer northbound merging lanes back onto the highway, some of the traffic backed -up in Vallemar would be relieved.

Response 80.5:

Please refer to the response to comment 80.4 above.

Comment 80.6:
6. The Draft EIR made no mention of the impact that transporting students to Terra Nova High School has on traffic. This is another effect that school schedules have on the highway, which the community as a whole needs to discuss.

Response 80.6:

Please refer to Master Response #6.

Comment 80.7:
7. The community has urgent concerns about passage for emergency vehicles, but a six-lane road widening is not the most cost-effective solution. For less property and cost, an emergency-access/frontage road should be evaluated.

Response 80.7:

Please refer to Master Response #1 and Master Response #4.

Comment 80.8:
8. The neighborhood needs to know how the widening of the road will affect the intersection at Fairway Park. The convergence of northbound lanes will create an even more significant danger for that crossing. The Draft EIR makes no mention of the possibility of closing it, but a final plan should address the possibility.

Response 80.8:

No improvements are proposed at the Westport Drive intersection, which provides access to the Fairway Park neighborhood. The purpose of the EIR/EA is to evaluate the impacts of the proposed project to the existing environment within the project area. The proposed improvements/plans for SR 1 beyond the project area are outside the scope of the EIR/EA analysis.

The project limits are south of the Westport Drive intersection. The proposed third northbound lane through the project limits would end and merge back to two lanes prior to the Westport Drive intersection, so the lane configuration at the intersection would be unchanged from what it is currently. The proposed southbound third lane would not be added until after the Westport Drive intersection.

Other possible future improvements to other portions of SR 1 are unknown at this time, and any analysis of potential impacts resulting from highway improvements elsewhere would be purely speculative. As described in Section 1.2.3 of the DEIR/EA (pages 7-8), the project has independent utility, which means that the proposed improvements have logical starting and ending points, and that the proposed improvements can be implemented within the project limits, and completion of other projects would not be required in order to realize the operational benefits of the proposed improvements.

In addition, Section 2.23 of the EIR/EA includes a discussion of cumulative impacts associated with the proposed project.

Comment 80.9:
9. Improvements to public transportation need further creative study. Developing "jitney" or shuttle services that run in short intervals between "transit centers" during the heaviest commute hours would supplement bus service without the high cost of full-size busses. There is no mention by the Transit Authority of high school students' dependence on SamTrans busses, who pack them mornings and afternoons. Free student passes would certainly encourage ridership. Increased scheduling and more reasonable "zone fares" would also increase intra-city bus usage.

Response 80.9:

Please refer to Master Response #8.

Comment 80.10:
10. Outstanding Caltrans projects within the boundaries of Pacifica have not received attention. There is not a process for dialogue about these projects. As examples: What happened to the landscaping of the center median just north of Sharp Park Boulevard? Will there ever be on and off

ramps to relieve the congestion at Manor Drive? Wasn't there going to be underground utilities along this corridor?

Response 80.10:

Please refer to the response to comment 80.8 above.

The EIR/EA describes the proposed project effects to the existing utility lines in Section 2.5. This section states that, *"Where necessary to construct the proposed project, some existing utility lines would be relocated under either Build Alternative."* This section also states, *"Such utility work would not result in disruption of utility services in the project area because existing lines would not be disconnected prior to installation of the relocated lines."* Therefore, existing utility lines will be relocated, as needed, with implementation of the proposed project; however, the existing lines will not be disconnected.

Comment 80.11:
11. If the traffic signals on Calera Parkway will not be eliminated, technologies could be developed that sense traffic speeds or stoppages, and combine with updated speed signage to inform drivers of the need to slow down to avoid stopping. A relatively simple but effective example are the lights on Skyline Boulevard/Highway 35 that inform drivers that the signal is about to change. Up-to-the moment signs that match the timing of signals during critical traffic times could be developed to train drivers to adjust their speed long before they reach an intersection. Partnering with the developers of such technologies would have local and global benefits. Negative impacts often have a greater effect in changing behavior than providing temporary rewards.

Response 80.11:

This suggestion is noted. Please refer to Master Response #2.

Comment 80.12:
Drivers may learn to use public transport, carpool, or change their schedules if their commute becomes eight minutes longer.

Response 80.12:

Please refer to Master Response #8.

Comment 80.13:
Design a road with four lanes, no signals and a focused solution for emergency vehicles. Continue to accumulate funding until a true solution can be found. Do the job right! I look forward to your response to my concerns and to the suggestions of other citizens.

Response 80.13:

Thank you for your comment.

RESPONSES TO COMMENT #81:
Michael Varney (dated 10/06/11)

Comment 81.1:
Greetings Yolanda Rivas, my name is Dr Michael Varney and I am the senior Vice President of Research at Genentech. I am a Pacifica resident and I would like to provide my perspective on the proposed state route l/Calera Parkway project.

I drive this piece of road every day of my life, and as a result, I am very familiar with the traffic flow issues through this section of route 1. I had my first introduction to the objectionable manner in which Caltrans deals with the local residents last Spring when the project was first introduced to the city of Pacifica. The project was essentially shown as a "done deal" from a design perspective and the meeting was no more than a procedural exercise to check some box on a form so that CalTrans could proceed. Nowhere in this meeting was there a description of what alternative solutions were considered, why these alternatives were rejected in favor of the plan proposed and, most importantly, nowhere was there an opportunity for the city of Pacifica or its residents to participate in the design or evaluation process.

The residents of Pacifica are essentially being treated as nonexistent nonparticipants. How can this be? This is our city. This is where we live. We are the experts on this piece of road and on the impact that any changes to the road would have on our way of life. How can Caltrans think they can treat us this way? We are the exact people you should be engaging with. We should be total and complete partners in the design and evaluation process. We should contribute to and understand why alternative solutions would or would not work. Put simply, and in the most human way possible, we are entitled to be a part of the process from the beginning.

Treating the residents of Pacifica in the way you have to date will only build resentment and bad will. Wouldn't you rather have us pushing in the same direction as you and your staff instead of having us force our way into the process because we were treated with no consideration or respect. I do not believe that you fully comprehend the momentum that is building within this town to get your staff to engage in a real meaningful dialog with Pacifica and its residents. I would ask in the most respectful way possible that you and your staff sit down with the city and its residents and build a partnership to address the traffic problem. We deserve this and in the end the solution will be the right one for Pacifica instead of the one currently on the table.

Response 81.1:

Chapter 4 of the EIR/EA summarizes the results of Caltrans' and SMCTA's efforts to fully identify, address and resolve project-related issues through early and continuing coordination with the general public and appropriate public agencies. In the summary discussion of the coordination, outreach, and public participation, the EIR/EA notes that an Environmental Scoping Meeting was held at the Pacifica Community Center on March 3, 2010.
The EIR/EA also notes in Chapter 4 that an additional informational meeting was held at the Pacifica City Council Chambers on June 22, 2010, at the request of many members of the public at the March 3rd scoping meeting.
In addition, the public scoping comment period was extended until July 22, 2010 to allow additional time for the public to submit comments after the second informational meeting in June.

RESPONSES TO COMMENT #82:
Kevin McGee (dated 10/06/11)

Comment 82.1:
General Observations Regarding Traffic Congestion During Morning & Evening Commutes

I have been commuting from southern Pacifica (Linda Mar & Hwy 1) to points north (e.g., San Francisco, San Bruno) for over 11 years. I have breezed through town without delays and have been stuck in traffic moving at 5MPH over the hill between Crespi Drive and Fassler Drive and beyond up to the Sharp Park exit. I have also encountered southbound rush hour delays.

For me, the delays I occasionally encounter if I leave after 8am and before 9am are a minor annoyance, as are those I might encounter on the way home. Whenever I encounter the worst delays I remind myself to leave earlier or later to avoid them in the future. It's not rocket science.
While I realize that some people need to be at work or drop their children off at a specific time they are foolish to be on the road every day at the same time as everyone else.

There are no traffic issues during the morning or evening rush hours when:
--Devil's Slide is closed to traffic. This indicates that traffic from the coast south of Pacifica (commuters or people bring their children to school in Pacifica) make up a significant portion of our traffic. Not much we can do about this and we can expect more traffic (at least at first) when the tunnel finally opens. The keys here are to continue to protect agricultural land uses and discourage overdevelopment on the coastside between Pacifica and Half Moon Bay.
--Schools are out of session. All those parents with one child in the car are not on the road clogging up Hwy 1, Crespi, Fassler, Vallemar, etc. on their trips to and from school.

Response 82.1:

It is acknowledged that a portion of the traffic on SR 1 originates from areas to the south of Pacifica, and this is referenced in the traffic analysis and proposed roadway configuration. It is anticipated that additional traffic will be present on this segment of SR 1 when Devils Slide re-opens.

The traffic analysis completed for the EIR/EA was prepared according to Caltrans methodology and the requirements of CEQA and NEPA (refer to the Traffic Operations Analysis Report in Appendix G.13 of the EIR/EA). Traffic counts are typically collected on normal weekdays when school is in session in order to provide a realistic, normal baseline condition. The summer months and holidays, as well as the most congested days, are typically avoided in order to avoid extreme anomalies in data. Using traffic data from the summer time can falsely present the picture that ample capacity is available. Please refer to Master Response #14.

Comment 82.2:
Response to the Stated Purposes of the Project

Decreasing Traffic Congestion
--Not worth the cost of the project given the small time spans of congestion i.e. based on my 11 years of commuting experience the worst only really occurs from 8-9am and from 4:45-5:45pm.
There are few, if any, traffic issues during other times of day and even on weekends with the exception of large coastside events like the HMB Pumpkin Festival, etc.

Improving Peak-Period Travel Times
--Saving a few minutes twice a day is not worth:
----the huge cost of this project.

Response 82.2:

Please refer to Master Response #11 and Section 1.2 of the EIR/EA.

Comment 82.3:
----the impact on the residents of Pacifica during the length of construction.

Response 82.3:

Construction impacts of the project are discussed in Section *2.21 Construction Impacts* of the EIR/EA. The DEIR/EA discussed (on page 171) the effects to traffic and transportation during project construction, including street closures in Section 2.21.1.1, based upon information from the Draft Project Report (DPR, July 2011). A Transportation Management Plan Data Sheet was developed for the Draft Project Report which identifies major components of a future Transportation Management Plan (TMP). The TMP Data Sheet development process identifies the most significant potential impacts to traffic and the traveling public such as long-term lane closures, major detours, etc. The Transportation Management Plan will be finalized during the final design phase and will provide additional detail and updated information to the TMP Data Sheet. The Draft Project Report noted (on pages 53 to 54) that the project will be constructed in multiple stages in order to minimize delays and congestion caused by construction. During each construction stage, two through lanes along each direction of State Route1, left turn lanes at the Fassler and Reina Del Mar intersections, and pedestrian and bicycle access would all be maintained. The project roadway construction can be accomplished by shifting and narrowing existing travel lanes/shoulders and using temporary concrete barriers to protect the work zone. The Draft Project Report also noted (on page 52) that impacts to the traveling public will be minimized by performing the majority of the work behind temporary concrete barriers (i.e., K-rails), scheduling temporary lane closures during non-peak commute periods, and closely coordinating with the city of Pacifica.

The existing lane configuration on SR 1will generally be maintained through the project area during construction in order to reduce traffic congestion due to lane changes or closures. During construction there is some natural slowdown of traffic as it passes through the construction zone due to narrower lane and shoulder widths and this will have a nominal impact on overall travel time through the project area during construction. At times there may be more severe temporary traffic congestion due to unanticipated construction events but these would be short-term and generally resolved within the same day.

The Draft Project Report describes (on page 53) that public information outreach, portable changeable message signs, and a Construction Zone Enhanced Enforcement Program (COZEEP) will be used as required to manage traffic during certain construction activities. In addition, the design and construction of the project will be coordinated with the Caltrans Traffic Manager (DTM) and Caltrans Transportation Management Plan (TMP) Coordinator, consistent with Caltrans policy and procedures. The Draft Project Report also notes that per Caltrans requirements, a TMP will be prepared for the project for use during construction. The Draft Project Report lists measures to be incorporated into the TMP, included but not limited to the following:

- Provide public information campaign and outreach programs.

- Provide orderly construction sequences as a requirement in the contract plans. If the Contractor proposes changes, insure that these changes do not worsen the traffic flow or greatly impact traffic movements.
- Provide advance warning and guide signs.
- Maintain minimum turning-lane storage capacity during construction.
- Provide continuous vehicle access to cross streets, driveways and businesses, and provide for pedestrian and bicycle access.
- Provide a Construction Zone Enhanced Enforcement Program (COZEEP).
- Provide traffic and contractor contingency plans.

As mentioned above, the TMP will be finalized as part of the proposed project, prior to construction. The TMP will be developed, in cooperation with the city of Pacifica, to provide advance notice to motorists, transportation and emergency service providers, and other impacted groups regarding information on construction activities and durations, detours, and access issues during each stage of construction. The TMP will address all traffic-related aspects of construction, including traffic handling during each stage of construction, and will involve noticing of construction-related information to residents and businesses in the area.

Comment 82.4:
----the impact on the natural environment.

Response 82.4:

The proposed Build Alternatives have specifically been designed to avoid direct impacts to sensitivehabitat areas and coastal wetlands (refer to Section 2.16 through 2.20 in EIR/EA). The project also includes measures to avoid and minimize indirect impacts to these coastal resources. In addition, the project has been designed to minimize impacts to coastal views (refer to Section 2.7 and Appendix G.7 of the EIR/EA)

Comment 82.5:
----the loss of residential and commercial property along Harvey Way and State Rt 1.

Response 82.5:

Please refer to Master Response #7.

Comment 82.6:
<u>No Build Alternatives to Reconsider</u>

--Adjusting traffic lights to favor northbound through traffic in the morning and southbound through traffic in the evening. The signal timing option detailed in the report was given a cursory treatment which implies it was reviewed and dismissed quickly without much analysis.

Response 82.6:

Please refer to Master Response #2.

Comment 82.7:
--Increasing use of school buses and public transportation to reduce rush hour impact of parents driving children to and from school. A friend on mine's child just started riding the bus with his

friend which resulted in an immediate impact: two less cars on the road in the morning. This option was also dismissed without much apparent consideration or analysis as evidenced in the following excerpt where "likely" replaces detailed analysis and any quantification of the cost. ["Increased service would likely, provide only a marginal improvement, and would likely be very expensive to operate. Finally, it is, important to note that school-related traffic congestion primarily affects the AM peak commute, period."] I believe that the AM peak commute is the one people living in Pacifica and commuting north would most like to see addressed--I don't mind the brief delays in the evening but delays in the morning create a lot of stress.

Response 82.7:

Please refer to Master Response #3, Master Response #8, and Master Response #14.

RESPONSES TO COMMENT #83:
Rudolf & Joan Gerusa (dated 10/07/11)

Comment 83.1:
Several Suggestions:

1. Make a freeway using the existing land on the West side of Highway 1. Right of way & environmental studies were done long ago for a 330 connection thus the tall embankments at Reina Del Mar Ave. still exist.

Response 83.1:

This comment suggests that the proposed widening be shifted to the west of the existing SR 1 roadway. The DEIR/EA summarized (on page 36) the Frontage Road on West Side of SR 1alternative, which is a variation of this suggestion, that was considered and studied during the development of the proposed project. This alternative would construct a two-way frontage road through the Quarry property on the west side of SR 1, from Dondee Way to Reina Del Mar Avenue. The frontage road would create an alternate connection to SR 1 between the Rockaway Beach area and the Vallemar neighborhoods.

As discussed in the EIR/EA, widening to the west would result in greater environmental impacts than the proposed Build Alternatives to sensitive species habitat (California red-legged frog and San Francisco garter snake) west of SR 1, and to wetlands west of SR 1. Widening SR 1 to the west would also likely affect sensitive cultural resource sites west of SR 1. Widening SR 1 to the west would also result in aesthetics impacts due to the installation of a new roadway in a currently undeveloped area and would result in similar hydrology and water quality impacts due to an increase in impervious areas. This could also result in impacts from exposure to possibly contaminated soils during construction and temporary increases in noise levels at San Marlo Way due to construction. Widening SR 1 to the west would result in right-of-way impacts because it would require acquisition of a greater amount of property/right-of-way from the former quarry site between San Marlo Way and Reina Del Mar Avenue.

Other versions of this alternative were primarily rejected because of the extensive environmental impacts to sensitive species habitat and cultural resources.

Frontage roads were also considered as part of a grade-separation alternative; however, these roads would have additional right-of-way (property) impacts, as well as impacts to sensitive resources.

Comment 83.2:
2. Make an underpass, or overpass at Reina Del Mar Ave. in Vallemar just like the one in Pacifica Manor.

Response 83.2:

Please refer to Master Response #9.

Comment 83.3:
3. Better yet, change the school time for the Vallemar School to 9:00 A.M. after the morning commute. Have you folks spoken to the school district?

Response 83.3:

Please refer to Master Response #6.

Comment 83.4:
4. No plants, or gardens areas along anything you decide because that is more water and man hours to maintain. Maintenance would interfere with commute traffic. The planted areas along some of Highway 1 is a mess at the present. The ocean view is free and requires no maintenance.

Response 83.4:

This comment expresses an opinion that under the Landscaped Median Alternative, more water and maintenance will be required and the maintenance will interfere with traffic. This comment suggests no planting that would require additional maintenance. Section 1.4.1 and Section 1.4.2 of the EIR/EA describes the proposed roadway improvements to SR 1/Calera Parkway, the SR 1/Fassler Avenue/Rockaway Beach Avenue intersection based upon information from the Draft Project Report (July 2011). The Draft Project Report included a discussion of the improvements associated with the landscaped median, including the proposed planting scheme. The Draft Project Report noted that the general planting scheme for this median would ideally provide a visual oasis of vegetation to help break up the northbound and southbound paved sections of SR 1, but still provide views toward the Pacific Coast for travelers on the east (northbound) side of SR 1. As such, the planting scheme should include more naturalistic planting with scattered tree groupings and low ground cover to preserve the views while enhancing the visual character of the surroundings. Median maintenance access areas are proposed as part of the Landscaped Median Alternative to minimize traffic disruptions during routine landscape maintenance. A landscape maintenance agreement would be in effect before additional planting areas are placed within the project limits.

This opinion will be considered as part of the project decision process. No additional response is required as the comment does not raise any environmental issues or questions about the adequacy of the EIR/EA.

RESPONSES TO COMMENT #84:
Alice Whealey (dated 10/07/11)

Comment 84.1:
Caltrans should not proceed with its current Hwy 1 project. It is a colossal waste of dollars, and permanently damaging to the environment and at least temporarily to the businesses in Rockaway,

and will do almost nothing to relieve congestion on that section of Hwy 1 because it does not fix the fundamental problem, which is NOT the width of the highway but the existence of TRAFFIC LIGHTS at Reina del Mar and Fassler. This is proven by the fact that traffic flows just fine north of Reina del Mar, where there are no lights, even though the road is only 4 lanes.

Response 84.1:

Please refer to Master Response #2 and Master Response #9 regarding the traffic signals.

Comment 84.2:
If Caltrans is going to spend millions of dollars, and cause that much disruption, it should at least fix the problem, which would be to grade the intersection at Reina del Mar, at least, if not also Fassler and get rid of the lights there.

Response 84.2:

Please refer to Master Response #9.

Comment 84.3:
Some cheaper and better solutions to the current congestion are better light synchronization, a school bus, and/or a different policy in Pacifica schools. Currently, there is a lottery system rather than a neighborhood schools policy, which forces many parents to have to drive their kids to schools far from where they live, getting in the way of commuters. I know this, as I was forced to drive my child to school one year along Hwy 1 when our neighborhood school was closed for renovation.

Response 84.3:

Please refer to Master Response #2 regarding the traffic signals, Master Response #3 regarding school bus service, and Master Response #6 regarding school schedules.

Comment 84.4:
Forget a median, it will only cause more environmental damage, and for safety reasons, you will need a center barrier.

Response 84.4:

Thank you for your comment.

RESPONSES TO COMMENT #85:
Laurie Frater (dated 10/07/11)

Comment 85.1:
I enclose my comments on the Calera Creek widening project DEIR.
I was going to fax them to you, but suspect that you'd prefer to have them in electronic format.

My full contact details are on the attached Word document, should you have any questions or have any other reason to contact me.

I am writing in support of the Calera Creek Highway widening proposal in Pacifica which is not to say that my support is unequivocal! I have two main concerns, each of which is outlined below.

Response 85.1:

Thank you for your comment. Please refer to Master Response #12.

Comment 85.2:
My first concern is that the proposed project merely mitigates - rather than solves – the traffic problem on this stretch of highway. I and others have offered a variety of alternative solutions in which the common thread is complete elimination of the traffic lights. For so long as the traffic lights at Reina Del Mar (particularly) and at Fassler Avenue remain in place, the traffic problems will remain to some degree. If the currently proposed solution is built, then in 20 or 30 years (and possibly less), we will likely face the same issues again - and if the decision is made then, to separate the local traffic from the through traffic and to eliminate the traffic lights for the through traffic, then the work that would have to be undertaken to accomplish that would probably utilize very little of the work that is proposed now. (It is not as though the current proposal represents a "Phase I" of a longer-term solution.) I fully understand that tunnels for the through traffic (such as the one at Manor in northern Pacifica) would make the project many times more expensive than is currently proposed, but I believe that such a solution will eventually become necessary, and therefore argue that we should bite the short-term cost bullet, and actually solve the traffic problem by building it now. This would not just be cheaper in the long run, but would provide many more years of relief to those who must suffer the daily traffic nightmare on this stretch of road!

Response 85.2:

Please refer to Master Response #2 and Master Response #9 regarding the traffic signals.

Comment 85.3:
My second concern relates to pedestrian crossings as they are represented in the current proposals. I believe that the issue of the impact of pedestrians on the traffic flow (or mitigation of that impact) has not been sufficiently addressed. I live in Vallemar. When I make a left turn from Reina Del Mar onto southbound Highway 1, there is usually at least one person at one or the other side of Highway 1, waiting for the pedestrian signal to cross. When they do cross, all traffic is at a complete halt (other than for a very occasional vehicle making a right-turn-on-red out of the quarry). This takes up to 60 seconds, by which time pedestrians have usually long disappeared from view and nothing has moved. This happens throughout the day, but is generally more pronounced during peak traffic periods, compounding the problem.
Worse still, at times when students are being dropped off or picked up from Vallemar school, it has become usual for some vehicles (coming from the north on Highway 1 and intending to access Reina Del Mar) to bypass the long line waiting to turn left into Vallemar (possibly taking two or more cycles to get there), to make the right turn into the quarry instead, as the first step towards making the straight shot across Hwy 1 onto Reina Del Mar. The problem is that there is normally only a 15-20 second green light from there, so I have been told that some, after making the turn into the quarry, have a passenger run and press the pedestrian request button, then get back into the car that has by now completed a U-turn, ready to make the crossing into Vallemar. With maybe only a 15-20 second green light for vehicles alone, but up to 60 seconds if the pedestrian light has been triggered, this allows many more vehicles to make that crossing than would otherwise be the case. In the meantime, all other traffic remains at a complete stop.
Genuine pedestrian crossings are necessary and desirable, but their impact on traffic essentially stopping it for up to 60 seconds every few minutes can be eliminated here.

At one of the meetings, I suggested to an engineer (?) that elevated pedestrian crosswalks (as they exist elsewhere over Hwy 1 in Pacifica) be included to replace the surface crossings shown in the proposal. His response was that it would not only increase the cost of the project, but that pedestrians would probably try to cross the road there anyway which would be dangerous. My reaction to that was that extended barriers - sufficient to dissuade children, pets and scofflaws from getting onto the highway - could easily be erected to make the elevated crosswalk the easier as well as the safer option.
Although the Hwy l intersection with Fassler/Rockaway suffers the same problem to a lesser extent - inasmuch as it does not seem suffer the issue of fake pedestrians - it does have frequent pedestrian crossings, similarly causing most - if not all - traffic to come to a complete halt until their passage is complete.
I am convinced that, dollar-for-dollar, removing pedestrians from the equation will have more of a positive impact on the flow (or lack thereof) of traffic than the proposed larger project of which it would be part. In fact, even if the "no action" option is chosen, then an alternate (and comparatively low-cost) project for just the overhead pedestrian crosswalks would represent very good value for money.
Accordingly, I urge you, in the strongest possible terms: If the decision to include tunnels for the through traffic is not adopted, that you consider amending the existing proposal(s) by replacing the surface crosswalks with elevated versions.

Response 85.3:

Please refer to Master Response #9 and Master Response #14.

RESPONSES TO COMMENT #86:
Jerry Barrish (dated 10/07/11)

Comment 86.1:
For over 30 years, I have been driving to San Francisco from Linda Mar Blvd, most of the time, after 9 am. It takes me 17 minutes from door to door. I do not see how widening the highway between Fassler & Reina del Mar will shorten my commute by more than 1-2 minutes. My driving experience of 45 years tells me that when you go from two to three lanes and back to two lanes, the only thing that will happen is to move the bottleneck north, and will not have much impact on commute time.

Response 86.1:

Please refer to Master Response #10.

Comment 86.2:
Even with the most difficult commutes, saving 10 minutes at the cost of $45 to $52 million, is a pretty steep price tag.

Response 86.2:

Please refer to Master Response #11.

RESPONSES TO COMMENT #87:
Tobias Larson (dated 10/12/11)

Comment 87.1:
My biggest concern about the widening is the impact to the Reina Del Mar/Highway 1 intersection. With a large community and a school consideration must be made to ease both right and left turn traffic from Reina Del Mar onto Highway 1. It currently takes up to 15 minutes to make the left turn during the heavy school traffic hour.

Response 87.1:

Section 1.4.1 and Section 1.4.2 of the EIR/EA describes the proposed roadway improvements to SR 1/Calera Parkway, the SR 1/Fassler Avenue/Rockaway Beach Avenue intersection, and the SR 1/Reina Del Mar Avenue intersection that are indicated in yellow on Figure 1.4 and Figure 1.5 in the EIR/EA. Section 1.4.1.2 of the EIR/EA describes the proposed improvements to the SR 1/Reina Del Mar Avenue intersection. This section states that: *"The southbound SR 1 approach (north leg of the intersection) would be widened from three lanes to five lanes which would include one left-turn lane, three through lanes, and one right-turn lane."* The additional through lane on SR 1 would also provide more capacity for vehicles entering northbound SR 1 from Reina Del Mar Avenue.

RESPONSES TO COMMENT #88:
Matt Fuentes (dated 10/12/11)

Comment 88.1:
Please do not widen the highway, there are alternatives to be sought out, the traffic delay is not a big deal, do not deface the coast highway with cement barriers and of all things sound walls? Come on, do not widen the highway.

Response 88.1:

Your opposition to the project is acknowledged.

RESPONSES TO COMMENT #89:
Ron Maykel (no date)

Comment 89.1:
I do not believe widening Highway 1 thru Pacifica is necessary needed.

Response 89.1:

Your opposition to the project is acknowledged.

RESPONSES TO COMMENT #90:
Peter Loeb (dated 10/03/11)

Comment 90.1:
The Calera Parkway draft EIR is inadequate in several respects. There are impacts that are not adequately discussed or mitigated, and impacts that are not even mentioned. Some impacts are discussed but the DEIR does not state the significance of the impacts. Some mitigations are stated

but the mitigation is not related to the significance of the impact. There are factually incorrect or plainly untrue statements and assumptions and conclusions stated with no supporting data or documentation.

Response 90.1:

Your opposition to the project is acknowledged.

Comment 90.2:
Impacts on West Rockaway Beach. Both of the proposed project build alternatives will have obvious significant impacts on the character of the Rockaway Beach mixed use neighborhood. In addition to eliminating two businesses and a residence, both projects incorporate retaining walls and possibly sound walls. The entrance to the small coastal neighborhood will be dramatically changed and the remaining businesses may be negatively impacted by these changes. A coastal access point will be eliminated at San Marlo Way. None of these impacts are discussed, let alone mitigated.

Response 90.2:

Please refer to Master Response #7 regarding the project's effects to businesses.

Soundwalls were evaluated in Section 2.15 of the EIR/EA in conformance with FHWA regulations, however, soundwalls are not proposed. Please refer to Master Response #5 regarding soundwalls.

The EIR/EA includes conceptual plans for the two Build Alternatives (Figure 1.4 and Figure 1.5), which graphically display the proposed roadway improvements in yellow on the figures. Section 1.4.1 and Section 1.4.2 of the EIR/EA describes the proposed roadway improvements to SR 1/Calera Parkway, the SR 1/Fassler Avenue/Rockaway Beach Avenue intersection, and the SR 1/Reina Del Mar Avenue intersection that are indicated in yellow on Figure 1.4 and Figure 1.5 in the EIR/EA. Figure 1.4 and Figure 1.5 have been revised to include more information about the proposed roadway improvements.

The two Build Alternatives propose improvements at the intersections of SR 1/Fassler Avenue/Rockaway Beach Avenue and SR 1/San Marlo Way. In order to improve operations and prevent dangerous conflicts between vehicle movements, the project would convert Old Country Road and a portion of San Marlo Way to one-way streets. Access to the coast through these roadways would still be maintained.

The two building locations bounded by SR 1/San Marlo Way/Old County Rd/Rockaway Beach Ave are proposed to be eliminated, and the resulting cleared area would be vegetated. This would not change the visual character of the area.

The locations of the proposed retaining walls were graphically represented on Figure 1.4 and Figure 1.5 in the EIR/EA. The DEIR/EA included a discussion and visual simulations (on pages 80 to 89) of the features associated with the proposed project in Section 2.7 Visual/Aesthetics. The proposed retaining walls were also included on the visual simulations in the EIR/EA.

The proposed retaining wall along the west side of SR 1, south of Rockaway Beach Avenue was shown on Key View #2 (Photo 13). The simulation shows the concrete barrier on top of the retaining wall as viewed from SR 1. This retaining wall would have a maximum height of 10 feet. The project also includes a small retaining wall along the west side of SR 1, just north of Rockaway

Beach Avenue. This retaining wall would have a maximum height of six feet. These retaining walls would only be visible from along Old County Road, not from SR 1.

The proposed retaining wall on the south side of Rockaway Beach Avenue would replace the existing concrete retaining wall and fence along the south end of the Old County Road parking lot near the Holiday Inn Express. The newer retaining wall would be longer and taller than the existing wall, but could be enhanced with aesthetic treatment designed to make the structure less visually obtrusive and blend in with the surrounding background. The retaining wall on the north side of Rockaway Beach Avenue could also be enhanced with aesthetic treatment designed to make the structure less visually obtrusive and blend in with the surrounding background.

Soundwalls were not included in the description or visual simulations because the project does not propose to include noise reduction measures in the form of soundwalls along the project alignment. The text of the Final EIR/EA has been updated to clarify that soundwalls are not proposed.

Comment 90.3:
The DEIR has a photo simulation of the approach to the Rockaway turnoff but no photo simulation of what the entrance to the neighborhood will look like. There should also be a photo simulation of the views of the retaining walls and sound walls from the point of view of the businesses and residences on Old County Road. These will be potentially significant visual impacts, but they are not discussed at all. How long and how tall will the retaining walls be? How long and how tall will the sound walls be? What will the entrance to the West Rockaway neighborhood look like from the highway? What will the highway look like from the point of view of the businesses and residences in the West Rockaway neighborhood?

Response 90.3:

Please refer to the response to comment 90.2 above.

The text in Section 2.7 of the EIR/EA was based upon a *Visual Impact Assessment* (VIA) completed for the project in January 2011. While the VIA evaluated all Key Views, the EIR/EA text focused on the key views with substantive changes. The VIA included a discussion of Key View #3, which depicts the intersection of Fassler Avenue/Rockaway Beach Avenue as seen from the residential neighborhood at the corner of Ebken Street to the east.

The photos included in the VIA of Key View #3 are representative of those seen from the corner residences along Fassler Avenue. The views of the remainder of residences off of Fassler Avenue are either: 1) blocked by structures in front of their paths; 2) are too low in elevation to have views; or 3) are only offered distant background views. Under the proposed project, the intersection would visually remain the same as existing conditions. Therefore, the EIR/EA did not include photo simulations of this Key View #3 to illustrate the views before and after implementation of the project.

The proposed retaining wall along Old County Road on the south side of Rockaway Beach Avenue would be approximately a maximum of 10 feet tall and 540 feet long. The top elevation of SR 1 would stay the same, but the highway would be widened towards Old County Road so that the vegetated embankment between Old County Road and SR 1 (From Rockaway Beach Avenue to the Holiday Inn Express) would be replaced by a retaining wall. The 10-foot peak wall would be at the north side of the Holiday Inn Hotel, decreasing in height as the wall goes both north and south. A two-foot tall concrete barrier with railing would be placed on top of the retaining wall, and portions

of the clusters of trees between State Route1 and Old County Road near the Holiday Inn Express would likely need to be removed to accommodate the widened highway.

The proposed retaining wall along Old County Road on the north side of Rockaway Beach Avenue would be approximately a maximum of three to seven feet tall and 180 feet long. This new wall would be slightly northeast of the existing three-foot wall.

The retaining walls by themselves would likely not block the existing views to the east for businesses along Old County Road because the absolute height of SR 1 would not be raised with the proposed project improvements. The two-foot tall concrete barrier on top of the retaining walls would block the view of traffic along SR 1. The majority of views for businesses along Old County Road south of Rockaway Beach Avenue are from the 2nd floor or above, so the main distant view of the hillsides and trees would not be obstructed by the new concrete barrier. In the case of the Holiday Inn Express, the view to the east for the southern half of the hotel is already obstructed by the trees between SR 1 and Old County Road, so the new retaining wall configuration would not block existing views for this portion of the Holiday Inn Express.

North of Rockaway Beach Avenue, there would be either a concrete barrier or metal beam guard railing on the new retaining wall that would only block views of SR 1 traffic and the buildings/gas station on the east side of SR 1. Similar with the businesses south of Rockaway Beach Avenue, the main distant view of the hillsides and trees would not be obstructed by the new concrete barrier or guard railing, and views from the 2nd floor would not be obstructed.

For both the entrance to the West Rockaway neighborhood from the highway and the entrance to the highway from the point of view of the businesses and residences in the West Rockaway neighborhood, the view will look similar to existing conditions except that the highway will be widened towards the west, and concrete barrier/metal bean guard railing will be placed along the western edge of State Route1 to the north and south of the Rockaway Beach Ave intersection.

Comment 90.4:
Impacts on the east side of the highway. Similarly, there will be visual and other impacts on the businesses and residences on the east side of the highway. In talking to residents and businesses there, they believe that all the widening construction will happen on the west side of the highway and they will not have any impacts at all. There is a photo simulation in the DIER of the approach into the widened highway going north from the Fassler intersection, but the photo simulation only depicts the view from the Lutheran church northward. It does not depict what the highway will look like for the Shell Station, Pacifica Tire & Service, and the other businesses and residences along the short frontage road leading up to the Lutheran church. How much closer to these businesses and residences will the widened highway encroach? What will access to and from these businesses and residences lock like? What will the highway look like from the point of view of the businesses and residences on the east side of the highway?

Response 90.4:

Please refer to the response to comment 90.3 above.

Comment 90.5:
Sound walls. There are sound walls potentially on both the west side and east side of the highway. How close will these sound walls be to existing businesses and residences? Again, the visual impacts are not even mentioned, let alone discussed. There should be photo simulations showing what the

sound walls will look like, both from the point of view of highway travelers but also from the point of view of the businesses and residences that will be on the other side of the sound walls.

Response 90.5:

Soundwalls were evaluated in Section 2.15 of the EIR/EA in conformance with FHWA regulations, however, soundwalls are not proposed. Please refer to Master Response #5 regarding soundwalls.

The DEIR/EA included a discussion and visual simulations (on pages 80 to 89) of the features associated with the proposed project in Section 2.7 Visual/Aesthetics. However, the soundwalls were not included in the description or visual simulations because the project does not propose noise reduction measures in the form of soundwalls along the project alignment. The text of the EIR/EA has been updated to clarify that soundwalls are not proposed.

Comment 90.6:
Pedestrian crossing at intersections. The new intersections at Fassler/Rockaway and Reina Del Mar will be much wider than they currently are. The DEIR acknowledges that, "Because the intersections at both Fassler Avenue/Rockaway Beach Avenue and Reina Del Mar Avenue would be widened, a pedestrian would require extra time to cross the street, which the traffic analysis assumes would be a minimum increase of eight seconds at each intersection." There are no cross-sectional views showing the full width of the highway at the Fassler/Rockaway and Reina Del Mar intersections. We have no idea what the project will look like for pedestrians. What will the width of the highway be at the two intersections? What is the current width? How far exactly will pedestrians have to go to cross at each intersection for each alternative? How long will it take to cross at these intersections? What impact will pedestrian crossings of the much wider intersections have on traffic signal timing and on congestion?

Response 90.6:

Section 1.4.1 and Section 1.4.2 of the EIR/EA describes the proposed roadway improvements to SR 1/Calera Parkway, the SR 1/Fassler Avenue/Rockaway Beach Avenue intersection, and the SR 1/Reina Del Mar Avenue intersection that are indicated in yellow on Figure 1.4 and Figure 1.5 in the DEIR/EA. As described (on page 12) in Section 1.4.1.1 of the DEIR/EA, the project will include reconstruction and upgrades to the existing bicycle and pedestrian pathways along the project corridor. The existing Class I bicycle/pedestrian path adjacent to SR 1, north of Reina Del Mar Avenue will be upgraded by widening the path from eight feet to 10 feet, by increasing the separation between the edge of path and edge of traveled way from nine feet to 16 feet, and by installing a fence to provide a physical separation between the bicycle path and the highway. The existing sidewalk and paved path that currently extends from Reina Del Mar Avenue south to the Harvey Way frontage road on the east side of the highway would be replaced with a new sidewalk. A new sidewalk would be constructed along the east side of Harvey Way to complete the pedestrian connection between Fassler Avenue and Reina Del Mar Avenue. The sidewalk would be upgraded by placing it further from the new edge of traveled way of the SR 1 northbound lanes.

Section 1.4.1.2 of the EIR/EA describes the proposed improvements to the intersection within the project area. This section states that: *"The existing intersection traffic signal equipment at both the SR 1/Fassler Avenue/Rockaway Beach Avenue and the SR1/Reina Del Mar Avenue intersections would be replaced with new signals to match the new intersection geometry."* The intersections will look very similar to the way they appear under existing conditions, with additional lanes and shoulders, as well as new crosswalks and signal equipment. Based on the traffic studies completed

for the project, the widened highway would require approximately eight additional seconds for pedestrians to cross.

Comment 90.7:
Alternatives. There are alternatives mentioned in the DEIR that could lessen the commute congestion and would cost far less than highway widening. Some of the alternatives are dismissed with fairly brief discussions and with no data to support the conclusions. The relevant data need to be presented in the DEIR.

Response 90.7:

Please refer to Master Response #1.

Comment 90.8:
Some alternatives, such as changing the timing cycle of the traffic signals, could be implemented right away at low cost and minimal impact.

Response 90.8:

Please refer to Master Response #2.

Comment 90.9:
Other alternatives, such as the effect of changing school hours for Vallemar and Terra Nova schools, are not even identified, let alone discussed.

Response 90.9:

Please refer to Master Response #6.

Comment 90.10:
And there are no detailed cost-benefit analyses of any of the alternatives. Indeed, some alternatives are rejected even though they would either have greater effectiveness than the proposed project but would cost more (grade separation) or would have lesser effectiveness but would cost less than 1% of the projected cost of the widening alternatives (signal interconnect & signal timing improvements).

Response 90.10:

A cost-benefit analysis of the alternatives was done as part of the project formulation. However, cost information is not the focus of the EIR/EA and for this reason the cost and benefits of each alternative are only summarized in the EIR/EA text.

Comment 90.11:
Grade separation at Reina Del Mar. Caltrans engineers have acknowledged that if the traffic light at Reina Del Mar intersection could be eliminated, there would be no congestion. Given that, the impacts, costs and benefits of the widening solution should be compared to the impacts, costs and benefits of other solutions that will eliminate the traffic light, such as by a grade separation solution. The DEIR dismisses grade separation as too expensive but no detailed cost benefit analysis is presented. Even if it is much more expensive, it might have far less visual, environmental, and coastal access impacts while having far greater benefits in terms of eliminating the congestion that occurs because of the traffic light at the intersection. This solution would also prevent the creation of

a bottleneck due to widening the highway before the light, then having to narrow it again after the light.

Response 90.11:

Please refer to the response to comment 90.10 above and Master Response #9.

Comment 90.12:
No computer modeling data. No data from computer modeling is presented to show how the widened highway will work to reduce congestion. If there is such data, it should be reported in the EIR. If no computer modeling has been done to show how the widened highway would work, that should be done.

Response 90.12:

Section 2.6 of the EIR/EA describes the existing traffic and transportation/pedestrian and bicycle facilities within the project area, as well as effects of the posed project on traffic, transit and pedestrian/bicycle facilities in Section 2.6.3. The information in this section summarizes and was based primarily on a technical Traffic Operations Analysis Report that was prepared for the project in July 2008 and Addenda to that report completed in April 2011, which is included in the EIR/EA as Appendix G.13, pursuant to the CEQA Guidelines Section 15147. The Traffic Operations Analysis Report included figures to graphically display the description in the text of the report.

The proposed Build Alternatives were also designed based on detailed traffic modeling performed by Fehr & Peers during project formulation. This preliminary analysis was conducted to find the minimum footprint of widening around the SR 1/Reina Del Mar Avenue intersection that would result in optimal traffic improvements in the corridor. That analysis tested a range of widening options. Generally, the analysis found that in the AM peak hour, the benefits of widening generally increased with increasing lengths of widening, until the amount of widening matched the current Build Alternatives, and widening was extended all the way south of Fassler Avenue. Widening for longer distances than proposed in the Build Alternatives did not show appreciable benefits. In the PM peak hour, widening for various lengths around the SR 1/Reina Del Mar intersection offered some benefits, but largely transferred the bottleneck to the merge point, between the Reina Del Mar/Fassler Avenue intersection. When the widening was extended all the way south to the Fassler Avenue intersection, the full benefits of the Build Alternatives were achieved.

The graphs prepared as part of that 2004 study show that projected travel times along the corridor for year 2025 (the planning horizon year used at the time the initial evaluation was conducted) would vary over the course of a typical morning and evening, with the various alternatives. These graphs have been added to Appendix G.13 of the EIR/EA. As the Build Alternatives were carried forth for further study, including the Traffic Operations Report and the EIR/EA, the analysis was updated to reflect more recent traffic counts and projections for future conditions out to year 2035.

Comment 90.13:
And the results of any modeling should be compared to other modifications to the Reina Del Mar intersection to determine if even a more costly solution that eliminates the traffic light is much more effective in eliminating congestion.

Response 90.13:

Please refer to Master Response #9 and the response to comment 90.10 above.

Comment 90.14:
Improved public and HOV transit. The entire discussion of increased transit service as an alternative is 4 paragraphs, less than a page. Pacifica has always had very poor bus service, and it has gotten worse in recent years. Very few people use buses because there are very few buses. If you miss a bus, you have to wait an hour for the next one. If there were frequent buses at peak commuter hours, the buses might very well be highly used. If there was regular and frequent bus service to BART, this could become an attractive alternative to driving single occupancy vehicles to the BART stations and parking. The DEIR does not discuss the impacts of improved bus service except to maintain that improved bus service would not enhance ridership. But no data or documentation is given to support this conclusion. More frequent and dependable schedules would obviously increase ridership, thereby reducing the number of cars on the highway. The DEIR states that better bus service would be too costly, yet the cost is not specified and it is not compared with the cost of the widening project in a cost-benefit analysis. The DEIR also does not discuss alternatives such as HOV shuttles to BART, encouraging use of vanpooling, or other commuter transit alternatives.

Response 90.14:

Please refer to Master Response #8.

Comment 90.15:
School hours. Virtually all of the commuters who experience the congestion in the morning say that there is no congestion when school is not in session, yet the DEIR has no discussion of the impact of the school traffic on the congestion problem. Part of the traffic is going to and from Vallemar school, but some of the traffic is due to Terra Nova High School, which sends traffic down Fassler Avenue and directly into the Fassler/Rockaway intersection on SR 1. This is where the backup starts. To deny that this combined school traffic is a significant factor in the morning commute congestion is to deny the commuter's experience of reality. The DEIR should analyze this traffic flow in more detail using accurate and recent data.

Response 90.15:

Please refer to Master Response #14.

Comment 90.16:
Traffic studies. The traffic study for the Oddstad Assisted Living Center done in May of 2011 is at odds (pardon the phrase) with the traffic studies cited in the DEIR which were done a few years prior. The Oddstad traffic study, among other things, shows that when the school traffic is not a factor, the LOS at the relevant intersections is greatly improved. New traffic studies need to be done to reflect current conditions, both when schools are in session and when they are not, in order to evaluate the impact of this variable on traffic flow.

Response 90.16:

Please refer to the response to comment 90.15 above.

Comment 90.17:
Species. The DEIR states, "California red-legged frogs are not known in Calera Creek east of SR 1." This is not true. Documentation of RLF in Calera Creek east of SR 1exists.

Response 90.17:

The discussion in the EIR/EA under Section 2.20 was based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010 (refer to Appendix G.7 of the EIR/EA). As part of the NES effort, biologists surveyed the BSA and adjacent areas to describe and map biotic habitats within the Biological Study Area (BSA), identify plants and animals found or potentially found on the site, and conduct reconnaissance-level surveys for special-status plant and animal species and their habitats. The NES noted that California red-legged frogs are known to occur in Calera Creek and on property adjacent to the BSA, but were not observed during breeding season surveys of the BSA conducted March through May 2006 following the current presence/absence protocol. Given their ability to disperse and the proximity of previous observations, California red-legged frogs may disperse from wetland habitat sources into or through habitats in the BSA, particularly juveniles moving away from breeding habitat.

The discussion in the EIR/EA under Section 2.20.2.1 describes the existing environment where California red-legged frogs could be present and their habitat. The discussion in this section was based on the information from the NES. The NES stated that near the project, Calera Creek and the off-site ditch are used by California red-legged frogs; thus these areas are designated as environmentally sensitive areas (ESAs), and California red-legged frogs could disperse from the ESAs through the relatively poor roadside habitat in an attempt to disperse into new habitat. Because of their ability to disperse, the proximity of previous observations, and the habitat uses near the project area, the EIR/EA concluded that the California red-legged frog may disperse along the roadway. The NES further stated that California red-legged frogs are currently able to access the southbound lanes of the roadway from the area where they potentially occur, between Mori Point Road and San Marlo Way and mortality on the roadway almost certainly occurs.

The EIR/EA states that the California red-legged frogs are not known to occur in Calera Creek east of SR 1, referring to the creek immediately adjacent to the highway. For clarification, there is a CNDDB record from 2006 for California red-legged frog in the Calera Creek drainage to the east of SR 1, approximately 3,000 feet from the highway. However, this individual is more likely to have dispersed from known populations located upslope in the GGNRA lands farther east because of the minimal connectivity the Calera Creek culvert provides, as further described below.

Calera Creek crosses under State Route 1 in a box culvert that is over 470 feet long with a flat, concrete substrate that also climbs at a five percent slope over the eastern half. The culvert passes under the highway, and under the very large fill embankment northwest of Reina Del Mar that was previously intended for freeway ramps. During most of the year, water flowing through the culvert consists of very shallow nuisance flows. This box culvert is a barrier and a significant obstacle to the dispersal of small animals attempting to move eastward because the length and slope mean that little, if any, light is visible to animals to show that there is an exit, and animals do not recognize the hard, flat, alien surface as natural substrates they are accustomed to. The absence of cover (e.g., in deeper pools) within the culvert exposes aquatic animals in the culvert to predation for a long period. Therefore, the current culvert provides little connectivity for most animals.

Calera Creek provides the only habitat east of State Route 1 which, although marginal, may support dispersing California red-legged frogs. The existing culvert under State Route 1 may provide some connectivity in this location. The creek east of State Route 1 winds within, through, and under development within the drainage, and as such, this portion of Calera Creek is seriously impacted by channelization, lack of any riparian vegetation or corridor, exotic invasive plants, nuisance flows, and stream barriers. South of Calera Creek and east of State Route 1, there is a steep ridge line (between 500 and 700 feet above State Route 1) which does not support the aquatic habitat that is essential for California red-legged frog. To each side (generally to the east and west) of the ridgeline the lower elevations are developed. Therefore, populations of these species will not be able to establish within the Calera Creek drainage, and individuals that might disperse to the reach of Calera Creek east of State Route 1 would meet with many hazards with attendant risk of mortality.

The EIR/EA states that "*virtually no east-west dispersal across SR 1 occurs in the BSA*"; this is due to the presence of an unbroken concrete barrier placed in the road median for the vast majority of the project area. Potential California red-legged frog movement across SR 1 from east to west could only be accomplished at a few relatively busy intersections where the concrete barrier is absent. Thus any California red-legged frogs trying to cross the highway are likely killed.

Comment 90.18:
GGNRA mitigation bank. The DEIR states "The GGNRA staff has approved this mitigation proposal in concept." This is not true. The GGNRA has no institutional record of such an approval.

Response 90.18:

Per comments received from the National Park Service (NPS) (refer to Comment 1.4), the text under MM T&E-1.8 and MM T&E-2.8 in the EIR/EA has been revised to clarify that the NPS staff has "agreed in concept" to the mitigation proposal in cooperation with the Golden Gate National Recreation Area (GGNRA).

RESPONSES TO COMMENT #91:
Jan Moughler (dated 10/12/11)

Comment 91.1:
I would like to throw my 2 cents in about this project. I have lived in Vallemar for 32 years, and while traffic can be slow on Hwy 1, most of us have known this and accept it as part of living in such an amazing place. As I drive along the highway between Rockaway Beach and Vallemar, I think of how lovely it is and how anyone from somewhere else must view it as rather bucolic. I hate to imagine it with sound barriers, and feel for the folks whose homes and businesses will be affected. While it would be nice for traffic to move more freely, I don't think the widening project is the answer, for several reasons.

Response 91.1:

Soundwalls were evaluated in Section 2.15 of the EIR/EA in conformance with FHWA regulations, however, soundwalls are not proposed. Please refer to Master Response #5 regarding soundwalls.

Please refer to Master Response #7 regarding the project's effect to businesses.

Comment 91.2:
Among them, the signals...they could be coordinated better, and Opticom could be of great value for emergency vehicles. I have also noticed that the signals on Linda Mar Blvd. by the shopping center cause traffic to back up into the left turn lane, which causes backups all the way up the southbound lanes.

Response 91.2:

Please refer to Master Response #2.

Comment 91.3:
And does anyone really believe that three lanes merging back to two in a short distance isn't going to just move the bottleneck?

Response 91.3:

Please refer to Master Response #10.

Comment 91.4:
Another reason for so many delays is the traffic resulting from Vallemar school. Having a magnet school on a street with only one way in and out is insane! I live on the street that intersects with the school, and some days it takes me 20 minutes to just go 3 blocks to get out of Vallemar. I have also witnessed school-bound cars turn into the quarry parking lot, turn around, then have a child jump out and press the pedestrian "walk" button, which gives them a green light. Think this might be causing problems??? It would seem that financing for school buses would be cheaper than 50 mil for questionable "improvements".

Response 91.4:

Please refer to Master Response #3.

Comment 91.5:
The quarry is home to numerous wildlife species, and I am concerned for how this will affect them.

Response 91.5:

Section 2.20.4 lists the measures to avoid or offset impacts to threatened or endangered species. The measures for California Red-legged frog are fully described (on pages 161 to 167) in Section 2.20.4.1 of the DEIR/EA. As noted in the EIR/EA discussion in Section 2.20.4.1, approximately 6.81-7.08 acres of potential upland dispersal habitat will be permanently affected by the project, depending on the Build Alternative selected, and approximately 3.75 acres will be temporarily affected during construction. This discussion was based on a technical *Natural Environmental Study* (NES) that was completed for the project in December 2009, and an Addendum to the NES that was completed in December 2010 (refer to Appendix G.7 of the EIR/EA). The project proposes a mitigation package to offset these impacts, which includes habitat enhancement. The proposed concept is to enhance a 5.14-acre open space parcel owned by the City of Pacifica that is west of the Pacifica waste water treatment plant and south of the GGNRA. In addition to enhancement of the 5.14 acres of upland habitat, the upland habitat will also be enhanced from the preserved parcel, over the saddle within the GGNRA (approximately 5.46 acres in size), and down to a bowl area adjacent to GGNRA California

red-legged frog breeding ponds. Additional detail has been added to the text of this section based on recent site visits to determine the preferred mitigation opportunities to compensate for temporary impacts and permanent impacts to potential upland dispersal habitat for the California red-legged frog (CRLF) and San Francisco garter snake (SFGS) (refer to Section 2.20.4 of the EIR/EA).

The identified mitigation options present opportunities from which the CRLF population at Calera Creek would be able to increase in size, expand its habitat usage of the area north of Calera Creek into the GGNRA lands, and connect with the populations north of the Mori Point ridge. SFGS would be able to better utilize the habitat features and prey base between the GGNRA ponds and the snake ponds at Calera Creek and to disperse to Calera Creek, possibly increasing its current population size.

Comment 91.6:
I'm also concerned about how it will affect those of us who live right here. In the past, the highway project in the Vallemar cut, sewage treatment plant, police station and Vallemar school remodel have created a pattern of noise and the back up beepers on trucks and construction equipment that have made sleeping nearly impossible, and the air becomes foul with fumes and dust. If those who are pushing for this "solution" think traffic is bad now, I can only imagine how it will be during construction.

Thank you for allowing me to vent….I'm sure you've had more than your share of comments to review, and I'll pretend that you aren't rolling your eyes and thinking, "another NIMBY".

Response 91.6:

Construction impacts of the project are discussed in Section *2.21 Construction Impacts* of the EIR/EA. The DEIR/EA discussed (on page 171) the effects to traffic and transportation during project construction, including street closures in Section 2.21.1.1, based upon information from the Draft Project Report (DPR, July 2011). A Transportation Management Plan Data Sheet was developed for the Draft Project Report which identifies major components of a future Transportation Management Plan (TMP). The TMP Data Sheet development process identifies the potential impacts to traffic and the traveling public such as long-term lane closures, major detours, etc. The Transportation Management Plan will be finalized during the final design phase and will provide additional detail and updated information to the TMP Data Sheet. The Draft Project Report noted (on pages 53 to 54) that the project will be constructed in multiple stages in order to minimize delays and congestion caused by construction. During each construction stage, two through lanes along each direction of State Route1, left turn lanes at the Fassler and Reina Del Mar intersections, and pedestrian and bicycle access would all be maintained. The project roadway construction can be accomplished by shifting and narrowing existing travel lanes/shoulders and using temporary concrete barriers to protect the work zone. The Draft Project Report also noted (on page 52) that impacts to the traveling public will be minimized by performing the majority of the work behind temporary concrete barriers (i.e., K-rails), scheduling temporary lane closures during non-peak commute periods, and closely coordinating with the city of Pacifica.

The existing lane configuration on SR 1will generally be maintained through the project area during construction in order to reduce traffic congestion due to lane changes or closures. During construction there is some natural slowdown of traffic as it passes through the construction zone due to narrower lane and shoulder widths and this will have a nominal impact on overall travel time through the project area during construction. At times there may be more severe temporary traffic congestion due to unanticipated construction events but these would be short-term and generally resolved within the same day.

The Draft Project Report describes (on page 53) that public information outreach, portable changeable message signs, and a Construction Zone Enhanced Enforcement Program (COZEEP) will be used as required to manage traffic during certain construction activities. In addition, the design and construction of the project will be coordinated with the Caltrans Traffic Manager (DTM) and Caltrans Transportation Management Plan (TMP) Coordinator, consistent with Caltrans policy and procedures. The Draft Project Report also notes that per Caltrans requirements, a TMP will be prepared for the project for use during construction. The Draft Project Report lists measures to be incorporated into the TMP, included but not limited to the following:

- Provide public information campaign and outreach programs.
- Provide orderly construction sequences as a requirement in the contract plans. If the Contractor proposes changes, insure that these changes do not worsen the traffic flow or greatly impact traffic movements.
- Provide advance warning and guide signs.
- Maintain minimum turning-lane storage capacity during construction.
- Provide continuous vehicle access to cross streets, driveways and businesses, and provide for pedestrian and bicycle access.
- Provide a Construction Zone Enhanced Enforcement Program (COZEEP).
- Provide traffic and contractor contingency plans.

As mentioned above, the TMP will be finalized as part of the proposed project, prior to construction. The TMP will be developed, in cooperation with the city of Pacifica, to provide advance notice to motorists, transportation and emergency service providers, and other impacted groups regarding information on construction activities and durations, detours, and access issues during each stage of construction. The TMP will address all traffic-related aspects of construction, including traffic handling during each stage of construction, and will involve noticing of construction-related information to residents and businesses in the area.

RESPONSES TO COMMENT #92:
Jeff Lintner (dated 10/12/11)

Comment 92.1:
I'm a Pacifica resident who supports Caltrans completing the Highway 1 widening project ASAP. This issue has been looked at and argued about for decades. Enough is enough. I hope Caltrans does not let a few individuals, who do not represent the majority of Pacifica, hamper moving forward with what everyone recognizes is a problem looking for a solution. Caltrans is the expert in transportation, not the current complainants.

Response 92.1:

Thank you for your comment.

RESPONSES TO COMMENT #93:
Rosalyn Dean (dated 10/12/11)

Comment 93.1:
Please widen our highway as planned. It must be fixed. I remember when the right lane got closed because of a washout during a heavy rain in the 1990's. It happened near the veterinary office by the lumber company. This was during the morning commute. Traffic was backed up almost to the Half

Moon Bay Airport and on all streets in Pacifica leading to the Hwy. Linda Mar Blvd was backed up almost to Oddstad Blvd.

That showed what would happen if one lane was closed. It was a disaster. What would happen if there were some sort of emergency situation? All of us would be stuck in Pacifica!

Please do your best to ignore all the same people who are always against anything that might improve this city!

Response 93.1:

Thank you for your comment.

RESPONSES TO COMMENT #94:
Laura Herold (dated 10/12/11)

Comment 94.1:
I'm just emailing to let you know as a Pacifica resident, I support the widening of Highway 1.

I don't know if the proposed plan is the most perfect or not, but something needs to be done. Traffic continues to increase over the years, and I do think it will only get worse when the tunnel opens. I'd love to be able to save the earth and every creature in it, but we can't stop "progress". All we can do is deal with it the best we can. I think the widening of Highway 1 is more helpful than harmful.

Yesterday morning, it took 20 minutes to get thru it. This morning I was grateful it only 12 minutes. I wish 12 or 20 minutes wasn't a big deal to me day after day, but as a working parent those minutes are precious and add up day after day.

I know you hear from the opponents. I just wanted you to hear from the supporters too! Thank you for trying to help us.

Response 94.1:

Thank you for your comment.

RESPONSES TO COMMENT #95:
Natalie Berwick (dated 10/13/11)

Comment 95.1:
I have lived in Pacifica for over 30 years and spent many of them commuting down Fassler, north on Hwy 1, turning off at the Sharp Park Road exit. I agree that there is quite a bit of traffic on that route during the commute hours, but I never thought it took THAT long to drive the distance being considered for widening. If something must be done, why not do something far less drastic that widening the entire roadway between Fassler and Reina del Mar. I would hate to see the displacement of businesses and private residences this proposed widening project would create; I feel that a less invasive solution is best.

Response 95.1:

Please refer to Master Response #1 and Master Response #7.

RESPONSES TO COMMENT #96:
Ken Pearson (dated 10/12/11)

Comment 96.1:
To spend money widening the highway is a waste of tax dollars in such economic times. The money could be used for a better issue. It only takes 10 minutes in the morning between Fassler and Rainer Del Mar. Really! It is only a half mile. Don't waste your time or the tax payers dollars.

Response 96.1:

Your opposition to the project is acknowledged.

RESPONSES TO COMMENT #97:
David Douglass (dated 10/13/11)

Comment 97.1:
I feel very strongly that something has to be done about the Highway 1 between Rockaway and Valleymar. Not only is there a big traffic backup every day but it is the only road between Rockaway Beach and Valleymar. If anything closed part of the highway there would be no alternate route for emergency vehicles to travel north. Please do something.

Response 97.1:

Thank you for your comment. Please refer to Master Response #12.

RESPONSES TO COMMENT #98:
Leslie Davidson (dated 10/13/11)

Comment 98.1:
I'm writing in response to the proposed widening of Highway 1 in Pacifica. I think this is a very bad idea and I'm against this project. It will tear up the road for years, causing delays and costing untold millions and it won't solve the problems we have today.

Response 98.1:

Your opposition to the project is acknowledged.

Comment 98.2:
It might cut a few minutes off the commute time but when the road narrows back down again, the bottleneck will end up just being a little further down the road.

Response 98.2:

Please refer to Master Response #10.

Comment 98.3:
I would rather see the money spent on other projects in Pacifica---better public transportation for example, and an education program to get people out of their cars.

Response 98.3:

Please refer to Master Response #8.

RESPONSES TO COMMENT #99:
Dave Crimmen (dated 10/13/11)

Comment 99.1:
After reviewing what is on your web site I would have to say that I am not for the widening of Hwy 1 at this time. These actions open the door for further development of lands that should remain natural.

I am not opposed to growth in our community but as a child growing up in Broadmoor Village/Daly City, I remember protests of widening roads and Bart on the East side of the peninsula. The common fear was that the peninsula would start looking like the East bay where one couldn't tell where Oakland stopped and Berkeley started. It was feared everything would get paved over, like the east bay.

Since those fears were expressed in the late 1950's and early 1960's corporate America has, eventually, gotten it's way and now one can't tell where Millbrae stops and Burlingame starts. Are we to do that with the west side of the peninsula too, all in the name of growth?

Folks move to the coastal towns to get away from such an existence yet Half Moon Bay certainly has had its share of concrete and asphalt "Implants" in the last few years. This growth has exacerbated the Hwy 1 issue I can't argue with that, but are we to pay the price by matching "Implants"?

It's a proven fact that widening roads only create more traffic. It's a band aid not a solution.

Has anyone visited the towns of Tracy, Lathrop or Stockton lately? Interstate 580 has six lanes going in both directions (12 total) and is bumper to bumper on any given day AND at any given time including weekends. The farm land that use to be on the east side of Altamont pass is now paved over as well. Should Caltrans put in 12 lanes in each direction to alleviate THAT problem? When does it stop?

Response 99.1:

Please refer to Master Response #13.

Comment 99.2:
I have been a client of Pacifica Pet hospital for years and this action threatens their very existence. I'm certain that the Shell Station, Sea Bowl, the new Surf restaurant and other businesses would be adversely affected as well.

I'm certain that everyone on the council is doing the best that they can addressing all issues to do with the city. I'm a homeowner and actively exercise my right to vote and I want to take this moment to thank all who took the time to read this.

Response 99.2:

Please refer to Master Response #7.

RESPONSES TO COMMENT #100:
William McLarty (dated 10/13/11)

Comment 100.1:
Weighing the good points vs the bad points is so crucial when making huge decision such as the widening project.
I cannot believe any long term good will come of this proposed project. PLEASE do NOT widen Highway 1 at Calera Creek. It will be a long term bad idea.

Response 100.1:

Your opposition to the project is acknowledged. .

RESPONSES TO COMMENT #101:
Ken Miles (dated 10/13/11)

Comment 101.1:
I believe the proposed highway improvements will have a negative impact on existing businesses along Highway 1, between and including the Rockaway and Vallemar neighborhoods. I believe the project will be costly to everyone in terms of taxation during this awful Recession, and the proposed improvements will have little or no positive impact for the local morning commute traffic. It is also highly likely that the Highway 1 "improvements" will have negative impacts on our restaurants, hotels, and businesses adjacent to Highway 1 and inside Rockaway and Vallemar neighborhoods.

Response 101.1:

Please refer to Master Response #7 and Master Response #11.

Comment 101.2:
Vallemar Elementary School is the major root cause for the morning commute traffic delays along Highway 1. It is quite obvious that there are hardly any commute tie-ups and delays during the summer and holidays when the elementary schools, including Vallemar School, are not in session. As a long term resident of Vallemar (36 years) I know, and many other residents in Pacifica as well know, that the 350 + cars driven by parents dropping their kids off at Vallemar Elementary School during commute hours (8:00 to 8:45 AM), some making illegal U-turns at the Highway 1- Reina Del Mar entry to the sewer plant, and pedestrians walking across the intersection there, triggering the red light to stop the commute flow north and south not only contribute to the number of cars on Highway 1 but is the major factor in delaying the automobile commuters traveling north during the morning commute. I have not seen or heard anything about the Pacifica Police citing school bound drivers for making illegal U-turns as the practice still continues. The School Board, in fact, encourages a sizable number of parents from outside Pacifica (Daly City, SSF, San Bruno and elsewhere) to use our school system instead of their own schools (to augment the state's school funds for Pacifica's schools) further adding to the local commute problem.

Response 101.2:

Please refer to Master Response #14.

Comment 101.3:
A secondary traffic tie up occurs within Vallemar along Reina Del Mar during school days between 8:00 and 8:45 AM, making egress for local traffic to take up to 20 minutes to pass by the school and continue on. I am highly concerned about inhibiting the ingress of emergency vehicles if a fire or accident were to occur inside Vallemar while Reina Del Mar Ave is tied up with school traffic.

Response 101.3:

Section 2.5 of the EIR/EA includes a discussion of the project area utilities and emergency services. Project-related effects to these resources are discussed in Section 2.5.2. Because project construction would maintain access through the area with the same number of lanes as currently existing, emergency vehicle access through the site would be similar to existing conditions, with only incremental delays resulting from narrower lanes and curvatures around barriers. In addition, because the peak congestions periods would be reduced after completion of the project, the emergency response times would be reduced. The discussion regarding project-related effects to emergency service provider's states:

> *"Prior to project construction, emergency service providers would be contacted to ensure that proper emergency access is maintained. Construction activities would occur in stages in order to minimize disturbance and maintain circulation and access through the project area on SR 1. Emergency services would directlybenefit from the proposed project in that, by reducing peak commute period congestion, emergency vehicle response times would be reduced."*

Comment 101.4:
I attended several Pacifica School Board meetings within the past 2 years and asked the Board to resolve the parent school commuting problems and cited that issues I that I have addressed here. I offered suggestions including the use of school buses to pick up and drop off kids at the Vallemar School and staggering the school's start times (I understand Ingrid B. Lacy school has staggered start times) to relieve some of the highway congestion problems and tie-ups in Vallemar. My suggestions were to no prevail. The Pacifica School Board and School Administration continues to do nothing to control the parents driving habits or to help the community of Vallemar and the rest of Pacifica.

I believe the City Council of Pacifica, Caltrans, Pacifica Police Chief, Pacifica School Board, the local business community and public should work together and take the time to resolve the problems associated with the Highway 1 commute traffic and Vallemar School parent driving issues before tearing up the highway and pouring millions of dollars down the drain.

Response 101.4:

Please refer to Master Response #3 and Master Response #6.

Comment 101.5:
Another factor is that the land where part of Highway 1 will be disturbed (the land that the sewer plant is located to and including the Vallemar School grounds, is an archeological site registered with the State of California / Sonoma State College. It was an Ohlone Indian settlement for thousands of years until its people were destroyed 150 years ago. The City of Pacifica had to address the archeological matters before digging in the area to build their sewer plant. I strongly suggest looking into this matter before further planning is done disturb and further destroy this important archeological site.

Response 101.5:

The cultural resources information in the EIR/EA is based primarily on a technical *Historic Property Survey Report*, *Archaeological Survey Report*, and *Historic Resources Evaluation Report* that were completed for the project in December 2009 as well as Addenda to these reports completed in October 2010. The studies conducted for this project are consistent with Caltrans responsibilities under the January 2004 *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Office, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)* for compliance with Section 106 of the National Historic Preservation Act (NHPA). The preparation of these reports included a prehistoric and historic site record and literature search by the California Historical Resources Information System, Northwest Information Center at Sonoma State University (CHRIS/NWIC File Nos. 06-1262 dated March 16, 2007) to determine if known resources are present within the project's area of potential effects (APE). The site record and literature search found two recorded archaeological sites (CA-SMA-162 and CA-SMA-238) within or adjacent to the APE. No other NRHP or CRHR listed, determined eligible, pending, or potentially eligible properties were identified within or adjacent to the APE as a result of a records search, literature review, and field survey. Based upon the results of the records search and literature review, a field reconnaissance survey of the APE and a supplemental presence/absence testing program was completed for this project. A subsurface presence/absence boring program conducted did not find any indications of buried archaeological resources along the western side of SR 1.

RESPONSES TO COMMENT #102:
John Callan (dated 10/15/11)

Comment 102.1:
My sister and I own vacant property along SR 1 in Rockaway Beach. We pray that the State Route 1/Calera Parkway Widening Project proceeds, since: (1) our property [along with others on State Route 1] has been undevelopable and unmarketable for more than thirty (30) years, due to the continuing threat of condemnation by Caltrans; and (2) the lack of proper access to Rockaway Beach Avenue has created a hazardous condition, since frustrated southbound motorists sporadically drive across the vacant lands located between County Road and State Route 1 in order to get into Rockaway Beach, instead of waiting for their turn at the bottleneck intersection of Rockaway Beach Avenue and Cabrillo Highway.
1. The Widening Project should proceed, since property owners along State Route 1 have been unable to develop or market their properties for thirty (30) years.

My Grandpa died thirty-two year ago. Among Grandpa's things was a letter from his attorney, which indicated that his vacant lots on State Route 1 in Rockaway Beach were subject to an eminent domain proceeding. My Dad passed away six years ago. My sister and I are now fifty-five years old, and wonder aloud whether our property along Highway 1 will ever be marketable in our lifetimes.

So long as the cloud of eminent domain hangs over our vacant parcel, the property is unmarketable and unavailable for development.

In fact, all of the development of the real property along State Route 1 in that area has been "frozen" for decades, due to Caltrans' contemplated condemnation. Consequently, the majority of properties along that stretch of Highway One are in poor repair and in need of renovation and/or restoration. Simply put, they are rotting along the roadside pending a final decision by Caltrans.

It is wrong for the property owners to be unable to make use of their property for thirty (30) years pending a final decision by Caltrans to widen State Route 1. It is time for Caltrans to widen State Route 1 and otherwise complete the decades-old condemnation proceedings.

Moreover, Caltrans' delay in widening State Route 1 has created a potentially dangerous Condition, since frustrated motorists are now driving across the vacant lands that separate County Road from Cabrillo Highway, rather than waiting for their turn at the bottleneck intersection of Rockaway Beach Avenue, as described below.

2. The Widening Project should proceed, since frustrated and impatient motorists are now sometimes driving across the vacant lands separating County road from Cabrillo Highway to get into Rockaway Beach, rather than waiting for their turn at the bottle- neck intersection.

In addition, some impatient southbound motorists are not waiting to make a right hand turn onto Rockaway Beach Avenue from State Route 1. Instead, they are sporadically driving across the vacant undeveloped lands located along the western side of the Highway, to get into Rockaway Beach. This is creating a dangerous condition, since the vacant lots are not developed, are not well lit, and bicyclists and pedestrians do not expect cars traveling across the vacant lots. We do not know how to prevent this, because we fear that erecting a barrier will also be a hazard, particularly at night.

The actions of these impatient drivers is a reflection of their growing frustration with the increasing traffic. As the traffic becomes more congested, we anticipate the situation becoming worse.

We pray that the widening project proceeds, for these reasons. Please feel free to contact me if you should have any questions and/or comments.

Response 102.1:

Thank you for your comment. Please refer to Master Response#12.

RESPONSES TO COMMENT #103:
Jeneane Crawford (dated 10/15/11)

Comment 103.1:
I am a resident of Pacifica and am one of the commuters who wait in the traffic mess on Fassler Ave. every morning while waiting to turn right onto Highway 1. I am sympathetic to the arguments of the highway widening proponents, as I, too, would love to be free of that bottleneck every morning.

However, I believe that the proposed cure is going to prove worse than the disease, for three reasons:

First, widening or no widening, there are still traffic lights, and the lights are the cause of the back-up. The minute you get past Reina del Mar, the traffic flows freely.

Response 103.1:

Please refer to Master Response #2.

Comment 103.2:
Second, the proposed widening would end just north of Reina del Mar. Wherever you have a situation where three lanes merge into two, there is always a maddening back-up. (See Highway 101 in Novato.) It's a nightmare.

Response 103.2:

Please refer to Master Response #10.

Comment 103.3:
Third, this is a problem that exists between 7:45 am and 8:30 am. Spending millions to solve a problem that could be alleviated by school buses or other means is like killing an ant with a sledge hammer.

Response 103.3:

Please refer to Master Response #3.

Comment 103.4:
The argument that Pacifica needs a more reliable connection between the south and north parts of the city is a valid one. It is scary that we only have one way to get from Manor/Sharp Park/Vallemar to Linda Mar, especially for parents who have children in school at one end of Pacifica while they live at the other. But if Highway 1 is shut down, it won't matter if there are two lanes or three. We simply need an alternative route. Please do not widen Highway 1 in Pacifica.

Response 103.4:

Please refer to Master Response #11. Section 1.2 of the EIR/EA summarizes the purpose and need for the project. Section 1.4 of the EIR/EA includes a summary of the alternatives considered during project formulation.

RESPONSES TO COMMENT #104:
Jack Hug (dated 10/15/11)

Comment 104.1:
I am a property owner in Pacifica since 1980, and a full-time resident of Pacifica since 1990. I wish to advise you that I strongly support the widening of Highway 1 in Pacifica, which is currently under consideration. This action is needed now, to support growing traffic and use of the highway. With the opening of the Devil's Slide tunnel, traffic will increase. The current situation poses a fire and safety hazard during the morning and evening commute hours, and places a significant burden of time lost on those who must be stuck in traffic on Highway 1 once or twice every weekday.

Thank you for your consideration of this message. I appreciate all that you and Caltrans are doing for Pacifica and for our State, in a time of limited resources. I look forward to completion of the widening project in a reasonable time frame.

Response 104.1:

Thank you for your comment. Please refer to Master Response#12.

RESPONSES TO COMMENT #105:
Les Deman (dated 10/16/11)

Comment 105.1:
As a resident of Half Moon Bay that uses highway 1 in Pacifica often, I urge you to proceed with the widening project. Relieving congestion during normal rush hour conditions and during emergencies is vital for both economic and environmental reasons. Reducing the time spent idling or in slow traffic reduces consumer costs for fuel and increases productivity. Similarly, pollution is increased during congested traffic periods because vehicles spend more time with their engines running.

The widening of the segment from the Vallemar/Reina Del Mar traffic signal light south to the Rockaway/Fassler Avenue traffic signal will benefit Pacifica residents and all commuters that use this route.

Response 105.1:

Please refer to Master Response#12.

RESPONSES TO COMMENT #106:
Ann Edminster (dated 10/18/11)

Comment 106.1:
I am writing regarding the Draft Environmental Impact Report/Environmental Assessment for the proposed widening of Highway 1 in Pacifica, referred to as the Calera Parkway. I strongly oppose the widening on grounds that there are much more cost-effective and sustainable solutions to such traffic congestion as now exists in this section of roadway.

I have been a Pacifica resident for the 43 of my 55 years, and have had ample opportunity over the years to observe traffic patterns and changes in traffic over time, and also to discuss traffic with other Pacificans. Everyone with whom I have spoken about this issue concurs: **there is no traffic problem when schools are not in session – i.e., summer vacations, winter breaks, etc.** Hence the solutions to the traffic problem should focus on addressing the community's needs for improved transportation options for school-bound families during the morning commute, which is much more problematic than the evening commute. During the evening commute, the backup is much milder, resulting in only a few minutes' delay except in rare instances such as when an accident has occurred.

In order to provide more concrete evidence of this phenomenon, two other Pacificans and I monitored traffic backups southward from the Highway 1/Fassler Avenue traffic light during the AM commute peak in 2010 before school started in the fall (on August 24 and 27) and then again after school started (on September 22 and 24) The results are shown in the graph on the following page; I am also including a figure showing the locations of power poles, which are numbered to correspond to the numbers on the vertical axis in the graph.

The graph clearly shows that the backups were significantly greater after school had started, and in fact were virtually nonexistent before school had started. As I mentioned above, this empirical observation has been borne out by countless other community members with whom I have spoken about this over the years.

I therefore urge you to do a much more thorough investigation of means of alleviating school-related traffic congestion than has yet been done and include the results in a revised DEIR.

Response 106.1:

Please refer to Master Response #14, Master Response #3 and Master Response #8.

Disagreement regarding details of the analysis does not make an EIR inadequate. While other project traffic data (i.e., Oddstad) do show a decline in traffic volumes in recent years due economic conditions, these conditions are considered temporary and a normal part of the economic cycle. The traffic counts collected for the SR 1 Traffic Operations Analysis Report are considered to represent more typical economic conditions. The proposed Calera Parkway/SR 1 project is intended to improve traffic conditions and reduce congestion on this segment of SR 1 through has been designed and evaluated according to Caltrans standards of providing improvements over a 20-year life span. Based on the long-term projections for the region, the improved conditions in the project area in recent years do not change the overall need for the project.

Comment 106.2:
A school bussing program, whether administered by the Pacifica School District or operated by SamTrans, would be immensely less expensive and disruptive to the community than any of the proposed widening options. Given the State of California's overriding interest in reducing carbon emissions, a failure to investigate this alternative, which would have the added benefit of reducing VMT by a substantial amount, would be scandalously negligent.

Response 106.2:

Please refer to Master Response #3.

Comment 106.3:
I also encourage you to look much more creatively at ways of improving safety in the section of Highway 1 between Rockaway Beach and Vallemar. The options studied should include traffic calming strategies and the use of a slightly elevated paved median such as the one on Bridgeway Street in the southern section of downtown Sausalito. As shown in the photo on page 5 of this document, that median (indicated with yellow arrow) provides safe separation between northbound and southbound traffic as well as a route for emergency vehicles to pass between the northbound and southbound lanes when necessary. Such a median could be provided while adding minimal width to the roadway, thus minimizing excavation, cost, and visual blight to our coastal community.

Response 106.3:

Please refer to Master Response #1 regarding alternatives studied for the proposed project. This suggested alternative is noted and will be considered as part of the project decision process.

A slightly elevated paved median similar to the one on Bridgeway Street in Sausalito is more appropriate for roadways with posted speed limits lower than the 45 miles per hour (mph) posted for

this segment of SR 1. In 1991, a concrete barrier was installed as a safety improvement to avoid head-on collisions between southbound and northbound traffic along this segment of the highway. The slightly elevated paved median would not provide a physical barrier between southbound and northbound traffic, creating an unsafe condition.

RESPONSES TO COMMENT #107:
Jeanette Hoffman (dated 10/18/11)

Comment 107.1:
I am writing to support Pacifica Pet Hospital and their concern that Hyw 1. They are concerned that the widening project just north of Fassler Blvd. will reduce their parking and likely bring an end to their business. I am a customer with a great relationship with them and I hope you will consider widening the west side of the road even if that requires taking imminent domain on the empty field instead of impacting that specific business.

Pacifica has such a hard time keeping thriving businesses and I think each local closure is such a blow to the community.

Response 107.1:

Please refer to Master Response #7.

As stated by the commenter, the proposed Landscaped Median Build Alternative would include acquisition of 900 square feet of the parcel where the Pacifica Pet Hospital is located. The Caltrans Right of Way Division administers the statewide program for right of way acquisition and real property management in support of Caltrans' purpose, mission, vision and goals. Caltrans Acquisition and Condemnation Section is responsible for purchasing the property rights necessary for constructing and maintaining the State's transportation system. The state and federal constitutions, and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended, authorize the purchase of private property for public use and assure full protection of the rights of each citizen**.** A general overview of the Caltrans acquisition process is provided to affected property owners in the booklet *Your Property--Your Transportation Project*. When only a part of a property is needed for a project, every reasonable effort is made to ensure that property owners are fairly compensated and do not suffer damages to the remainder of the property.

This comment expresses an opinion that shifting the proposed project to the west would eliminate the need to obtain right-of-way or utility easements. As described in Section 1.4.3 of the EIR/EA, right-of way requirements would be required on both the west and east side of SR 1 under either of the proposed Build Alternatives. Table 1.5 of the EIR/EA lists the preliminary right-of-way requirements under both Build Alternatives.

RESPONSES TO COMMENT #108:
Nancy Petersen (dated 10/18/11)

Comment 108.1:
My name is Nancy Petersen and I represent SND, LLC, a property owner on Highway 1. Our property will not be affected by the construction of the Calera Parkway Project negatively, but as citizens and long-time coastal residents, we would like to voice our disapproval of the project as it makes no sense, in a "green" community, to destroy the irreplaceable land that will be taken to build this Highway when the solution to the traffic problems lies with a lack of school buses for children

and the unrealistic and illogical way the school places children in schools that are not in their neighborhoods. There is not a traffic problem, there is a school problem. To have to build a highway because the local school district has created a traffic and carbon monoxide nightmare is inconceivable to us. It seems that Caltrans should file a lawsuit against the school district to force them to place children in schools closest to their homes rather than destroy valuable land to create a highway that would not otherwise be needed. We are not in favor of this project and hope that the local school district would be held responsible for creating the traffic issues that face the local citizens of Pacifica.

Response 108.1:

Please refer to Master Response #3 and Master Response #6.

RESPONSES TO COMMENT #109:
Linda Oppenlander (dated 10/19/11)

Comment 109.1:
I am a Pacifica resident writing to express some thoughts on the planned widening of Highway 1 between Fassler Ave. and Reina del Mar. It seems that a 6 lane freeway will destroy or degrade the areas to the west and east of the freeway unnecessarily and change the relatively scenic, somewhat rural atmosphere of that area to an 'off the freeway' depersonalized and much less attractive place to live and frequent.

Response 109.1:

This comment expresses an opinion that the project will detract from the visual character of Pacifica. This opinion is noted and will be considered during the project decision process. The EIR/EA includes a visual and aesthetics discussion in Section 2.7, which was based upon a *Visual Impact Assessment* (VIA) completed for the project in January 2011 (refer to Appendix G.14 of the EIR/EA). In Section 2.7 of the EIR/EA, the existing visual and aesthetic environment of the project area is described, as well as the potential impacts to the existing environment resulting from implementation of the proposed Build Alternatives. This section also includes measures to minimize adverse visual project impacts, which consist of adhering to the design requirements in cooperation with the Caltrans District 04 Landscape Architect. The measures are described in Section 2.7.4 of the EIR/EA. As shown in the site photos and photo simulations in Section 2.7 of the EIR/EA, the project area is a developed highway corridor and includes a mix of residential and commercial uses, intermixed with undeveloped parcels and mature vegetation. Overall, the VIA found that, while the project Build Alternatives would result in additional pavement to provide the additional lanes, the project would not significantly change the visual character of the roadway corridor. In addition, while the project would remove mature trees and vegetation along SR 1, the project includes replanting and would improve views and access to the coast.

Comment 109.2:
I commuted through that area for many years and just recently drove through it at 7:30 am with very little problem. If there is a backup it is generally only a few minutes delay. Synchronizing stoplights might reduce much of the waiting time.

Response 109.2:

Please refer to Master Response #2.

Comment 109.3:
It would seem advisable to construct a frontage road for emergency vehicles' use when necessary, but a huge freeway isn't needed. Please reconsider the environmental impact of this project.

Response 109.3:

This comment expresses an opinion that the proposed project should be replaced with a lesser alternative which does not add any travel lanes, but only provides frontage roads to allow for emergency vehicle access. The DEIR/EA summarized (on page 36) the Frontage Road on West Side of SR 1 alternative that was considered and studied during the development of the proposed project. The most feasible version of this alternative would construct a two-way frontage road through the Quarry property on the west side of SR 1, from Dondee Way to Reina Del Mar Avenue. The frontage road would create an alternate connection to SR 1 between the Rockaway Beach area and the Vallemar neighborhoods.

This alternative would result in greater environmental impacts than the proposed Build Alternatives to sensitive species habitat (California red-legged frog and San Francisco garter snake) west of SR 1, and to wetlands west of SR 1. This alternative could also affect sensitive cultural resource sites west of SR 1. This alternative design would result in aesthetics impacts due to the installation of a new roadway in a currently undeveloped area and would result in similar hydrology and water quality impacts due to an increase in impervious areas. This alternative could also result in impacts from exposure to possibly contaminated soils during construction and temporary increases in noise levels at San Marlo Way due to construction. This alternative would result in right-of-way impacts because it requires acquisition of property/right-of-way from the Quarry Site between San Marlo Way and Reina Del Mar Avenue.

The estimated construction cost of this alternative is approximately $8 million. This alternative would provide only minimal traffic benefit and was primarily rejected because of the extensive environmental impacts to sensitive species habitat.

Frontage roads were also considered as part of a grade-separation alternative; however, these roads would have additional right-of-way (property) impacts, as well as impacts to sensitive resources.

RESPONSES TO COMMENT #110:
Kathy Miller (dated 10/18/11)

Comment 110.1:
I am writing to express my disagreement with the widening of Highway One in Pacifica. The widening will only pertain to a narrow corridor south of Vallemar. How anyone can think that widening a freeway, only to funnel that traffic into a smaller number of lanes, has never traveled on Highway 101 between Santa Rosa and San Francisco. Every time the wider highway funnels into fewer lanes there is a traffic problem. At best the traffic slows and at worst it stops.

Pacifica will have a section of Highway 1 with more lanes only to funnel into the older 2-lane highway North of Vallemar. That will not alleviate congestion but will aggravate it.

Response 110.1:

Please refer to Master Response #10.

Comment 110.2:
There are several alternatives that have been proposed. Either raising the highway above Vallemar and/or tunneling Reina Del Mar under the highway is a permanent long term solution. That was the permanent fix for congestion at the traffic lights on Highway 101 at Santa Barbara (a similar situation).

Response 110.2:

Please refer to Master Response #9.

Comment 110.3:
The real problem in Pacifica is the amount of driving back and forth across town that many parents to do to drop children at one school or another. I have done that for many years and know it well. Every day (twice a day) I would be on the road for about an hour dropping one child at one end of Pacifica and the other child at the other end of Pacifica. The buses are not a viable alternative because they are overcrowded during the peak hours. Too many children are crammed into a couple of buses creating an unsafe environment.

Response 110.3:

Please refer to Master Response #3.

Comment 110.4:
Furthermore, businesses on that corridor of the highway would be negatively affected by widening Highway 1. Pacifica Pet Hospital is an integral business in Pacifica. I have tried other vets in Pacifica but in my opinion Pacifica Pet Hospital is the best. They are very caring, highly knowledgeable and do their best to help pets and their families. Even though parking is difficult, I still remain loyal to them. However, if they lose parking due to a widening of the highway it will severely impact their ability to serve their clients. There is no alternative parking on side streets or other areas. In this economy relocating is not always feasible. I do not want to see Pacifica lose one of the best veterinary hospitals in the area.

Response 110.4:

Please refer to Master Response #7.

As stated by the commenter, the proposed Landscaped Median Build Alternative would include acquisition of 900 square feet of the parcel where the Pacifica Pet Hospital is located. The Caltrans Right of Way Division administers the statewide program for right of way acquisition and real property management in support of Caltrans' purpose, mission, vision and goals. Caltrans Acquisition and Condemnation Section is responsible for purchasing the property rights necessary for constructing and maintaining the State's transportation system. The state and federal constitutions, and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended, authorize the purchase of private property for public use and assure full protection of the rights of each citizen. A general overview of the Caltrans acquisition process is provided to affected property owners in the booklet *Your Property--Your Transportation Project*. When only a part of a property is needed for a project, every reasonable effort is made to ensure that property owners are fairly compensated and do not suffer damages to the remainder of the property.

RESPONSES TO COMMENT #111:
The Pilgrims (dated 10/04/11)

Comment 111.1:
Recently Caltrans, acting as a CEQA lead agency, held a public meeting in Pacifica. The meeting was calendared to demonstrate that Caltrans had completed the CEQA required DEIR for the Calera Parkway Project. As the meeting proceeded representatives of Caltrans made several remarks that were objectively false, misleading, and obvious misinterpretations of several studies, containing masses of data, and the environmental process as a whole. This response (below) omits any reference to the community meeting cited above. However, the references/citations below overlap with some remarks and viewpoints expressed at the meeting by representatives of Caltrans. In essence, the focus of my narrative is on the Calera Parkway Draft Environmental Report (DEIR), and on the Calera Parkway Project (CPP).

PURPOSE AND NEED FOR THE PROJECT
At S.2 this writer notes:

"The purpose of the proposed project is to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along a congested segment of SR 1 within the city of Pacifica."

The stated reason for the Calera Parkway Project (stated above) is, in itself, misleading. The fact is that CEQA Guidelines require any lead agency that proposes any project that has the potential to degrade the quality of the existing environment, or wildlife ecology, to prepare and circulate an environmental impact report.

Response 111.1:

Pursuant to the CEQA Guidelines Section 15080, an Environmental Impact Report (EIR) was prepared for the proposed project. The text quoted in the comment is taken from the summary chapter of the EIR/EA. Pursuant to the CEQA Guidelines Section 15087, the Draft EIR was made available for public review and comment from August 8, 2011 to October 22, 2011.

Comment 111.2:
The explicitness of the assertion above conceals and misleads the reader in that the primary reason for the Calera Parkway Project is to connect the tunnels at Devil's Slide with Interstate 280. This outcome will/would provide additional infrastructure circulation carrying capacity thus enabling the urbanizing of the San Mateo mid-coast as expressed in the language of the San Mateo County LCP of November 9, 2005. The Calera Parkway Project is merely one of the piecemeal entities now evolving that supposedly serves to relieve what is described as "congestion" in the Fassler-SR 1 circulation corridor.

Response 111.2:

The purpose of the EIR/EA is to evaluate the impacts of the proposed project to the existing environment within the project area. Section 1.3 of the EIR/EA includes a description of the proposed project, including the limits of SR 1 included in the proposed widening. This sections states:

> *"The portion of SR 1 proposed for widening is located within the city of Pacifica and extends from approximately 1,500 feet south of Fassler Avenue to approximately 2,300 feet north of Reina Del Mar Avenue, a distance of approximately 1.3 miles."*

Therefore, as described in the EIR/EA the project limits extend just beyond the SR 1/Fassler Avenue and SR 1/Reina Del Mar intersections. The project is included in the Regional Transportation Plan and although the project is being designed to accommodate traffic from north and south of Pacifica, the proposed improvements are not a part of a larger project from Devil's Slide to I-280. Other improvements/plans for SR 1 beyond the project area are outside the scope of the DEIR/EA analysis.

Other possible future improvements to other portions of SR 1 are unknown at this time, and any analysis of potential impacts resulting from highway improvements elsewhere would be purely speculative. As described in Section 1.2.3 of the EIR/EA , the project has independent utility, which means that the proposed improvements have logical starting and ending points, and that the proposed improvements can be implemented within the project limits, and completion of other projects would not be required in order to realize the operational benefits of the proposed improvements.

Comment 111.3:
Rather than relieve "congestion" the proposed project triggers CEQA significant adverse impacts to the Pacifica environment and wildlife habitat that are unwanted, unnecessary, and potentially harmful as will be discussed below.

Response 111.3:

The biological environmental analysis in Section 2.16 of the EIR/EA is based upon a *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010 (refer to Appendix G.7 of the EIR/EA), which evaluates the biological impacts of the project Build Alternatives. Chapter 3 of the EIR/EA includes a discussion of the significance of impacts under CEQA resulting from the proposed project. Section 3.2.1 describes the less-than-significant effects of the proposed project, including the biological environment and resources in Section 3.2.1.16.

This section states that, *"The proposed project would not directly affect natural communities of concern, such as riparian or aquatic habitats. The project will not create new substantial barriers to the movement of wildlife and/or fish passage. The project will not affect wetland habitat or other waters in the vicinity of the proposed roadway improvements. With the avoidance, minimization, and mitigation measures outlined in Sections 2.16 Natural Communities, 2.17 Wetlands and Other Waters, 2.18 Plant Species, 2.19 Animal Species, 2.20 Threatened and Endangered Species, and 2.21 Invasive Species, of this document, the project will not affect any special-status plant species. The proposed project would not significantly affect individual American peregrine falcons or bank swallows or foraging habitat used by these state threatened or endangered species."* Therefore, the project would have a less-than-significant impact under CEQA on natural communities of concern, wetland habitat or other waters, or special-status plant species.

Comment 111.4:
There are the two permitted projects/developments inside the Fassler-SR 1 corridor with certified FEIRs: they are "Harmony @ 1", and "Prospects" (attached). Both the projects have been "permitted" by the City of Pacifica, and have certified EIRs. In order to develop these projects the developers merely have to request the needed permits. Once permitted the projects, individually & collectively will contribute to the existing congestion at its focal point: at the intersection of the Fassler Ave-SR 1 circulation corridor.

The Calera Parkway Project will induce ground breaking/building/development at these two sites. The ground breaking/building/development at these two sites will add additional vehicle trips daily (VTD) to the somewhat congested Fassler Ave.-SR 1 intersection, and Fassler Ave.-SR 1 circulation corridor in general.

Additionally, the two projects VTD and physical location/position both on, and adjacent to, the Fassler-SR 1 circulation corridor, will require a controlled intersection on Fassler Ave at or near Robert's Road, or on Fassler Ave at the ingress-egress site of the Prospects project site. Any controlled intersection (traffic light) that impedes or interferes with the existing LOS will doubtless prove to have a deleterious effect on the existing LOS and can be defined as having a CEQA significant adverse, avoidable, and unacceptable impact on circulation in the area described above.

That the two developments combined contribution (VTD) to the existing level of service (LOS=F) at the intersection of Fassler Ave.-SR 1 isn't acknowledged is an omission. This omission results in a CEQA significant adverse, avoidable, irreversible and unacceptable growth inducing environmental impact that is the outcome of the proposed Calera Parkway Project.

The language of the DEIR does not contain any mention of mitigation measures that can be implemented to avoid the cited impacts. Please discuss, describe, and explain the mitigation measures that are offered by Caltrans/Samtrans to reduce the cited impacts to the environment as required by CEQA.

Response 111.4:

Please refer to Master Response #13 and the response to comment 111.12 above. The two development projects referenced in the comment have been approved by the City of Pacifica. Because they have been approved and could be constructed at any time, they would, therefore, not be growth that is “induced” by the project.

As described in Sections 1.2 and 2.6 of the EIR/EA, the proposed project has been designed to account for anticipated regional growth through the year 2035. The traffic analysis for the EIR/EA was based upon a Traffic Operations Analysis Report, prepared according to the Caltrans methodology. The Traffic Operations Analysis Report included traffic projections which account for anticipated growth in the site area and region, and the proposed improvements have been designed to improve traffic operations over a minimum 20-year timeframe.

Specifically, forecasts were developed by looking at long-range growth forecasts prepared by the Association of Bay Area Governments (ABAG). Both of the projects cited by the commenter would produce increases in traffic volumes at the study intersections that are far lower than the growth assumed between existing and cumulative conditions. In other words, the cumulative analysis includes growth from the two projects noted in the comment as well as other potential growth in the area, and cumulative impacts are adequately addressed.

Comment 111.5:
"Thalapaneni Rock." As the Calera Parkway Project induces the development of the "Rock" that's currently landlocked and contiguous with the comer of Fassler Ave and SR 1 it precipitates a latent CEQA significant adverse, avoidable, irreversible and unacceptable growth inducing environmental impact.

The most recent project proposal advanced for the land form referred to as the "Thalapaneni Rock' included sixty-eight condos that would be sited over mixed use development. This project was withdrawn as there was no ingress-egress (circulation) possible. The Calera Parkway Project provides new available ingress-egress (access) thus inducing what is now latent development that could not become manifest without the additional infrastructure carrying capacity provided by the Calera Parkway Project. The observer notes that the Thalapaneni Rock property will no longer be landlocked, but will have direct access to a widened and realigned SR 1 made available by the Calera Parkway Project. The “Project" precipitates a CEQA significant adverse, avoidable, irreversible and unacceptable growth inducing environmental impact.

The language of the DEIR does not contain any mention of mitigation measures that can be implemented to avoid the cited impacts. Please discuss, describe, and explain the mitigation measures that are offered by the sponsoring agencies to minimize the impacts to the Thalapanei site.

Response 111.5:

Please refer to the responses to comments 111.12 and 111.4 above. Please also refer to Master Response #13.

Comment 111.6:
“Zeebros"- The "Zeebros" site is an 64+ acre site that is now landlocked. With the proposed widening of SR 1, as described in the Calera Parkway DEIR, the observer notes that the Zeebros property will no longer be landlocked, but will have direct access to a widened & realigned SR 1. The probability is high that direct access to and from SR 1 will require a controlled intersection. The controlled intersection will most likely be opposite the south entrance to the Pacific quarry thus requiring a “T” intersection that facilitates turning on SR 1 into both the quarry and into the Zeebros' site. Any controlled intersection (traffic light) that impedes or interferes with the existing LOS will doubtless prove to have a deleterious effect on the existing LOS, and can be described/defined as having a CEQA significant adverse impact on circulation in the area described above.

Response 111.6:

Section 1.4.1 and Section 1.4.2 of the EIR/EA describes the proposed roadway improvements to SR 1/Calera Parkway, the SR 1/Fassler Avenue/Rockaway Beach Avenue intersection, and the SR 1/Reina Del Mar Avenue intersection, that are indicated in yellow on Figure 1.4 and Figure 1.5 in the EIR/EA.

As shown on Figure 1.4 and Figure 1.5 and described in Section 1.4.1 and Section 1.4.2, there is no access road proposed along the east side of SR 1 between Fassler Avenue and Reina Del Mar Avenue. Please refer to the responses to comments 111.2, 111.4 and 111.5 above.

Comment 111.7:
In this outcome/scenario the Calera Parkway Project will, once again trigger CEQA significant adverse, cumulative, growth inducing, irreversible, avoidable, and unacceptable impacts.

Response 111.7:

Please refer to the responses to comments 111.2, 111.4, and 111.5 above regarding growth-inducing impacts associated with the proposed project.

Section 2.23 of the EIR/EA includes a discussion of cumulative impacts associated with the proposed project, pursuant to CEQA Guidelines Section 15130(a). The discussion addressed environmental resource areas where the proposed project would result in an impact (i.e., traffic, visual/aesthetics, air quality, noise and vibration, and biological environment and resources), because with the individual impact, there is potential for a cumulative impact. Environmental resource areas not impacted by the proposed project (i.e., cultural resources, geology, floodplains, energy, and farmlands) were not addressed because if there is no individual impact, no cumulative impacts can occur.

Section 3.2.3 of the EIR/EA includes a discussion of the unavoidable significant environmental effects associated with the proposed project. This section states: *"The proposed project, with the avoidance, minimization, and mitigation measures described above and in Section 2.0, Affected Environment, Environmental Consequences, & Avoidance, Minimization and/or Mitigation Measures, of this document, would not result in any unavoidable, significant impacts under CEQA."*

Comment 111.8:
The language of the DEIR does not contain any mention of mitigation measures that can be implemented to avoid the cited impacts. Please discuss, describe, and explain the mitigation measures that are offered by the sponsoring agencies to minimize the impacts to the Zeebros site.

Response 111.8:

Please refer to the response to comment 111.6 above.

Chapter 2 of the EIR/EA includes the environmental topics addressed for the project, in Section 2.1 to Section 2.22. In each topic section there is a discussion entitled *"Avoidance, Minimization, and/or Mitigation Measures,* which describes the feasible measures to mitigate, minimize, or avoid project-related impacts to the pertinent environmental topic.

Comment 111.9:
Quarry
There is one latent unpermitted project/development that lies on the west side of SR 1 and within the Fassler-SR 1 corridor. It is the abandoned 117 acre quarry site that fronts on SR 1 and San Marlo Way in Rockaway Beach and Reina Del Mar in Vallemar. The quarry is included in the West Rockaway Beach Redevelopment Plan and has a certified EIR. The abandoned Pacifica quarry has been designated as an environmentally sensitive habitat area (ESHA) by the California Coastal Commission. It contains the habitat of an endangered and a threatened species as stipulated by the California Coastal Commission:

"The Commission considers Calera Creek and the upland areas within 300 feet, including the settlement ponds, to be environmentally sensitive habitat area (ESHA, see Exhibit D) per the definition found under Coastal Act Section 30107.5 due to the presence of a federally threatened species, the California red~ legged frog (CRLF)...."

"The San Francisco garter snake (SFGS), a state and federally endangered species, was historically present in the grassy area and wetlands surrounding the CCWRP and the nearby Pacifica quarry but has not been observed during recent biological surveys around Calera Creek (Swaim report, 2007); however, the snake is present in increasing numbers within the Golden Gate National Recreation Area at nearby Mori Point (GGNRA, 2008). The California Department of Fish and Game (DFG) and the U.S. Fish and Wildlife Service (FWS) generally assume SFGS to be present at least periodically where CRLF is observed since the frog is prime prey for the garter snake. Therefore, due to the presence of CRLF and suitable habitat conditions in the Calera Creek area, the Commission considers the wetlands and settlement ponds potential habitat for SFGS. Special Condition 11 requires Whole Energy to employ a Commission staff-approved biologist to observe for the presence of sensitive species in the project site during construction and relocate any animals that enter the project site to adjacent suitable habitat. The biologist(s) is also authorized to halt construction when project activities could result in direct harm to sensitive species and/or habitat." (e.f. CCC F5a-6/11/08)

The text of the Calera Parkway Project DEIR contains no mention of the redevelopment overlay that covers the zoning of the quarry. Additionally the DEIR does not address development, or impacted potential development, or habitat inside the quarry. The absence of any reference to the Calera Parkway Project as it is related to, or impacts, the quarry and its environmentally sensitive habitat area (ESHA) is an omission that defeats the intent of the language that describes one of the reasons for the existence of the California Environmental Quality Act: " ...CEQA requires the preparation of an EIR whenever a project will have a significant effect on the environment. (Public Resources Code Section 21002.1

Response 111.9:

Please refer to Master Response #13 and the response to comment 111.1 above.

Comment 111.10:
The Calera Parkway Project when built will create CEQA significant adverse, cumulative, growth inducing, irreversible, avoidable, and unacceptable impacts on the Pacifica quarry. Specifically, what mitigation measures/plans does the lead agency propose to prevent/mitigate any significant adverse, irreversible impacts inside the landform identified as the quarry?

The language of the DEIR does not contain any mention of mitigation measures that can be implemented to avoid the cited impacts. Again, please discuss, describe, and explain the mitigation measures that are offered by Caltrans/Samtrans to reduce the impacts to the environment and ecology of the quarry, and to the environmentally sensitive habitat that lies within the perimeter of the quarry.

Response 111.10:

Please refer to the response to comment 111.9 above.

Section 2.19.4 lists the measures to avoid or offset impacts to threatened or endangered species. The measures for California Red-legged frog are fully described in Section 2.19.4.1 of the EIR/EA. As noted in the EIR/EA discussion in Section 2.19.4.1, approximately 6.81-7.08 acres of potential upland dispersal habitat will be permanently affected by the project, depending on the Build Alternative selected, and approximately 3.75 acres will be temporarily affected during construction. This discussion was based on a technical *Natural Environmental Study* (NES) that was completed for the project in December 2009, and an Addendum to the NES that was completed in December 2010.

The project proposes a mitigation package to offset these impacts, which includes habitat enhancement. The proposed concept is to enhance a 5.14-acre open space parcel owned by the City of Pacifica that is west of the Pacifica waste water treatment plant and south of the GGNRA. In addition to enhancement of the 5.14 acres of upland habitat, the upland habitat will also be enhanced from the preserved parcel, over the saddle within the GGNRA (approximately 5.46 acres in size), and down to a bowl area adjacent to GGNRA California red-legged frog breeding ponds. Additional detail has been added to the text of this section based on recent site visits to determine the preferred mitigation opportunities to compensate for temporary impacts and permanent impacts to potential upland dispersal habitat for the California red-legged frog (CRLF) and San Francisco garter snake (SFGS) (refer to Section 2.19.4 of the DEIR/EA). The USFWS has issued a Biological Opinion (B.O.) for this project and has generally agreed with the proposed mitigation package.

The identified mitigation options present opportunities from which the CRLF population at Calera Creek would be able to increase in size, expand its habitat usage of the area north of Calera Creek into the GGNRA lands, and connect with the populations north of the Mori Point ridge. SFGS would be able to better utilize the habitat features and prey base between the GGNRA ponds and the snake ponds at Calera Creek and to disperse to Calera Creek, possibly increasing its current population size.

The habitat enhancement will include the Alternate Contingency Plan for Compensatory Mitigation as described in Section 2.19.4.1 of the EIR/EA under MM T&E-1.8. The text in Section 2.19.4.1 of the EIR/EA under MM T&E-1.8 has been updated to include the additional information, focusing on enhancement of existing habitat.

Comment 111.11:
On Precedents and Precursors:

A brief and superficial review of events leading to the existence of the tunnels at Devil’s Slide and its conceptual next of kin, the Calera Parkway Project, in part reveals that the stimulus for these circulation entities find their origin in the land use policies generated by the San Mateo County Board Of Supervisors.

The initial effort to induce large/significant population growth on the San Mateo Coast found its locus in the rezoning of San Pedro Valley for mixed and residential uses after the end of World War Two. The Board didn't seem to take cognizance of the fact that it was taking the human agricultural (food) component for non agricultural uses.

After incorporation in 1957 the city of Pacifica was no longer a "rural' city. It assumed the political profile of an incorporated city and proceeded to generate a General Plan that contains/expresses the resident's wishes, vis a vis, desirable land uses.

The reality is that all land use policies in the unincorporated area of the San Mateo coast find their origins with the San Mateo County Board Of Supervisors. That the Calera Parkway Project exists as the result of San Mateo County land use policies is obvious given the Board's ongoing efforts to induce large scale population growth, vis a vis, urban sprawl at mid coast as expressed in the County LCP (c.f. attachments).

Norman Steinman discusses this outcome in ABAG-MTC study of circulation-transportation capacity and induced population growth (1975).

"These questions are, of course, applicable not only to the San Mateo Coast Corridor, but to other areas as well. The concept of induced growth (that segment of growth attributable to a specific set of actions) is one that seems to have been well understood by most developers, and some planners for a number of years. Surprisingly, this concept is one that only recently has been understood and accepted by the general public. This change in understanding has occurred as the public has become increasingly aware of the magnitude of "secondary" or induced effects which the provision of transportation and infrastructure services can have on an area's growth pattern. Unfortunately, however, technical analyses of these "growth-inducement effects have been performed in only a limited number of cases, many of which have been done as part of Environmental Impact Reports for highways and transit improvements.

A discussion of these reports is included in Appendix 2."

The significance of the Steinman paper wasn't lost on the Board of Supervisors as they developed the San Mateo County Local Coastal Plan and its "offspring" the Adopted Alignment, the Martini Creek Alignment, the tunnels at Devil's Slide, and the Calera Parkway Project.

Of course, the document is forty-eight pages in length, and the investigator would do well to review the document in its entirety to gain a comprehensive understanding of the LCP. Yet, understanding the current LCP merely provides one with a partial explanation of the efforts put forth over the past forty years by the San Mateo County build out engine to replace a rural agricultural coastal setting with an urban intense-incorporated uses; i.e. urban sprawl. That this effort was and is antithetical to the intent of the language of the State Coastal Act is meaningless in this context.

Within the context of eliminating the rural and replacing it with the urban the Board of Supervisors worked for the implementation of the Caltrans Adopted Alignment (1958). As the reader can plainly see the Adopted Alignment extended from the Pacifica city limits to what is now SR 1 opposite the Half Moon Bay Airport. Ultimately, the Adopted Alignment was abandoned by the Board of Supervisors in favor of the Martini Creek Alignment (1986); it was the "preferred" alignment for the inland bypass of Devil's Slide. (c.f. attached map).

In the years long struggle to functionally nullify the State Coastal Act and buildout the San Mateo midcoast Caltrans/Samtrans and the Board of Supervisors attempted to take McNee Ranch Park for roadway use in implementing the Martini Creek Alignment. The Sierra Club, The Committee For Green Foothills, and The Committee For The Committee for the Permanent Repair of RT l then asked the U.S. Ninth District Court to find that the taking of a state park for roadway uses violates Section 4f of the Department of Transportation Act of 1966; (u.s. District Court (Oakland) civil docket for case #4:86-cv-03384•DLJ).

Ninth District Court Chief Judge Robert F. Peckham subsequently enjoined Caltrans, et al, from constructing the Martini Creek Alignment, but the political wheels kept turning. The result was/is the four hundred million dollar tunnels/segment at Devil's Slide. They constitute the structural/political flawed decision to decline to build the Marine Disposal Alternative (MDA). The Calera Parkway Project/segment is the political next of kin to the Devil's Slide tunnels/segment.

The chickens have come home to roost.

The functionaries of the build out engine tell us that the Calera Parkway Project isn't part of a decades long and ongoing effort to connect a major transportation artery to the San Mateo midcoast

in conformity with the widely known and understood public policy of the San Mateo County Board Of Supervisors.

“Project Segmentation" would occur if a project were defined such that the proposed improvements (and/or benefits resulting from the proposed improvements) would be contingent upon the completion of additional project NEPA and CEQA require agencies to analyze “the whole of the action” and do not allow a project to be broken into smaller segments unless it can be demonstrated that each of the segments has independent utility.

Response 111.11:

Please refer to Master Response #11 regarding the origin of the Calera Parkway project. Section 1.2.3 of the EIR/EA describes the independent utility and logical termini of the proposed project, in accordance with the SER requirements for a joint EIR/EA. This section describes the three general principles at 23 CFR 771.111(f) in the Federal Highway Administration (FHWA) regulations that are to be used to frame a highway project.

As described in Master Response #11, the project is part of the voter-approved Measure A program, which reflects input from the public, elected officials, and technical committees, and has been approved by the Metropolitan Transportation Committee, all Cities within the County, and the San Mateo County Board of Supervisors. Therefore, the proposed project is not part of a larger overall development plan for SR 1, but is an independent project.

Comment 111.12:
Given the San Mateo County LUP/LCP cited above the Caltrans segmentation disclaimer is false and misleading. In a time frame that spans decades the San Mateo County Board Of Supervisors has created a public record that clearly identifies their collective activity as is clearly expressed in their LCP: that the San Mateo midcoast is to become an urban area. This policy prevails in spite of the existent sensitive ecological topography that exists on the midcoast. In this sense the Board has adopted a land use agenda that advances the cause of urban sprawl, and the degraded living conditions associated with it. The urban sprawl outcome is antithetical to the intent and wording of the California State Coastal Act as cited and referenced above, below, and elsewhere.

In the end the Calera Parkway Project DEIR as it appears in the shadow of historical determinism, and the scientific determinist postulate, constitutes a manifest farcical, and worthless effort to nullify the intent and effect of the California State Coastal Act found in Section 30241(c) and Section 30250 (a).

The document is silent in reference to both the direct and indirect impacts on the San Mateo midcoast as if the midcoast is non-existent and not subject to both direct and indirect impacts associated/correlated with the Calera Parkway Project's contribution as it portends a dramatic increase in roadway infrastructure carrying capacity in its location/alignment with the existing SR 1.

Response 111.12:

Please refer to the response to comment 111.11 above. Please also refer to Master Response #13.

Comment 111.13:
In view of the plethora of obvious flaws and inconsistencies, vis a vis, and the pathetic sophistry that is the Calera Parkway Project DEIR Caltrans is required by CEQA to correct revise/rewrite and re-circulate the DEIR to the concerned public.

Response 111.13:

It is Caltrans's position that the EIR/EA meets the nature and intent of CEQA and NEPA, and is legally adequate and complete. In many sections, the EIR/EA text presents a summary of the detailed technical analyses which were included as appendices to the EIR/EA. Many of the questions raised and details requested in the above comments are addressed in the technical appendices to the EIR/EA. Please refer to the responses to comments 111.1 through 111.13 above.

RESPONSES TO COMMENT #112:
Elizabeth Monticue (dated 10/19/11)

Comment 112.1:
I believe that other options must be tried before the enormous project to widen Hwy 1 between Rockaway and Vallemar is begun. Possibilities:
• Reset the traffic lights

Response 112.1:

Please refer to Master Response #2.

Comment 112.2:
• Consider building a center median/lane with movable barriers that can adjust for an additional lane north or southbound depending on time of day

Response 112.2:

This comment expresses an opinion regarding a reversible lane and suggests that the proposed project should be replaced with a lesser alternative which does not add any travel lanes, but only provides moveable cones or a barrier/reversible lane. The DEIR/EA summarized (on pages 38-39) the Moveable Cones or Barrier/Reversible Lane alternative that was considered and studied during the development of the proposed project. This alternative would involve installing a moveable concrete barrier to provide three lanes in the peak direction and one lane in the off-peak direction. Variations of this alternative include using moveable cones instead of a barrier and widening SR 1 to five lanes with movable cones or a barrier (providing a 3/2 lane split).

The five-lane with movable barrier variation would likely provide adequate traffic capacity and meet the purpose of the project. However, this alternative would likely still result in impacts to sensitive species habitat (California red-legged frog and San Francisco garter snake) west of SR 1. This alternative would result in some additional hydrology and water quality impacts due to an increase in impervious area and would have potential increased noise from moving a moveable barrier. This alternative could have similar right-of-way impacts as the proposed Build Alternatives, since it may require acquisition of property/right-of-way from the properties along SR 1.

This alternative was primarily rejected because it would be very difficult to implement given the nature of the alignment and the signalized intersections, and may result in a safety concern due to the complexity of signage and/or striping required. There would also be traffic impacts in the off-peak direction if a fifth lane is not added.

Measure A funds are primarily for capitol improvement projects and are not available for use to fund long-term facility operation costs. This alternative would require a steady revenue stream to pay for the ongoing operations and maintenance costs. The moveable barrier would need to be shifted at least twice per day, and perhaps up to four times per day. This operation is relatively labor-intensive and requires specialized equipment that would have to be purchased and maintained. A qualified, ongoing labor force would have to be funded and maintained to operate the equipment and conduct the lane changes. Because this design would require both an initial capital investment for the roadway widening and specialized equipment and ongoing operational cost, the long-term cost of this alternative would be much higher than the proposed Build Alternatives.

Comment 112.3:
• Build wider shoulders for passage of emergency vehicles

Response 112.3:

Please refer to Master Response #4.

Comment 112.4:
I am sure there are other possible solutions to consider before spending millions of dollars and creating an even bigger traffic problem for months or years until this project can be completed.

Response 112.4:

Please refer to Master Response #1 and Master Response #11 regarding project cost.

The EIR/EA discusses the effects to traffic and transportation during project construction, including street closures in Section 2.21.1.1, based upon information from the Draft Project Report (DPR, July 2011). A Transportation Management Plan Data Sheet was developed for the Draft Project Report which identifies major components of a future Transportation Management Plan (TMP). The TMP Data Sheet development process identifies the potential impacts to traffic and the traveling public such as long-term lane closures, major detours, etc. The Transportation Management Plan will be finalized during the final design phase and will provide additional detail and updated information to the TMP Data Sheet. The Draft Project Report noted (on pages 53 to 54) that the project will be constructed in multiple stages in order to minimize delays and congestion caused by construction. During each construction stage, two through lanes along each direction of State Route1, left turn lanes at the Fassler and Reina Del Mar intersections, and pedestrian and bicycle access would all be maintained. The project roadway construction can be accomplished by shifting and narrowing existing travel lanes/shoulders and using temporary concrete barriers to protect the work zone. The Draft Project Report also noted (on page 52) that impacts to the traveling public will be minimized by performing the majority of the work behind temporary concrete barriers (i.e., K-rails), scheduling temporary lane closures during non-peak commute periods, and closely coordinating with the City of Pacifica.

The existing lane configuration on SR 1will generally be maintained through the project area during construction in order to reduce traffic congestion due to lane changes or closures. During

construction there is some natural slowdown of traffic as it passes through the construction zone due to narrower lane and shoulder widths and this will have a nominal impact on overall travel time through the project area during construction. At times there may be more severe temporary traffic congestion due to unanticipated construction events but these would be short-term and generally resolved within the same day.

The Draft Project Report describes (on page 53) that public information outreach, portable changeable message signs, and a Construction Zone Enhanced Enforcement Program (COZEEP) will be used as required to manage traffic during certain construction activities. In addition, the design and construction of the project will be coordinated with the Caltrans Traffic Manager (DTM) and Caltrans Transportation Management Plan (TMP) Coordinator, consistent with Caltrans policy and procedures. The Draft Project Report also notes that per Caltrans requirements, a TMP will be prepared for the project for use during construction. The Draft Project Report lists measures to be incorporated into the TMP, included but not limited to the following:

- Provide public information campaign and outreach programs.
- Provide orderly construction sequences as a requirement in the contract plans. If the Contractor proposes changes, insure that these changes do not worsen the traffic flow or greatly impact traffic movements.
- Provide advance warning and guide signs.
- Maintain minimum turning-lane storage capacity during construction.
- Provide continuous vehicle access to cross streets, driveways and businesses, and provide for pedestrian and bicycle access.
- Provide a Construction Zone Enhanced Enforcement Program (COZEEP).
- Provide traffic and contractor contingency plans.

As mentioned above, the TMP will be finalized as part of the proposed project, prior to construction. The TMP will be developed, in cooperation with the city of Pacifica, to provide advance notice to motorists, transportation and emergency service providers, and other impacted groups regarding information on construction activities and durations, detours, and access issues during each stage of construction. The TMP will address all traffic-related aspects of construction, including traffic handling during each stage of construction, and will involve noticing of construction-related information to residents and businesses in the area.

RESPONSES TO COMMENT #113:
Judy Borland (dated 10/19/11)

Comment 113.1:
I am and have been a resident of the city of Pacifica, CA for 36 years as of October 1, 2011. I am opposed to the proposed widening of Highway 1 in Pacifica, CA. My home is located on the ocean side of Fairway Park.

My children crossed Highway 1 at Reina del Mar when they attended Vallemar School. They were frightened to walk on the path from the ocean side of Fairway Park to Vallemar. They said that they felt that they could not get away from anyone attempting to cause them harm. It will be significantly more frightening for the children in this neighborhood to have to face crossing a wider highway? It is imperative that our children come first.

Additionally, making the highway wider for such a short span will not help the flow of traffic. People would speed up to get ahead of the people in front of them only to cut off someone else in order to merge back into two lanes.

Response 113.1:

Please refer to Master Response #10.

Comment 113.2:
I appreciate the trouble that the Vallemar residents experience with the light at Highway 1. The completion of the partly constructed overpass would solve that problem. Pacifica is a great place to live and each of us has our reasons for choosing this to be our home. Leaving home a bit earlier may significantly reduce the stress of those who live in the southern end of town.

I am sympathetic to the upsets expressed by residents in the southern end of our fair city. I commuted for more than 35 years from Linda Mar Blvd., in the southernmost part of Pacifica to the University of California on Parnassus Avenue in San Francisco. In order to make our commute easier, we deported from Linda Mar Blvd. no later than 7:05AM. I can count on one hand the number of times where we were delayed more than 10 to 15 minutes in traffic. The commuters' nightmare is of their own making and easily resolved.

Please do not widen Highway 1. Please consider our children and the preservation of the beauty of the city of Pacifica.

Response 113.2:

Please refer to Master Response #9.

RESPONSES TO COMMENT #114:
Ellen Burgoyne (dated 10/20/11)

Comment 114.1:
I have lived in the back of the Valley Linda Mar for the last 29 years. I have been stuck in the traffic many of mornings to work or to my children's school. No I don't like it, but is it so bad that we need to spend millions of dollars on widening the freeway for an extra 8-10 minutes of traffic, no I don't think so. I think the widening would change the feel of the town, it just does not seem logical to put a three lane freeway through a small quaint town.

Response 114.1:

Please refer to Master Response #11.

Comment 114.2:
It would be nice if we could come up with a solution, like over passes,

Response 114.2:

Please refer to Master Response #9.

Comment 114.3:
frontage road between Fassler and Reina Del Mar,

Response 114.3:

The EIR/EA summarizes the Frontage Road on West Side of SR 1 alternative that was considered and studied during the development of the proposed project. The most feasible version of this alternative would construct a two-way frontage road through the Quarry property on the west side of SR 1, from Dondee Way to Reina Del Mar Avenue. The frontage road would create an alternate connection to SR 1 between the Rockaway Beach area and the Vallemar neighborhoods.

This alternative would result in greater environmental impacts than the proposed Build Alternatives to sensitive species habitat (California red-legged frog and San Francisco garter snake) west of SR 1, and to wetlands west of SR 1. This alternative could also affect sensitive cultural resource sites west of SR 1. This alternative design would result in aesthetics impacts due to the installation of a new roadway in a currently undeveloped area and would result in similar hydrology and water quality impacts due to an increase in impervious areas. This alternative could also result in impacts from exposure to possibly contaminated soils during construction and temporary increases in noise levels at San Marlo Way due to construction. This alternative would result in right-of-way impacts because it requires acquisition of property/right-of-way from the Quarry Site between San Marlo Way and Reina Del Mar Avenue.

The estimated construction cost of this alternative is approximately $8 million. This alternative would provide only minimal traffic benefit and was primarily rejected because of the extensive environmental impacts to sensitive species habitat.

Frontage roads were also considered as part of a grade-separation alternative; however, these roads would have additional right-of-way (property) impacts, as well as impacts to sensitive resources.

Comment 114.4:
school buses or even changing the time of school. It has been talked about over the nation how High School Students should start school at a later time due to their sleep habits (staying up late, sleeping in), if Terra Nova High School started a 9 instead of 7:59 a lot of the parents dropping them off would not have to go back into traffic.

I believe there are other options to consider, that would look and work better for the community.

Response 114.4:

Please refer to Master Response #3 and Master Response #6.

RESPONSES TO COMMENT #115:
Laurie Goldberg (dated 10/20/11)

Comment 115.1:
Attached is my letter to NO ON WIDENING HIGHWAY I. This letter was just printed in our local Pacifica Paper and I'm also going to send it to the following agencies;

I as many other Pacifican's are strongly opposed to Caltrans plans to widen highway 1, listed below arc my reasons against it
1. Why spend 50 million dollars to relieve traffic congestion that mainly occurs because of the schools. This backup occurs probably about a half an hour out of the day. I bet on Columbus Day

when the schools here were not in session the commute time for people was cut in half. Why doesn't Caltrans factor this into their equation?

Response 115.1:

Please refer to Master Response #11 regarding project cost and Master Response #13.

Comment 115.2:
2. Why is Caltrans not trying to work on alternatives to this problem? Why not study a light rail system for Pacifica and outlying areas. See the Outdoor Magazine of this month about the 19 best cities to live in. (All the cities had done something to improve and save their environment with more bike trails, more open space, better public transit). An over crossing for Vallemar area, how about a place where kids are dropped off and a bus takes them to their school. How about the schools starting at 9:30.

Response 115.2:

Please refer to Master Response #1 regarding alternatives studied for the proposed project.

Please refer to Master Response #9 regarding an overcrossing.

Please refer to Master Response #3 regarding school buses.

Please refer to Master Response #6 regarding school schedules.

Comment 115.3:
3. I don't want to see sound walls and retaining walls on Highway 1, blocking out Rockaway and businesses on both sides of Highway 1, and I don't want to see businesses displaced, and/or disrupted.

Response 115.3:

This comment expressed opposition to soundwalls and retaining walls, as well as business impacts. These opinions will be considered as part of the project decision process. Soundwalls were evaluated in Section 2.15 of the EIR/EA in conformance with FHWA regulations, however, soundwalls are not proposed. Please refer to Master Response #5 regarding soundwalls.

The locations of the proposed retaining walls were graphically represented on Figure 1.4 and Figure 1.5 in the DEIR/EA. The DEIR/EA included a discussion and visual simulations (on pages 80 to 89) of the features associated with the proposed project in Section 2.7 Visual/Aesthetics. The proposed retaining walls were also included on the visual simulations in the EIR/EA. The proposed retaining wall along the west side of SR 1, south of Fassler Avenue was shown on Key View #2 (Photo 13). The proposed retaining wall on the east side of SR 1 along Harvey Way was shown on Key View #4 (Photo 16) and Key View #4 (Photo 17). The proposed retaining wall along the west side of SR 1, north of San Marlo Way was shown on Key View #4 (Photo 16), Key View #4 (Photo 17), Key View #5 (Photo 18), and Key View #5 (Photo 20). The proposed retaining wall along the embankment northwest of the Reina Del Mar Avenue intersection was shown on Key View #7 (Photo 23).

The soundwalls were not included in the description or visual simulations because the project does not propose noise reduction measures in the form of soundwalls along the project alignment. The text of the Final EIR/EA has been updated to clarify that soundwalls are not proposed.

Please refer to Master Response #7 regarding the project's right-of-way impacts and effect to businesses.

Comment 115.4:
4. What happens when we have a supposed wider freeway and more traffic, are we then going to need a 10 lane highway. Where does it end?

Response 115.4:

The project traffic impacts are described in Section 2.6.3 of the EIR/EA. The EIR/EA notes in this section that the widening of SR 1 between just south of Fassler Avenue/Rockaway Beach Avenue and just north of Reina Del Mar Avenue from two to three lanes in each direction would provide increased *throughput* capacity through the two study intersections (emphasis added). The information in this section also states that, under the year 2015 conditions and the year 2035 conditions, the proposed Build Alternatives would not directly generate additional traffic trips or change the overall distribution of trips in the site area, and therefore, would not substantially affect the operations of other highway segments beyond the immediate project site area and would not substantially affect the operations of local streets in the area. The project need is to alleviate a localized bottleneck only within the project reach, which is projected to deteriorate over the design life of the project. Because the project would not change the number or configuration of lanes on SR 1 to the north or south of the project area, the project Build Alternatives are not anticipated to change regional trip distribution or volumes on SR 1 segments north and south of the project area. The proposed project would improve operations at the Fassler Avenue/SR 1 and the Reina Del Mar/SR 1 intersections, which would improve operations of Fassler Avenue and Reina Del Mar Avenue. The project would change the demand served within the project area[37], but not the demand amount. In other words, the project would serve more amounts of traffic, but the total amount of traffic would not change as a result of the project.

The proposed improvements have been designed to provide an appreciable traffic benefit for at least 20 years, in accordance with Caltrans design policy. After that time, traffic conditions will be evaluated, and if further improvements are deemed necessary, they will be considered and evaluated at that time.

Comment 115.5:
5. Why do people come to Pacifica? For the ocean, for the trails for the natural beauty, so why is Caltrans trying to ruin this?

Response 115.5:

Please refer to Master Response #11 regarding the origins of the project.

[37] Demand served is the percentage of total travel demand that is able to make it through a particular facility. For example, if 2,000 vehicles per hour arrive at an intersection with a capacity to serve only 1,500 vehicles per hour, the intersection is able to "serve" 75 percent of the demand.

Comment 115.6:
6. If people think the traffic is bad for the half hour of the day, wait until there are work trucks coming and going. How do you think the traffic is going to be then? Think its bad now!! I remember recently when there was work being done on the bike trail on Highway l and how the traffic backed up because of that!!! That was small scale compared to what we are in for. This the biggest project in Pacifica's short history. Why is not the city of Pacifica being worked with to look at less destructive ways to address a simple traffic problem!

Response 115.6:

The City of Pacifica staff is part of the Project Design Team and has been involved in the development of the Build Alternatives. Construction impacts of the project are discussed in Section *2.21 Construction Impacts* of the EIR/EA. The EIR/EA discusses the effects to traffic and transportation during project construction, including street closures in Section 2.21.1.1, based upon information from the Draft Project Report (DPR, July 2011). A Transportation Management Plan Data Sheet was developed for the Draft Project Report which identifies major components of a future Transportation Management Plan (TMP). The TMP Data Sheet development process identifies the potential impacts to traffic and the traveling public such as long-term lane closures, major detours, etc. The Transportation Management Plan will be finalized during the final design phase and will provide additional detail and updated information to the TMP Data Sheet. The Draft Project Report noted (on pages 53 to 54) that the project will be constructed in multiple stages in order to minimize delays and congestion caused by construction. During each construction stage, two through lanes along each direction of SR 1, left turn lanes at the Fassler and Reina Del Mar intersections, and pedestrian and bicycle access would all be maintained. The project roadway construction can be accomplished by shifting and narrowing existing travel lanes/shoulders and using temporary concrete barriers to protect the work zone. The Draft Project Report also noted (on page 52) that impacts to the traveling public will be minimized by performing the majority of the work behind temporary concrete barriers (i.e., K-rails), scheduling temporary lane closures during non-peak commute periods, and closely coordinating with the city of Pacifica.

The existing lane configuration on SR 1will generally be maintained through the project area during construction in order to reduce traffic congestion due to lane changes or closures. During construction there is some natural slowdown of traffic as it passes through the construction zone due to narrower lane and shoulder widths and this will have a nominal impact on overall travel time through the project area during construction. At times there may be more severe temporary traffic congestion due to unanticipated construction events but these would be short-term and generally resolved within the same day.

The Draft Project Report describes (on page 53) that public information outreach, portable changeable message signs, and a Construction Zone Enhanced Enforcement Program (COZEEP) will be used as required to manage traffic during certain construction activities. In addition, the design and construction of the project will be coordinated with the Caltrans Traffic Manager (DTM) and Caltrans Transportation Management Plan (TMP) Coordinator, consistent with Caltrans policy and procedures. The Draft Project Report also notes that per Caltrans requirements, a TMP will be prepared for the project for use during construction. The Draft Project Report lists measures to be incorporated into the TMP, included but not limited to the following:

- Provide public information campaign and outreach programs.

- Provide orderly construction sequences as a requirement in the contract plans. If the Contractor proposes changes, insure that these changes do not worsen the traffic flow or greatly impact traffic movements.
- Provide advance warning and guide signs.
- Maintain minimum turning-lane storage capacity during construction.
- Provide continuous vehicle access to cross streets, driveways and businesses, and provide for pedestrian and bicycle access.
- Provide a Construction Zone Enhanced Enforcement Program (COZEEP).
- Provide traffic and contractor contingency plans.

As mentioned above, the TMP will be finalized as part of the proposed project, prior to construction. The TMP will be developed, in cooperation with the city of Pacifica, to provide advance notice to motorists, transportation and emergency service providers, and other impacted groups regarding information on construction activities and durations, detours, and access issues during each stage of construction. The TMP will address all traffic-related aspects of construction, including traffic handling during each stage of construction, and will involve noticing of construction-related information to residents and businesses in the area.

Comment 115.7:
7. The traffic is going to bottle neck up somewhere else. Making your commute just as bad if not worse.

I'm just wondering why Caltrans and the Chamber of Commerce here in Pacifica are trying to say that we need such a disastrous situation. All you gang of NO on widening of Highway let your voices and opinions resound to Caltrans and beyond. Let it be heard that we need better solutions than what is being proposed to use for our transportation needs now and in the future years to come. Remember the lines from Joni Mitchell's song You don't know what you've got till it's gone; They paved Paradise to put up a parking lot!

By the way this letter is going to Caltrans and other places, so please gang of no get your letters in to Caltrans by 5p.m. October 22, 2011. I also want to let Caltrans know that I do not like the concrete safety barriers they put up on highway 1. I had no say in those and wish Pacifica as a community had a say in that.

Response 115.7:

Please refer to Master Response #10.

RESPONSES TO COMMENT #116:
Ebhlaw@localnet.com (dated 10/20/11)

Comment 116.1:
We have owned our home in Vallemar since 1977, and have been commuters into San Francisco for employment, and to Linda mar for shopping. We have also used the bus service to connect to BART as well as to get into the city when we could conveniently get to our destinations in the city via bus and BART.

We are STRONGLY opposed to the proposed widening.

We are firmly committed to the proposition that there are more reasonable and effective solutions to the congestion between Fassler and Reina del Mar: an overpass/underpass across highway One at Reina del Mar (l) will minimize disruption to homes and businesses along Hwy
One; (2) will limit destruction to some (though not all) of the businesses on the east side of Hwy One at the intersection; (3) thru eminent domain, get these businesses back into operation by relocating them on the level-ish open spaces in the immediate area; (4) it will eliminate the need for a traffic light and all the inherent back-up of through traffic that comes with “shared" vehicular and pedestrian traffic; (5) will give pedestrians a safe way to get from Vallemar to the Land Trust open space we Vallemartians so much enjoy without making it virtually impossible to get across without a car; (6) gives both local traffic and thru traffic reasonable "joint” Muse of the intersection; (7) won't pave so much more of our lands; (8) won't further create barriers to the natural migration of our local wildlife.

Response 116.1:

Please refer to Master Response #9.

Comment 116.2:
In southern California, experience has taught that widening roads reduces congestion for a very short period of time: expansion of capacity brings more traffic.

Response 116.2:

The project traffic impacts are described in Section 2.6.3 of the DEIR/EA. This section of the DEIR/EA summarizes and was based primarily on a technical Traffic Operations Analysis Report that was prepared for the project in July 2008 and Addenda to that report completed in April 2011, which are included in the DEIR/EA in Appendix G.13, pursuant to CEQA Guidelines Section 15147. Based on the information in the Traffic Operations Analysis Report, DEIR/EA notes in this section (on page 69) that the widening of SR 1 between just south of Fassler Avenue/Rockaway Beach Avenue and just north of Reina Del Mar Avenue from two to three lanes in each direction would provide increased *throughput* capacity through the two study intersections (emphasis added). The project is designed to alleviate a localized bottleneck, and is not anticipated to change regional trip distribution or volumes on SR 1 segments north and south of the project area. The information in this section also states that under the year 2015 conditions and the year 2035 conditions the proposed Build Alternatives would not directly generate additional traffic trips or change the overall distribution of trips in the site area, and therefore, would not substantially affect the operations of other highway segments beyond the immediate project site area and would not substantially affect the operations of local streets in the area.

The project would change the demand served within the project area[38], but not the demand amount. In other words, the project would serve more amounts of traffic, but the total amount of traffic would not change as a result of the project.

[38] Demand served is the percentage of total travel demand that is able to make it through a particular facility. For example, if 2,000 vehicles per hour arrive at an intersection with a capacity to serve only 1,500 vehicles per hour, the intersection is able to “serve” 75 percent of the demand.

Comment 116.3:
Let's also look into changing the "start" and "end" times for the school: get the kids and families in after 9 a.m., and run school till 4 or 5, as requirements may be. For working parents, before-school and after-school activities can sop up the changed hours till parents can pick up the kids.

Thank you for your consideration -- we appreciate being able to give voice to our concerns.

Response 116.3:

Please refer to Master Response #6.

RESPONSES TO COMMENT #117:
Peggy Lucas (dated 10/20/11)

Comment 117.1:
I live in the city of Pacifica and I'm concerned about the traffic problems that the city is facing regarding highway 1. I support the plan to widen highway 1 between the areas of Vallemar and Linda Mar. Please move forward to expand this portion of the highway in order to alleviate traffic congestion.

Response 117.1:

Thank you for your comment.

RESPONSES TO COMMENT #118:
Denise Kendall (dated 10/20/11)

Comment 118.1:
I am resident of Pacifica/Rockaway Beach who generally agrees with CT's proposals for State 1/Calera Parkway - is expand vehicular roadway to lessen peak travel times and to assure the clearest, fastest emergency vehicle passage at all times. *Note* I see the proposal of pedestrian sidewalks and planting areas as a separate matter.
I disagree with applying a 35-year traffic study projection on a design for this relatively short distance of roadway in this small community at a time when regional infrastructure spending priorities might be elsewhere. I think a more incremental improvement of this segment of roadway would be sufficient for current goals and makes more sense overall. I do not think the opening of The Tunnel will by itself result in major traffic increases in Pacifica. Significant growth in HMB will only result from significant improvements to Hwy 92.

Response 118.1:

This comment suggests that a smaller, reduced version of the project be implemented as a sufficient solution for the time being. Several smaller alternatives to the project were considered; however, they failed to sufficiently meet the purpose and need for the project (refer to Section 1.4 of the EIR/EA).The proposed Calera Parkway/SR 1 project is intended to improve traffic conditions and reduce congestion on this segment of SR 1 through has been designed and evaluated according to Caltrans standards of providing improvements over a 20-year life span.

Disagreement regarding details of the analysis does not make an EIR inadequate. While other project traffic data (i.e., Oddstad) do show a decline in traffic volumes in recent years due economic

conditions, these conditions are considered temporary and a normal part of the economic cycle. The traffic counts collected for the SR 1 Traffic Operations Analysis Report are considered to represent more typical economic conditions. Based on the long-term projections for the region, the improved conditions in the project area in recent years do not change the overall need for the project. This opinion will be considered as part of the project decision process.

Comment 118.2:
I also disagree with a widening solution for the northbound peak flow rate (morning to-work commuters plus local to-school traffic; with time deadlines) that is duplicated symmetrically for the southbound peak flow rate (evening from-work commuters; without time deadlines). There are comparatively different peak flow rates and circumstances; and I think an asymmetrical design for the two directions reflects reality. Consider the human heart which is asymmetrical and it does the job just fine!

Response 118.2:

This comment expresses an opinion in opposition of the design of the proposed project and suggests a five-lane alternative with only an additional northbound lane. Please refer to the response to comment 118.1 above. As stated in Section 1.2.1 of the EIR/EA, the purpose of the proposed project is to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along a congested segment of SR 1 within the city of Pacifica.

Comment 118.3:
The existing vehicular roadway, including medians, lanes and shoulders is a total width of 63 feet divided symmetrically (31.5 feet wide each direction). CALTRANS has proposed two schemes each with a vehicular roadway totaling a width of 112 feet - and also divided symmetrically (56 feet wide each direction). I strongly oppose constructing this much vehicular roadway. It's unnecessary and therefore too costly.

Response 118.3:

This comment expresses an opinion that the project is not necessary for the area and the project cost is too high. The widening must be designed to current Caltrans design standards, and therefore, included full lane widths and shoulders, all of which increase the total pavement area. Please refer to Master Response #11.

Comment 118.4:
I am asking CT to instead consider the following roadway width proposals:
Northbound Roadway: one 3' inner median, three 12' lanes, one 10' outer shoulder @ total 49 feet Width Southbound Roadway: one 3' inner median, two 12' lanes and one 10' outer shoulder @ total 37 feet width Total Roadway Width: 86 feet (with a concrete barrier serving to divide the traffic directions) This proposal would still allow three full lanes of traffic in the more impacted morning northbound direction and greater emergency vehicle passage than we currently have in both directions.

Response 118.4:

This comment expresses an opinion that an additional roadway widening alternative should be considered. Please refer to Master Response #1 and to the responses to comments 118.1 through 118.3 above. This suggestion will be considered during the project decision process.

RESPONSES TO COMMENT #119:
Maurie Martin (dated 10/21/11)

Comment 119.1:
As a 22-year resident of Pacifica, CA, I have travelled Highway 1 nearly every day. My opposition relates to the fact that this project will still create bottlenecks – the bottlenecks will just be in different locations. In addition, there will be drivers who will increase their speed in order to get ahead of others, and when they cut in at the merge back to two lanes, accidents will occur. This will cause more delays than we currently have.

Response 119.1:

Please refer to Master Response #10.

Comment 119.2:
Also, I have not seen a resolution to the dangers of crossing Highway 1 at Reina del Mar. Let's complete the partially constructed overpass. If widening a highway could solve a congestion problem, it would have been done along Highway 1 in the Half Moon Bay/San Gregorio area long ago. If it's not being done there to alleviate congestion, we don't need it either.

Response 119.2:

Please refer to Master Response #9.

RESPONSES TO COMMENT #120:
MStechbart@msn.com (dated 10/21/11)

Comment 120.1:
The small, vocal group of people who oppose widening Highway 1 do not represent me nor do I think they represent the majority of people who live in Pacifica. I'm curious where these individuals reside. Maybe they're fortunate enough to live in an area of the city that's easy to reach when there's a medical emergency. Unfortunately, the residents who live in the back of Vallemar have one of the longest response times due to traffic on Highway 1. Is concern over the environment more important than someone's life? The day my husband died, it took the engine company 12 minutes to reach my house and this was not during the commute hour. The ambulance took 20 minutes. There is no question in my mind that something needs to be done so traffic flows and emergency vehicles can reach their destination without delay.

About three years ago, prior to school starting, the timing of the signal at Reina del Mar (crossing from east to west) changed, causing a backup in both directions whenever the button is pushed. Once a person reaches the other side of the street, traffic doesn't move in any direction for approximately 10 to 15 seconds. I brought this to the attention of the city manager and was told Caltrans fixed it. I never noticed a difference. Having Opticom installed on all signals along Linda Mar Boulevard and Highway 1 would allow the emergency vehicles to control the signals rather than risk an accident by going through a red light. This could improve safety and response times for the engine company. The response time would only improve if traffic is flowing freely on Highway 1. It seems like whenever we have a chance to improve conditions in the city, there's always a vocal group that opposes it. If you can stall a project long enough, the money goes somewhere else probably to a city

that has its act together. No chance of that happening in Pacifica. In the long run, it's the people who live here and operate businesses here who ultimately lose.

If you want the 20 year old traffic jam between Rockaway and Vallemar fixed, you better pay attention and write one email--right now!
Caltrans needs your input on a widening solution that will smooth out the bottleneck. We all know the frustration at being caught at these two lights, in traffic stacking up along Fassler, on Rt. 1 down to Linda Mar beach and beyond.
Write a simple, brief letter to Caltrans at this address: thomas rosevear@dot.ca.gov. The email doesn't have to be in great detail--just tell Caltrans to move the planning forward.
Describe some of your delays, missed appointments and frustration.
Your email and opinion counts. About 25 people in town have claimed a) there's no traffic problem b) live with the delay c) make everyone take the bus d) car POOL.
These widening opponents are perfectly happy to keep the traffic jam in place to force you to take a bus!
Without this traffic solution, backups will reach 3 miles in a couple of short years.
Make your support for a traffic solution known today by emailing thomas rosevear@dot,ca,gov
Without this widening, this bottleneck will NEVER go away.

Response 120.1:

Thank you for your comment. Please refer to Master Response #12.

RESPONSES TO COMMENT #121:
Michael Northrop (dated 10/21/11)

Comment 121.1:
I'd like to express my opposition to the widening of Highway 1 in Pacifica. I have read about the effects of highway widening projects and learned that they result in overall increases in global warming pollution.

These are the key findings in the report:

• Adding lanes to a highway will increase total global warming emissions over the long term -- even if it reduces congestion over the short term.
• Specifically - we estimate that each extra lane-mile built will increase emissions of carbon-dioxide, the main greenhouse gas, by more than 100,000 tons over 50 years.
• Any short-term fuel savings from congestion relief are quickly overwhelmed by increased traffic volumes on the roadway.
• This estimate takes into account the potential for major increases in vehicle fuel efficiency over 50 years. Even assuming major MPG improvements, we still find that total road emissions rise when congested highways are widened.

Response 121.1:

In some cases highway widening may lean to increased GHG emissions. In these cases, the projected future traffic with implementation of the project shows an increase over the future traffic in the no-build scenario. These are areas where the current and future diverted traffic will return to the highway from parallel routes and there is also some growth induced by the project.

In the case of the proposed Calera Parkway project in Pacifica, there are no parallel routes for the traffic to divert back to the highway and the projected future growth rate is the same with or without the project. Furthermore according to a recent white paper by the Association of Environmental Professionals [Hendrix, Micheal and Wilson, Cori]. Recommendations by the Association of Environmental Professionals (AEP) on How to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents (March 5, 2007), p. 2], *"an individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases."*

Section 3.3 of the EIR/EA includes a discussion of climate change. Modeling for project greenhouse gas (GHG) emissions was included in Section 3.3.2.1 and displayed in Table 3.1. This section states that: *"The proposed project is expected to result in a decrease in GHG emissions when comparing the existing conditions to the future Build conditions. With either of the project Build Alternatives, the average travel speed through the project limits increased from 8-10 mph to 21-24 mph. This increase in speed would lower the modeled GHG emission rate during the peak hours and result in an approximately 12 percent decrease in GHG emissions (see Table 3.1 below)."*

The project traffic impacts are described in Section 2.6.3 of the EIR/EA. This section of the EIR/EA summarizes and was based primarily on a technical Traffic Operations Analysis Report that was prepared for the project in July 2008 and Addenda to that report completed in April 2011, which are included in the EIR/EA in Appendix G.13, pursuant to CEQA Guidelines Section 15147. Based on the information in the Traffic Operations Analysis Report, EIR/EA notes in this section that the widening of SR 1 between just south of Fassler Avenue/Rockaway Beach Avenue and just north of Reina Del Mar Avenue from two to three lanes in each direction would provide increased *throughput* capacity through the two study intersections (emphasis added). The project need is to alleviate a localized bottleneck only within the project reach, which is projected to deteriorate over the design life of the project. Because the project would not change the number or configuration of lanes on SR 1 to the north or south of the project area, the project Build Alternatives are not anticipated to change regional trip distribution or volumes on SR 1 segments north and south of the project area. The information in this section also states that under the year 2015 conditions and the year 2035 conditions the proposed Build Alternatives would not directly generate additional traffic trips or change the overall distribution of trips in the site area, and therefore, would not substantially affect the operations of other highway segments beyond the immediate project site area and would not substantially affect the operations of local streets in the area.

The project would change the demand served within the project area[39], but not the demand amount. In other words, the project would serve more amounts of traffic, but the total amount of traffic would not change as a result of the project.

Comment 121.2:
• However, if our region adopts a comprehensive, economy-wide cap on global warming emissions, concerns about the global-warming impacts of highway widening would be reduced.

Reference:

[39] Demand served is the percentage of total travel demand that is able to make it through a particular facility. For example, if 2,000 vehicles per hour arrive at an intersection with a capacity to serve only 1,500 vehicles per hour, the intersection is able to "serve" 75 percent of the demand.

hup://www.sightline.org/researchencrgy/highway-widening/climate-analysis-gge-new-lanes-10-07

Response 121.2:

The adoption of a cap on global warming is beyond the scope of this project.

Comment 121.3:
As a Pacifica resident, and member of the Pacifica Climate Action Plan Task Force, chartered by the city council, I want us to take action to reduce our greenhouse gas emissions, not increase them. I also believe that wider highways will affect the quality of life for us living in Vallemar, increase noise, and result in a bottleneck after the widened section, where it chokes back down to 2 lanes.

Response 121.3:

Please refer to Master Response #10.

Comment 121.4:
I would prefer to see us use the highway expansion funds to instead increase public transit availability and affordability on Rt 1, which would both reduce traffic AND global warming.

Response 121.4:

Please refer to Master Response #8.

RESPONSES TO COMMENT #122:
Sarah Northrop (dated 10/21/11)

Comment 122.1:
I would like to echo my husband's sentiments below as I am also opposed to Hwy 1 widening in Pacifica.

I would also like to add that widening the highway will infringe on the accessibility of several of the businesses along Rt. 1 which would severely limit their abilities to continue to operate. Their parking lots would turn into highway, and cars would be allowed to fly past those businesses even faster than they already do.

Response 122.1:

Please refer to Master Response #7.

Comment 122.2:
Furthermore, increasing the width and throughput of the highway will put every species near the area in imminent danger.

Response 122.2:

This comment expresses an opinion regarding the impacts to sensitive species and wildlife along SR 1. This EIR/EA has been prepared in conjunction with the Caltrans District 04 Division of Environmental Analysis. The EIR/EA included a discussion of impacts to wildlife species and habitats within the Biological Study Area (BSA) in Section 2.16 through 2.19. This discussion was

based on a technical *Natural Environmental Study* (NES) that was completed for the project in December 2009, and an Addendum to the NES that was completed in December 2010 (refer to Appendix G.7 of the EIR/EA). The Biological Assessment for the project (Appendix G.3 of the EIR/EA) was completed in September 2010 and submitted to the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NOAA Fisheries) to initiate Section 7(a)(2) consultation under the Federal Endangered Species Act (FESA). Under Section 7 of this act, federal agencies, such as the Federal Highway Administration, are required to consult with the USFWS and NOAA Fisheries to ensure that they are not undertaking, funding, permitting or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The USFWS has recently issued their Biological Opinion (BO) for this project.

Comment 122.3:
Pedestrians would have to cross even more lanes of traffic to access open space, more distance to cross means more opportunity to have a collision. Also, pedestrians would be even more limited in their abilities to access the open space as the fast-moving traffic would serve as an even greater barrier of noise, movement, and danger to getting to where they want to go.

Response 122.3:

Section 1.4.1.2 of the EIR/EA describes the proposed improvements to the intersection within the project area. This section states that: *"The existing intersection traffic signal equipment at both the SR 1/Fassler Avenue/Rockaway Beach Avenue and the SR1/Reina Del Mar Avenue intersections would be replaced with new signals to match the new intersection geometry."* The crosswalks and timing for pedestrians would also be improved.

As described in Section 1.4.1.1of the EIR/EA, the project will include reconstruction and upgrades to the existing bicycle and pedestrian pathways along the project corridor. The existing Class I bicycle/pedestrian path adjacent to SR 1, north of Reina Del Mar Avenue will be upgraded by widening the path from eight feet to 10 feet, by increasing the separation between the edge of path and edge of traveled way from nine feet to 16 feet, and by installing a fence to provide a physical separation between the bicycle path and the highway. The existing sidewalk and paved path that currently extends from Reina Del Mar Avenue south to the Harvey Way frontage road on the east side of the highway would be replaced with a new sidewalk. A new sidewalk would be constructed along the east side of Harvey Way to complete the pedestrian connection between Fassler Avenue and Reina Del Mar Avenue. The sidewalk would be upgraded by placing it further from the new edge of traveled way of the SR 1 northbound lanes.

Comment 122.4:
Coyotes, rabbits and other animals that live in the open space would be even more cut off from accessing both sides of the highway if it were to be widened and throughput increased.

Response 122.4:

Please refer to the response to comment 122.2 above.

Comment 122.5:
There is a school in very close proximity to the highway and I hate to think that kids walking to/from school will have to contend with even faster and more traffic as they walk and bike to/from school. The risk to kids is not worth the few minutes drivers would save if the highway were widened.

Response 122.5:

Thank you for your comment.

Comment 122.6:
If commute times for drivers must be improved (as that is the goal of the proposed widening project, as I understand it), we must exercise all other options that do not infringe on public safety and the environment prior to taking this industrial modification approach. Let us not allow industrial progress and growth to eclipse the progress we have made in the forms of recreation, safety, beauty and patience in our peaceful town of Pacifica.

Response 122.6:

The Lead Agency (Caltrans), in consultation with the project design team, which includes the SMCTA and the City of Pacifica, has proposed the two Build Alternatives based upon extensive evaluation of potential design alternatives during the project formulation process.

RESPONSES TO COMMENT #123:
Kathy Meeh (dated 10/21/11)

Comment 123.1:
I fully support the Pacifica Calera Creek Parkway highway 1 widening as stated and considered in the 287 page DEIR/EA, (most of which I have read) . For the benefit of our coastal region, please move forward with this 1.3 mile highway 1 widening project. The plan proposed appears to fit well into the existing space, and has an efficient, smart traffic design. The landscaped alternative might be prettier, safety and geographical considerations would be known to your Agency professionals.

The highway 1 traffic congestion issue was identified 24 years ago: the result of feeder streets Fassler, Rockaway, Reina Del Mar, plus coastal traffic south of Pacifica. This "stuck in traffic" issue on a single 4-lane highway through Pacifica is not likely to improve with time.

On a personal level, I avoid driving during peak commuter hours, but occasionally get stuck driving then or in traffic congestion anyway. In Pacifica, common experiences have been: 1) north 5-10 minute back-up on Linda Mar Blvd reaching highway 1, then 15-25 minutes getting through the Fassler, Rockaway Reina Del Mar bottle-neck; 2) south 15-35 minute backup on Sharp Park Road prior to reaching highway 1, then 5-15 minutes getting through the highway 1 bottleneck. Visibly, emergency vehicles would have problems getting through such traffic.

The "nothing for Pacifica and the coast" vocal minority does the rest-of-us who also live here a big disservice, while they wait for a future where alleged sea level rise engulfs the entire coastal region. Meantime, they spin anti-highway widening reasons to delay the process, promote twisted testimony to the public, and complain about of not being heard. This is the same vocal contingent (1996, 2002) who complained that the 88 acre quarry off highway 1 could not be developed to improve our city economy because of highway 1 traffic, go figure.

Thank you for completing a comprehensive DEIR/EA highway widening research study. As you know, Pacifica city council voted in 1999 and 2003 to support similar highway 1 widening. And with the DEIR/EA study and project design, the current city council appears to support the same (4-1). I hope this time it will be our turn as a city, and regional coastal community, to benefit from this long-awaited highway improvement in Pacifica.

Response 123.1:

Thank you for your comment. This comment expresses support for the project and the Landscaped Median Alternative. The Landscape Median Build Alternative has been identified as the preferred alternative. Please refer to Master Response #12.

RESPONSES TO COMMENT #124:
Erika Dyquisto (dated 10/21/11)

Comment 124.1:
I understand that the comment period on the widening project for Highway 1 through Pacifica has been extended through Oct. 22, so I wanted to take the opportunity to submit my thoughts.

I am against the project unless the following concerns can be mitigated:
1) traffic congestion during the project construction. I recall during the last major project on this section of Highway 1 - about 15 years ago - when a divider was placed between the north and south bound lanes of the highway. The backups during the morning and afternoon commutes were horrendous and worse by far than anything we currently have to bear. To me, these are not worth the benefit of adding lanes. I would have to probably leave my house at 6:30 to 7 a.m. in order to get myself to work on time and my daughter to school on time (she currently attends school and I work in San Francisco). Currently we leave at 7:45 and can get to 25th & Valencia in less than 45 minutes.

Response 124.1:

This comment expresses concern over traffic delays during construction. Construction impacts of the project are discussed in Section *2.21 Construction Impacts* of the EIR/EA. The EIR/EA discusses the effects to traffic and transportation during project construction, including street closures in Section 2.21.1.1, based upon information from the Draft Project Report (DPR, July 2011). A Transportation Management Plan Data Sheet was developed for the Draft Project Report which identifies major components of a future Transportation Management Plan (TMP). The TMP Data Sheet development process identifies the potential impacts to traffic and the traveling public such as long-term lane closures, major detours, etc. The Transportation Management Plan will be finalized during the final design phase and will provide additional detail and updated information to the TMP Data Sheet. The Draft Project Report noted (on pages 53 to 54) that the project will be constructed in multiple stages in order to minimize delays and congestion caused by construction. During each construction stage, two through lanes along each direction of State Route1, left turn lanes at the Fassler and Reina Del Mar intersections, and pedestrian and bicycle access would all be maintained. The project roadway construction can be accomplished by shifting and narrowing existing travel lanes/shoulders and using temporary concrete barriers to protect the work zone. The Draft Project Report also noted (on page 52) that impacts to the traveling public will be minimized by performing the majority of the work behind temporary concrete barriers (i.e., K-rails), scheduling temporary lane closures during non-peak commute periods, and closely coordinating with the city of Pacifica.

The existing lane configuration on SR 1will generally be maintained through the project area during construction in order to reduce traffic congestion due to lane changes or closures. During construction there is some natural slowdown of traffic as it passes through the construction zone due to narrower lane and shoulder widths and this will have a nominal impact on overall travel time through the project area during construction. At times there may be more severe temporary traffic congestion due to unanticipated construction events but these would be short-term and generally resolved within the same day.

The Draft Project Report describes (on page 53) that public information outreach, portable changeable message signs, and a Construction Zone Enhanced Enforcement Program (COZEEP) will be used as required to manage traffic during certain construction activities. In addition, the design and construction of the project will be coordinated with the Caltrans Traffic Manager (DTM) and Caltrans Transportation Management Plan (TMP) Coordinator, consistent with Caltrans policy and procedures. The Draft Project Report also notes that per Caltrans requirements, a TMP will be prepared for the project for use during construction. The Draft Project Report lists measures to be incorporated into the TMP, included but not limited to the following:

- Provide public information campaign and outreach programs.
- Provide orderly construction sequences as a requirement in the contract plans. If the Contractor proposes changes, insure that these changes do not worsen the traffic flow or greatly impact traffic movements.
- Provide advance warning and guide signs.
- Maintain minimum turning-lane storage capacity during construction.
- Provide continuous vehicle access to cross streets, driveways and businesses, and provide for pedestrian and bicycle access.
- Provide a Construction Zone Enhanced Enforcement Program (COZEEP).
- Provide traffic and contractor contingency plans.

As mentioned above, the TMP will be finalized as part of the proposed project, prior to construction. The TMP will be developed, in cooperation with the city of Pacifica, to provide advance notice to motorists, transportation and emergency service providers, and other impacted groups regarding information on construction activities and durations, detours, and access issues during each stage of construction. The TMP will address all traffic-related aspects of construction, including traffic handling during each stage of construction, and will involve noticing of construction-related information to residents and businesses in the area.

Comment 124.2:
2) The light timing at Reina Del Mar would need to be fixed. Once one passes Reina del Mar, there is no backup, so the problem really isn't with the volume, the problem is with the light (either its existence or timing).

Response 124.2:

Please refer to Master Response #2 and Master Response #9.

Comment 124.3:
Perhaps, as another commenter wrote, just that intersection could be reworked so that traffic flowed better -- either with an overpass and a merge lane like that on a freeway. The backups at Rockaway Beach only occur because of the backups at Reina del Mar. If that problem were fixed, the rest of the way would be fine.

Response 124.3:

Please refer to Master Response #9.

Comment 124.4:
Please reconsider your design to fix the bottleneck. If the inconvenience factor during construction is too high, it's just not worth doing

Response 124.4:

Please refer to the response to comment 124.1 above.

RESPONSES TO COMMENT #125:
Remi Tan (dated 10/22/11)

Comment 125.1:
General comment - Cal trans need to consider cumulative effects of all alternative transportation and transit alternatives and signal timing and synchronization together before considering the widening project. If cumulative effects reduces LOS to acceptable levels projects may not be needed. In addition engineers specializing in alternative and transit use should be consulted to better understand the effects of these alternative, as Caltrans engineers are specialized usually in highway design and vehicle traffic.

Response 125.1:

Please refer to Master Response #1.

The Lead Agency is responsible for selecting a range of alternatives for examination in the EIR/EA. Combinations of alternatives were considered during the project formulation process. Section 1.4 of the EIR/EA summarizes the alternatives that were evaluated during the project development phase and briefly describes the reason these alternatives were not considered further. Alternatives suggested in the above comment, which were not evaluated further in the EIR/EA, were found to either be infeasible or to not meet the basic purpose of the project. It should be noted that the project design and environmental review team includes engineers, planners, and consultants within and outside of Caltrans with a variety of technical specialties.

Comment 125.2:
Specific comments:

1.4.8.5 Grade Separation at Reina Del Mar Avenue
This alternative would shift the SR 1 alignment west on top of the existing embankments at Reina Del Mar Avenue creating a grade separated interchange to separate SR 1 from Reina Del Mar Avenue and would require the use of retaining walls to minimize impacts. Under this alternative, SR 1 would also be widened north and south of the intersection with Fassler Avenue/Rockaway Beach Avenue, to increase its capacity (see Figure 1.11). This design alternative also included creek crossing restoration. Several variations of this grade separation alternative were evaluated including:
• A "compact-diamond" interchange with east side business driveways accessing SR 1 directly to/from the northbound highway on and off ramps;
• A compact-diamond interchange with a one-way frontage road on the east side of SR 1 extending north from the Harvey Way frontage road;

• A southbound compact-diamond interchange with northbound "hook" ramps and a two-way frontage road south of Reina Del Mar Avenue on the east side.
• A compact-diamond interchange with SR 1 remaining at grade and Reina Del Mar Avenue depressed below SR 1.
• Additional variations of grade separations were evaluated through the Value Analysis process.

This design alternative would provide a vertical separation between SR 1 and Reina Del Mar Avenue. Direct conflict between SR 1 and Reina Del Mar Avenue would be eliminated and access would be provided by interchange on and off ramps, creating stop-sign controlled intersections on Reina Del Mar Avenue for traffic entering and exiting SR 1. Northbound and southbound through traffic on SR 1 would no longer have to pass through a signalized intersection at Reina Del Mar Avenue. This alternative would provide the most substantial travel time benefits for traffic on SR 1. Year 2035 AM peak hour travel times through the area would average three minutes and eighteen seconds, and PM peak hour travel times would average three minutes and 30 seconds. However, these travel times would only be marginally better than the Build Alternatives, and the construction cost would be substantially higher than the Build Alternatives.

Because this alternative would involve widening on both sides of SR 1, this alternative would result in impacts to sensitive species habitat (CRLF and SFGS) west of SR 1, as well as jurisdictional wetlands west and east of SR 1. This alternative could also affect sensitive cultural resource sites west of SR 1. This alternative design would result in aesthetics impacts, similar to the proposed Build Alternative, due to the removal of mature trees and screening vegetation along the east and west sides of SR 1, and would result in greater aesthetic impacts due to the construction of the elevated interchange. This alternative would result in similar hydrology and water quality impacts due to an increase in impervious areas. This alternative would also result in impacts from exposure of possibly contaminated soils during construction, temporary increases in noise levels along SR 1 from construction, and minor increases in noise levels along SR 1 due to moving traffic higher up in the air near adjacent receptors and increased travel speeds during the peak hours, similar to the proposed Build Alternatives.

This alternative would have right-of-way impacts because it would require acquisition of property/right-of-way from the Rockaway Beach Area, the Quarry property, and, depending on the variation, the Reina Del Mar Avenue area. The estimated construction cost for this alternative is approximately $50-$65 million.

A grade separation would provide the most substantial traffic operations benefit but would require on and off ramps with controlled access to the highway, which means residential and business driveways could not have access directly to and from the on- and off-ramps. The first variation of this alternative with a simple compact-diamond design would not be feasible because Caltrans policy would not allow private or business driveway access directly to/from the on and off ramps. A separate access to all private properties adjacent to the interchange area would have to be provided from Reina Del Mar Avenue via frontage roads or other means. The other alternative variations would have much higher cost due to additional frontage road requirements and would result in much greater environmental impacts to sensitive biological resources and cultural resources than the proposed Build Alternatives. The raised roadway would also create additional visual and noise impacts. The City of Pacifica was not supportive of additional northbound "out of direction" travel to access businesses on east side at Reina Del Mar Avenue with the northbound hook ramps variation. The Reina Del Mar Avenue "underpass" alternative variation, where SR 1 would remain at grade and Reina Del Mar Avenue would be depressed under the highway, was raised by the public during the scoping process as another grade separation alternative. This variation would not be

feasible because the distance required to angle Reina Del Mar Avenue down under the highway would cut off access to adjacent properties and the on and off ramps connecting to SR 1 north would not be able to clear the Calera Creek crossing. This variation would also result in greater environmental impacts to sensitive biological and cultural resources west of SR 1.

The grade separation alternative was primarily rejected because of the substantial additional cost to make a workable interchange and because of the increased environmental and right-of-way impacts.

Comment: This alternative should be considered the main alternative since it provides best level of service. In addition the highway is not widened into the wetlands areas as much as the 6 lane widening alternatives. Since the road is not expanded there may be less traffic inducing growth. There is less retaining walls than the 6 lane alternatives so there is less visual impact. The berm is existing so there is minimal visual impact. If a two way frontage road needed for businesses south of Reina Del Mar is needed this would work if there is a do not enter sign posted at NB exit from hwy at Reina Del Mar. Art work and artistic lighting under the overpass can be considered to make that a more pedestrian friendly and safe environment. This grade separated alternative is worth extra cost as the intersection LOS is poor even with the 6 lane widening preferred alternatives.

Response 125.2:

The support for this alternative is noted and will be considered during the project decision process. Please refer to Master Response #9.

Comment 125.3:
1.4.8.8 Signal Interconnect & Signal Timing Improvements without Roadway Widening
This alternative would install signal interconnect cable between the Fassler Avenue/Rockaway Beach Avenue and the Reina Del Mar Avenue signals to coordinate timing of green phases. A variation of this alternative would also include widening to add a third lane in the northbound direction.
The environmental and property right-of-way impacts for this alternative would be minimal. The estimated construction cost for this alternative for signal interconnect only is approximately $0.3 million. Signal interconnect would not, however, provide an appreciable benefit due to the distance between the two signals. This alternative was primarily rejected because the traffic operation benefit would be considerably less than the proposed Build Alternatives.

Comment: This is a very inexpensive alternative and should be considered. If the issue is distance between the signals, additional signals could be added between Reina Del Mar and Fassler, similar to what San Francisco has done on the Great Highway. Also with the lower cost, signal timing and synchronization could and should be done for Linda Mar and Crespi signals too. The current Reina Del Mar light cycle is also too long during rush hour, 5 minute cycle should be reduced to 1-2 minutes or less. The current cycle results in congestion for traffic making left turn from SB 1 into EB Reina Del Mar towards the Vallemar School and backs up traffic from WB Reina Del Mar during school drop off times. There was 1 week at end of 2011 school year where traffic light was set to 1 minute timing and traffic moved smoothly in all directions.

Response 125.3:

Please refer to Master Response #2.

Comment 125.4:
1.4.8.9 Increased or Modified Transit Service

The ability to meet the purpose of the project by providing additional transit service and access through the site, including bus, light rail, and train access, (without any roadway widening) was also considered and evaluated. This alternative would consist of providing increased transit service to areas and points both north and south via additional bus routes, increased bus headways (more buses), additional park-n-ride lots, and additional feeder shuttles. The existing transit and bus service (Routes 14, 16, 100, 112, 294, CX and DX) through the area currently run well below capacity, with an average ridership of 50 percent of available capacity in the morning peak period and 40 percent in the evening peak period. Additional transit analysis was conducted which evaluated how much transit service would be required to induce drivers to switch to transit such that the existing roadway could accommodate 100 percent of the forecasted demand through the project corridor. In order to accomplish this, an additional 88 buses per hour would be required in the AM peak hour and an additional 77 buses per hour would be required in the PM peak hour. These increases would be comparable to a completely new transit system, not just minor service increases, and would require substantial new ongoing funding for operations and maintenance costs.
This alternative would likely have minimal environmental impacts, but could have some, scattered right-of-way impacts because it may require acquisition of properly/right-of-way from the properties along SR 1 in order to provide bus and transit facilities along the highway. The addition of some type of rail transit line through the project would result in extensive right-of-way and environmental impacts.
Increasing bus routes or headway times by lesser amounts would provide only a nominal increase in ridership. Based on: 1) the existing land use and commute patterns through this area; 2) the locations of destination uses (residential and employment areas); 3) the low existing transit ridership through this corridor; and 4) the minimal amount of right-of-way available, it is unlikely that service updates in this area could achieve a similar level of congestion relief as the Build Alternatives, and these options were not considered feasible. This alternative was primarily rejected because of the high operating cost over time, the high initial cost for some transit options, and the minimal improvement in congestion relief.

Comment: The 88 buses per hours does not make sense. If Samtrans 118 Colma shuttle was increased to 5 minute headways during rush hour, parking fees at BART increased, and 118 service expanded to off peak and later in evening and weekends more people will be encouraged to use bus/BART rather than driving. Also timed connections to other local Pacifica buses lines will make this more convenient. Consult transit expert engineers to study this alternative further.

Response125.4:

Please refer to Master Response #8.

Comment 125.5:
1.4.8.10 School Bus Service to Elementary School at Vallemar
This alternative would provide increased school bus service to the elementary school on Reina Del Mar Avenue. The anticipated traffic benefits for this alternative would primarily be in the AM peak hour. The existing bus service is well-used, but is not over capacity. Increased service would likely provide only a marginal improvement, and would likely be very expensive to operate. Finally, it is important to note that school-related traffic congestion primarily affects the AM peak commute period. The evening congestion in the area generally occurs well after school hours and would not benefit by this additional service. This alternative could provide a small benefit for a portion of the AM peak commute congestion (northbound) but not enough to significantly reduce backups through the corridor.

This alternative was primarily rejected because it would not provide considerable benefit for the AM or PM commute period (northbound or southbound).

Comment: The traffic conditions in the AM peak improve greatly when school is out. Some kind of school bus transportation plan will make great improvements to LOS between Linda Mar and Reina Del Mar. Buses are needed for not only Vallemar School but the entire K-8 and HS districts as both have open enrollment schools and many students are transported across Pacifica to schools. If the school bus service is too expensive to operate, consider working with SamTrans, school districts and PTO/IPTA's to provide very discounted or free bus passes on SamTrans buses and work with SamTrans to increase service as needed to serve the students. Also bus service improvements or school buses will help PM peak as many of the students in have after-school activities or day care which let out during the PM peak times.

Response 125.5:

Please refer to Master Response #3.

Comment 125.6: (Traffic)
2.2.2 Environmental Consequences
The project is located within an urbanized area of the city of Pacifica and its construction would not open additional areas to development. The project is proposed to remove an existing bottleneck for traffic congestion and improve the level of service operation in the immediate project area. While the proposed widening and intersection improvements would improve traffic operations, the overall capacity of SR 1 would not substantially change because the SR 1 segments north and south of the project would remain unchanged. The project would not create any new connections to other roadways or areas, and the project would not open any new areas to development. Similarly, the overall capacity of Fassler Avenue/Rockaway Beach Avenue and Reina Del Mar Avenue will not substantially change because the project would not add any new through lanes to those roadways. There are no pending or recently-approved projects whose construction is conditioned upon the implementation of the project. Given the project's location and physical constraints, as well as resource agency jurisdictions, the project would have little influence on future growth in the region. The project would not result in any direct growth-inducing impacts because no development is tied to the construction of the widening and intersection improvements. Indirect growth-inducing impacts would be minimal as the project does not include the construction of extended segments of new through lanes on the freeways or local streets.

3.2.1.2 Growth
While the proposed widening and intersection improvements will improve traffic operations, the overall capacity of SR 1 will not substantially change because the SR 1 segments north and south of the project will remain unchanged. Similarly, the overall capacity of Reina Del Mar Avenue and Fassler Avenue/Rockaway Beach Avenue will not substantially change because the project will not add any new through lanes to those roadways (refer to Section 2.2 Growth).

Comment: These conclusions on traffic growth mentioned in the DIER/EA does not make sense. Studies have shown that highway expansion projects do increase traffic growth.

Response 125.6:

Please refer to Master Response #13.

The project traffic impacts are described in Section 2.6.3 of the EIR/EA. The information in this section summarizes and was based primarily on a technical Traffic Operations Analysis Report that was prepared for the project in July 2008 and addenda to that report completed in April 2011. The EIR/EA notes in this section that the widening of SR 1 between just south of Fassler Avenue/Rockaway Beach Avenue and just north of Reina Del Mar Avenue from two to three lanes in each direction would provide increased *throughput* capacity through the two study intersections (emphasis added). This project is designed to alleviate a localized bottleneck only within the project reach. Because the project would not change the number or configuration of lanes on SR 1 to the north or south of the project area, the project Build Alternatives are not anticipated to change regional trip distribution or volumes on SR 1 segments north and south of the project area. The information in this section also states that under the year 2015 conditions and the year 2035 conditions, the proposed Build Alternatives would not directly generate additional traffic trips or change the overall distribution of trips in the site area, and therefore, would not substantially affect the operations of other highway segments or local streets beyond the immediate project site area. The proposed project would improve operations at the Fassler Avenue/SR 1 and the Reina Del Mar/SR 1 intersections, which would improve operations of these roadways. The project would change the demand served within the project area[40], but not the demand amount. In other words, the project would serve more amounts of traffic, but the total amount of traffic would not change as a result of the project.

The proposed improvements have been designed to provide an appreciable traffic benefit for at least 20 years, in accordance with Caltrans design policy. After that time, traffic conditions will be evaluated, and if further improvements are deemed necessary, they will be considered and evaluated at that time.

Comment 125.7:
The increased traffic will lead to growth of greenhouse gases and eventually negate the improvements in the traffic service level in the Reina Del Mar and Fassler intersections.

Response 125.7:

In some cases highway widening may lead to increased GHG emissions. In these cases, the projected future traffic with implementation of the project shows an increase over the future traffic in the no-build scenario. These are areas where the current and future diverted traffic will return to the highway from parallel routes and there is also some growth induced by the project.

In the case of the proposed Calera Parkway project in Pacifica, there are no parallel routes for the traffic to divert back to the highway and the projected future growth rate is the same with or without the project. Furthermore according to a recent white paper by the Association of Environmental Professionals [Hendrix, Micheal and Wilson, Cori]. Recommendations by the Association of Environmental Professionals (AEP) on How to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents (March 5, 2007), p. 2], *"an individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases."*

[40] Demand served is the percentage of total travel demand that is able to make it through a particular facility. For example, if 2,000 vehicles per hour arrive at an intersection with a capacity to serve only 1,500 vehicles per hour, the intersection is able to "serve" 75 percent of the demand.

Section 3.3 of the EIR/EA includes a discussion of climate change. Modeling for project greenhouse gas (GHG) emissions was included in Section 3.3.2.1 and displayed in Table 3.1. This section states that: *"The proposed project is expected to result in a decrease in GHG emissions when comparing the existing conditions to the future Build conditions. With either of the project Build Alternatives, the average travel speed through the project limits increased from 8-10 mph to 21-24 mph. This increase in speed would lower the modeled GHG emission rate during the peak hours and result in an approximately 12 percent decrease in GHG emissions (see Table 3.1 below)."*

Comment 125.8:
In addition since the roadway to the north and south of the project area are not increasing, the congestion in those areas will worsen over time. Tables 1.1 to 1.4 and Tables 2.4-2.7 all show traffic increase from 2015 to 2035 without project. As other studies have shown the new widening will increase convenience of using the road and there for driving, so additional traffic increase due to this should be considered in those tables. Please see studies from Sightline Institute's Clark Williams-Derry "Increases in greenhouse gas emissions from highway widening projects", October 2007, www.sightline.org, and from Victoria Transport Policy Institute's Todd Litman "Generated Traffic and Induced Travel: Implications for Transport Planning", 19 August 2010, www.vtpi.org attached.

Response 125.8:

Please refer to the responses to comments 125.6 and 125.7 above.

RESPONSES TO COMMENT #126:
Mary Keitelman (dated 10/22/11)

Comment 126.1:
Following are my comments on the DEIR:

Visual and Aesthetic Impacts - Section 2.7
The draft EIR fails to adequately analyze whether the visual and aesthetic resource impacts of the Project are adverse or significant. As a 20+ year resident of Pacifica, my experience is that this project will severely impact the visual and aesthetic resources here and forever mar the quiet, scenic beauty of our little coastal town. I commute daily using the section of Highway 1 where the Project is proposed, and I appreciate the scenic nature of this coastal highway and our local hawks, birds, snakes, frogs and other wildlife.

Response 126.1:

The project is subject to federal and state environmental review requirements because the project sponsor(s) proposes to use federal funds from the Federal Highway Administration (FHWA) and/or the project requires a FHWA approval action. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Caltrans is the lead agency under CEQA and NEPA. FHWA's responsibility for environmental review, consultation, and any other action required in accordance with NEPA and other applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

Because Caltrans has not adopted thresholds of significance, the project impacts analysis was based in part on the standard significance criteria contained in the CEQA Guidelines Appendix G, as well as the internal PDT, environmental staff and other specialists.

Chapter 3 of the EIR/EA includes the CEQA evaluation and discussion of the significance of impacts of the proposed project. Section 3.2.1 describes the less-than-significant environmental effects of the proposed project. Section 3.2.1.7 describes the significance determination for visual/aesthetics. This section states,

> *"While the project would have some visual impacts, they would not result in a significant impact under CEQA because: 1) they would not constitute a substantial adverse effect on a scenic vista; 2) they would not substantially damage scenic resources, including, but not limited to trees, rock outcroppings and historic buildings within a state scenic highway; 3) the loss of the vegetation would not substantially degrade the existing visual character or quality of the area; and 4) the project would not introduce a new source of substantial light or glare into the area."*

Therefore, the EIR/EA discloses that the proposed project will have a less-than-significant effect under CEQA on the visual/aesthetics within the project area.

Comment 126.2:
In addition, I have hiked virtually all trails surrounding the Project - from Mori Point to Sweeney Ridge and through the Quarry - all areas that will be impacted visually by approximately 6 acres of pavement proposed by in the DEIR.

Response 126.2:

The visual and aesthetics discussion in the EIR/EA was based upon a *Visual Impact Assessment* (VIA) completed for the project in January 2011 (refer to Appendix G.14 of the EIR/EA). The VIA was prepared according to the FWHA regulations and methodology, and it included a discussion of other view areas for consideration of visual/aesthetic effects, which included the two public parks areas located adjacent to SR 1 near the project limits. These two areas are part of the GGNRA properties and include: 1) Mori Point, which is located west of SR 1, north of the City of Pacifica's water treatment plant; and 2) Sweeney Ridge, which is located on the east side of SR 1, at the north end of the proposed project alignment. The views for these areas are representative of those seen by the recreational park user hiking on Mori Point or Sweeney Ridge adjacent to SR 1 at the north end of the proposed project alignment.

The VIA concluded that the proposed roadway widening and updates to the intersections will not dramatically change the intactness or unity of the viewshed. The cut into the embankment and the introduction of the retaining wall as a new manufactured visual element on the west side of SR 1 would contrast with the natural features and lower the unity and intactness of the viewshed. However, because the height of this wall would not exceed the height of the remaining embankment, the wall would not block views. Distant views and views of the coast would be preserved. The adverse impact and change in visual character would be low to moderate. The changes proposed to the median by either project alternative will remain consistent with the existing visual quality of the viewshed.

Recreational park users would have background views of the highway for long periods of time.

Viewer sensitivity to visual change is expected to be low. Adverse change in visual quality and character would be low. Viewer response would be low. Overall adverse impacts would be low to moderate.

The text in Section 2.7.3 of the EIR/EA has been updated to include this section from the VIA.

Comment 126.3:
As a community, the City of Pacifica unites around pride of place: we are proud of our beautiful scenic hillsides, ocean views, trails and beaches - which provide visual respite and house some of the most beautiful and rare wildlife on the coast.
Based on my personal experiences, I believe that the Project will have a substantial adverse effect on scenic vistas in Pacifica and will substantially degrade the existing visual character and quality of the Project site and all its surroundings.

Response 126.3:

The opinions expressed in this comment will be considered as part of the project decision process. Please refer to the response to comment 126.2 above. In Section 2.7 of the EIR/EA, which is based on a Visual Impact Assessment (VIA), the existing visual and aesthetic environment of the project area is described, as well as the potential impacts to the existing environment resulting from implementation of the proposed Build Alternatives. This section also includes measures to minimize adverse visual project impacts, which consist of adhering to the design requirements in cooperation with the Caltrans District 04 Landscape Architect. The measures are described in Section 2.7.4 of the EIR/EA. As shown in the site photos and photo simulations in Section 2.7 of the EIR/EA, the project area is a developed highway corridor and includes a mix of residential and commercial uses, intermixed with undeveloped parcels and mature vegetation. Overall, the VIA found that, while the project Build Alternatives would result in additional pavement to provide the additional lanes, the project would not significantly change the visual character of the roadway corridor. In addition, while the project would remove mature trees and vegetation along SR 1, the project includes replanting and would improve views and access to the coast.

Implementation of the minimization measure guidelines will reduce impacts of the project. Many of the minimization measure guidelines are specifically being proposed as part of project features to avoid adverse impacts.

The project will also include development of a corridor design concept in cooperation with the Caltrans District 04 Landscape Architect. The corridor design concept will incorporate the design guidelines including: aesthetic treatment of structures; median planting; and replacement planting, which will be implemented per Chapter 29 (Highway Planting) of the *Department's Project Development Procedures Manual* and Chapter 900 (Landscape Architecture) of the *Department's Highway Design Manual*. The design guidelines will be designed and implemented with the concurrence of the Caltrans District 04 Landscape Architect.

Comment 126.4:
Looking at the ocean, only a lane away, and hearing the sounds of the sea, is beautiful and calming - and one more reason Pacifica is scenic. The DEIR proposes sound walls and many lanes of traffic - which would obscure this daily aesthetic treasure. This section of Highway 1 is beautiful.

Response 126.4:

Soundwalls were evaluated in Section 2.15 of the EIR/EA in conformance with FHWA regulations, however, soundwalls are not proposed. Please refer to Master Response #5 regarding soundwalls.

The EIR/EA included a discussion and visual simulations of the features associated with the proposed project in Section 2.7 Visual/Aesthetics. The soundwalls were not included in the description or visual simulations because the project does not propose noise reduction measures in the form of soundwalls along the project alignment. The text of the EIR/EA has been updated to clarify that soundwalls are not proposed.

Comment 126.5:
The Project is hugely out of character and scale for our small coastal town.
The DEIR fails to address the unique scenic beauty of Pacifica and the desire of the community to maintain this scenic beauty.

Response 126.5:

This comment expresses an opinion that the EIR/EA analysis did not address the unique scenic beauty of Pacifica. The discussion of visual and aesthetics in Section 2.7 of the EIR/EA is based upon a *Visual Impact Assessment* (VIA) completed for the project in January 2011 (refer to Appendix G.14 of the EIR/EA). The process used in the visual impact study generally follows the guidelines outlined in the publication *"Visual Impact Assessment for Highway Projects"*, Federal Highway Administration (FHWA), March 1988. Pursuant to the guidelines, visual quality was evaluated by identifying the vividness, intactness and unity present in the viewshed. The FHWA states that this method should correlate with public judgments of visual quality well enough to predict those judgments. This approach is particularly useful in highway planning because it does not presume that a highway project is necessarily an eyesore. This approach to evaluating visual quality can also help identify specific methods for reducing each adverse impact that may occur as a result of the project. The three criteria for evaluating visual quality can be defined as follows: vividness is the visual "power" or "memorability" of landscape components as they combine in distinctive visual patterns; intactness is the visual "integrity" of the natural and built landscape and its freedom from encroaching elements. It can be present in well-kept urban and rural landscapes, as well as in natural settings; and unity is the visual "coherence and compositional harmony" of the landscape considered as a whole. It frequently attests to the careful design of individual manmade components in the landscape.

Pursuant to these criteria, the VIA described the visual quality of the landscape units[41] within the project area in Section 2. The EIR/EA summarized the information in the VIA to describe the existing visual environment of the project area. Therefore, the EIR/EA incorporates all of the criteria utilized to determine the visual quality of the existing environment, pursuant to the FHWA guidelines for assessing visual impacts.

Comment 126.6:
The DEIR does not address the fact that the proposed freeway segment will take space from the historic Vallemar Station and other businesses along the highway, and will obstruct those businesses

[41] A "landscape unit" is a portion of the regional landscape and can be thought of as an outdoor room that exhibits a distinct visual character. A landscape unit will often correspond to a place or district that is commonly known among local viewers.

with a sound wall. Particularly in the case of the iconic Vallemar Station, this will change the scenic and culturally important values of Pacifica - making it less scenic, less interesting to the tourist, and will result in less visitors, which will result in less money being spent in Pacifica.

This significant loss of aesthetic values will have a net negative effect on Pacifica's economic health.

Response 126.6:

The DEIR/EA included an evaluation (on pages 93 to 94) of whether the project would have an adverse impact on historical resources within the area of project effect (APE). This analysis was based on a technical *Historic Property Survey Report* (HPER) that was completed for the project in December 2009 as well as Addenda to this report completed in October 2010. The project build alternatives will not take land nor construct a soundwall in front of Vallemar Station. Instead, the project will construct a sidewalk in front of Vallemar Station.

Vallemar Station was determined not eligible for the National Register of Historic Places due to the alterations and additions which affected the resource's historical integrity. Therefore the HPSR did not identify potential of adverse effects on the building under Section 106 of the National Historic Preservation Act. However, the building is considered a historical resource under CEQA, meaning that it appears eligible for the California Register. In any case, the project will not have a substantial adverse change to the Vallemar Station because there will be no demolition, relocation, alteration, or material impairment to the physical characteristics that justify the determination of the resource's historical significance (per CEQA Guidelines sec. 15064.5(b)). Following project construction, Vallemar Station will still retain the characteristics that qualify it as a historical resource. The SHPO concurred with the eligibility and ineligibility of historic properties within the APE on February 22, 2010.

Comment 126.7:
The DEIR ignores all the above and on page 89 insupportably concludes that "As a result of this project, minor changes to visual resources will occur within the project limits." This is underscored by one of the Caltrans representatives at the local hearing, who casually said, what a tree is here or there when referencing some trees the Project proposes to remove. Additionally, the DEIR states "this change would not affect the roadway users or those who view the roadway and intersections from adjacent communities." Absolutely to the contrary; everyone driving by will notice the massive cement corridor with walls on either side, trees cut down.

Response 126.7:

Please refer to the responses to comments 126.3, 126.4, and 126.5 above.

The visual and aesthetics discussion in Section 2.7 of the EIR/EA was based upon a *Visual Impact Assessment* (VIA) completed for the project in January 2011 (refer to Appendix G.14 of the EIR/EA). Section 2.7.3.1 described the changes in the visual character of the project area associated with the proposed project. This section included photo simulations, which illustrate the views before and after implementation of the proposed project. Photo11, Photo 13, and Photo 23 in the DEIR/EA illustrate the proposed project features and change in the project corridor the project intersections. Photo 16, Photo 17, Photo 19, and Photo 23 in the EIR/EA illustrate the proposed project features and changes in the project view corridor associated with the removal of existing mature trees along the west side of SR 1. While the removal of these trees would change the visual character of this

portion of the alignment, Photo 19 and Photo 20 demonstrate the improvement in views of the Pacifica Ocean along SR 1 from removal of the existing trees.

Comment 126.8:
Construction Impacts - section 2.7
The DEIR fails to identify and analyze all impacts from light, glare, sound walls, noise, dust and dirt pollution in the air. This is a visual and scenic issue - as well as a health issue.

Response 126.8:

Please refer to the responses to comments 126.1 through 126.7 above regarding light and glare, soundwalls, and visual impacts. Soundwalls were evaluated in Section 2.15 of the EIR/EA in conformance with FHWA regulations, however, soundwalls are not proposed. Please refer to Master Response #5 regarding soundwalls.

Section *2.21 Construction Impacts* of the EIR/EA describes the construction-related impacts associated with the proposed project.

The text in Section 2.15 Noise of the EIR/EA summarized and was based on an analysis in the Noise Study Report prepared by Illingworth & Rodkin in October 2009 (Appendix G.11 of the EIR/EA). As described in Section 2.15.4 of the EIR/EA, the project would not result in a substantial increase in traffic-related noise. Chapter 3 of the EIR/EA includes a description of the impacts of the proposed project and the CEQA significance. This chapter describes the less-than-significant effects of the proposed project in Section 3.2.1; noise is discussed in Section 3.2.1.15.

Section 2.21.3 of the EIR/EA includes a discussion of the air quality impacts associated with the proposed project construction activities.

Comment 126.9:
Where the DEIR fails to identify all appropriate impacts, it also fails to identify appropriate mitigation measures to address these impacts as required by CEQA.

Response 126.9:

Please refer to the response to comment 126.1 above. Chapter 2 of the EIR/EA includes the environmental topics addressed for the project, in Section 2.1 to Section 2.22. In each topic section there is a discussion entitled *"Avoidance, Minimization, and/or Mitigation Measures,* which describes the feasible measures to mitigate, minimize, or avoid project-related impacts to the pertinent environmental topic section.

Comment 126.10:
Affected Environment - Section 2.4.2
The draft EIR fails to take into account loss of business for businesses on either side of Highway 1 that will have sound walls placed in front of them, causing their customers to have a difficult time seeing or getting to their businesses. Additionally, the draft EIR fails to take into account the loss of business at the iconic Rockaway commercial center.
Pacifica's scenic value is also its commercial value - People like visiting a scenic area, Take it away, and people don't visit. Less money spent, businesses fail.
The Project fails to take into account the loss of economic health to the Pacifica community.

Response 126.10:

Please refer to Master Response #7 regarding the project's effect on businesses. Please refer to Master Response #5 and the response to comment 126.4 above regarding soundwalls.

Comment 126.11:
Climate Change - Section 3.3
The draft EIR fails to take new information into account regarding global warming. Global warming is the biggest crisis mankind will ever face - it is incumbent on our project planners to effectively address global warming with every project.
• Increased emissions from highway construction and additional vehicle travel, adding one mile of new highway lane will increase C02 emissions by more than 100,000 tons over 50 years. At current rates of emissions, 100,000 tons of
C02 equals the 50-year climate footprint of about 100 typical US residents.
• Over the course of five decades, adding new highway lanes will lead to substantial increases in vehicle travel and C02 emissions from cars and trucks. Claims about fuel savings from congestion relief may hold slim merit over horizons of a decade or less. But over the long term, new traffic will fill the added road space, leading to long-term increases in vehicle emissions totaling tens of thousands of tons per lane-mile.

Response 126.11:

This comment expresses an opinion that the highway widening will result in an increase in global warming emissions. In some cases it is true that highway widening will increase GHG emissions. In these cases, the projected future traffic with implementation of the project shows an increase over the future traffic in the no-build scenario. These are areas where the current and future diverted traffic will return to the highway from parallel routes and there is also some growth induced by the project.

In the case of the proposed Calera Parkway project in Pacifica, there are no parallel routes for the traffic to divert back to the highway and the projected future growth rate is the same with or without the project. Furthermore according to a recent white paper by the Association of Environmental Professionals [Hendrix, Micheal and Wilson, Cori]. Recommendations by the Association of Environmental Professionals (AEP) on How to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents (March 5, 2007), p. 2], "*an individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases.*"

Section 3.3 of the EIR/EA includes a discussion of climate change. Modeling for project greenhouse gas (GHG) emissions was included in Section 3.3.2.1 and displayed in Table 3.1. This section states that: "*The proposed project is expected to result in a decrease in GHG emissions when comparing the existing conditions to the future Build conditions. With either of the project Build Alternatives, the average travel speed through the project limits increased from 8-10 mph to 21-24 mph. This increase in speed would lower the modeled GHG emission rate during the peak hours and result in an approximately 12 percent decrease in GHG emissions (see Table 3.1 below).*"

Comment 126.12:
• Adding lanes to Highway 1 (even HOV or "commuter" lanes) is highly unlikely to relieve traffic congestion, and is therefore not a solution to our traffic problem.

Response 126.12:

The traffic and transportation information is Section 2.6 of the EIR/EA was based primarily on a technical Traffic Operations Analysis Report that was prepared for the project in July 2008 and Addenda to that report completed in April 2011. The Traffic Operations Analysis Report included a discussion of the travel demand forecasting methodology, which involved reviewing previous studies, available forecasting models, historical traffic counts, and land use projections to develop forecasts for future traffic conditions. The traffic operations analysis addressed intersection operations at the two key study intersections. All analyses were conducted using procedures and methodologies contained in the *Highway Capacity Manual*. The analysis measured the AM and PM peak hour traffic operations for the study intersections and study portions of SR 1. The future traffic was analyzed under both Construction Year (2015) and Future Year (2035) scenarios using the microsimulation model.

As stated in Section 1.2.1 of the EIR/EA, the purpose of the proposed project is to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along a congested segment of SR 1 within the city of Pacifica.

The Traffic Operations Analysis Report concluded that with the proposed Build Alternatives, in year 2035, travel times would generally decrease by nearly 60 percent in the AM peak hour and over 70 percent in the PM peak hour. Queuing would be largely reduced, and intersection approach queues at SR 1 / Fassler Avenue would generally clear each cycle. This information was incorporated into the DEIR/EA in Section 2.6.3.3. Therefore, the Build Alternatives would improve travel times along this section of State Route and thus, meet the purpose of the proposed project.

Comment 126.13:
• Traffic congestion can be reduced through a variety of non-widening strategies, many of which are less costly, can be accomplished much more quickly than highway widening, and will provide long term solutions.

Response 126.13:

Please refer to Master Response #1.

Comment 126.14:
• Highway widening is highly likely to contribute to significant environmental degradation especially through increased air, noise and visual pollution.
Reference:
1) Please see "Why Widening Highway 1 Won't Work" (PDF attached)

Response 126.14:

This comment expresses an opinion that the proposed project will cause significant impacts in terms of air quality, noise, and visual/aesthetics.

<u>Air Quality</u>
The Air Quality impacts of the project are evaluated in Section 2.14 and 3.2.1 of the EIR/EA. The bulk of the analysis is in Section 2.14. Chapter 3 includes the significance conclusions under CEQA. Section 3.2.1.13 states: *"The proposed project is in conformance with the Clean Air Act and the State*

Implementation Plan. Construction of the proposed project would not cause or contribute to violations of carbon monoxide (CO) standards. Construction of the proposed project would not substantially increase MSAT emissions within the project limits. Regional MSAT[42] emissions would not change due to the project. Refer to Section 2.14 Air Quality, of this document."

Noise
The Noise impacts of the project are evaluated in Section 2.15 and 3.2.1 of the EIR/EA. The bulk of the analysis is in Section 2.15. Chapter 3 includes the significance conclusions under CEQA. Section 3.2.1.15 states: :

"The Caltrans Traffic Noise Analysis Protocol (TNAP) states that a traffic noise impact may be considered significant under CEQA if the project is predicted to result in a substantial increase in traffic noise. A substantial noise increase is defined as an increase of 12 dBA Leq(h) above existing conditions. The results of the traffic noise modeling indicate that the project will typically result in increases of zero (0) to two (2) dBA Leq(h) throughout the study area. The highest increases would be two (2) dBA Leq(h), which would not be a perceptible increase. Therefore, traffic noise impacts of the proposed project are considered less than significant under CEQA. Refer to Section 2.15, Noise, of this document."

Visual
Please refer to the responses to comments 126.1 and 126.3 above regarding visual impacts.

Comment 126.15:
1.2.2 Need for the Current Project
The DEIR does not address less costly, easier and quicker to implement, more sustainable suggestions, but only suggests three incompletely described 'options' for a massive $52 million highway project. The DEIR fails to fully address alternatives; if they are mentioned they are not considered fully or in combinations.

Response 126.15:

Please refer to Master Responses #1 through 4, Master Response #6, and Master Response #8.

Comment 126.16:
The DEIR uses an out of date traffic study on which to base assumptions.

Response 126.16:

Disagreement regarding details of the analysis does not make an EIR inadequate. While other project traffic data (i.e., Oddstad) do show a decline in traffic volumes in recent years due economic conditions, these conditions are considered temporary and a normal part of the economic cycle.

Economic conditions in the San Francisco Bay Area deteriorated between 2008 and 2011 resulting in fewer jobs and increased unemployment. As a consequence, traffic volumes have not increased in the vicinity of the project site. Therefore, use of traffic counts from 2007 without adjustments was considered appropriate and conservative as traffic volumes in the area have not increased since 2007.

[42] Mobile Source Air Toxics

Therefore, Caltrans was within its discretion as the Lead Agency to utilize the 2007 traffic counts to help establish the baseline traffic conditions since economic conditions in the Bay Area have deteriorated since 2008, and use of more recent traffic counts would understate existing traffic volumes and present a false sense of available capacity.

The traffic counts collected for the SR 1 Traffic Operations Analysis Report are considered to represent typical economic conditions. Although volumes did decrease during the recent economic downturn, data collected throughout the Bay Area generally confirms that traffic volumes are increasing again, and recent field observations of the study area conducted in the Fall of 2011 confirm that current conditions are similar to the description of existing conditions described in the EIR.

The proposed Calera Parkway/SR 1 project is intended to improve traffic conditions and reduce congestion on this segment of SR 1. The project has been designed and evaluated according to Caltrans standards of providing improvements over a 20-year life span. Based on the long-term projections for the region, the improved conditions in the project area in recent years do not change the overall need for the project.

Comment 126.17:
Alternatives suggested by the public include:
1. Carpooling.

Response 126.17:

Please refer to Master Response #8.

Comment 126.18:
2. Reversible lanes - in the middle northbound in the a.m., in the day southbound in the afternoon.

Response 126.18:

This comment expresses an opinion regarding a reversible lane and suggests that the proposed project should be replaced with a lesser alternative which does not add any travel lanes, but only provides moveable cones or a barrier/reversible lane. The opinion expressed in this comment will be considered as part of the project decision process. The EIR/EA summarizes the Moveable Cones or Barrier/Reversible Lane alternative that was considered and studied during the development of the proposed project. This alternative would involve installing a moveable concrete barrier to provide three lanes in the peak direction and one lane in the off-peak direction. Variations of this alternative include using moveable cones instead of a barrier and widening SR 1 to five lanes with movable cones or a barrier (providing a 3/2 lane split).

The five-lane with movable barrier variation would likely provide adequate traffic capacity and meet the purpose of the project. However, this alternative would likely still result in impacts to sensitive species habitat (California red-legged frog and San Francisco garter snake) west of SR 1. This alternative would result in some additional hydrology and water quality impacts due to an increase in impervious area and would have potential increased noise from moving a moveable barrier. This alternative could have similar right-of-way impacts as the proposed Build Alternatives, since it may require acquisition of property/right-of-way from the properties along SR 1.

This alternative was primarily rejected because it would be very difficult to implement given the nature of the alignment and the signalized intersections, and may result in a safety concern due to the complexity of signage and/or striping required. There would also be traffic impacts in the off-peak direction if a fifth lane is not added.

Measure A funds are primarily for capitol improvement projects and are not available for use to fund long-term facility operation costs. This alternative would require a steady revenue stream to pay for the ongoing operations and maintenance costs. The moveable barrier would need to be shifted at least twice per day, and perhaps up to four times per day. This operation is relatively labor-intensive and requires specialized equipment that would have to be purchased and maintained. A qualified, ongoing labor force would have to be funded and maintained to operate the equipment and conduct the lane changes. Because this design would require both an initial capital investment for the roadway widening and specialized equipment and ongoing operational cost, the long-term cost of this alternative would be much higher than the proposed Build Alternatives.

Comment 126.19:
3. Time the traffic lights.

Response 126.19:

Please refer to Master Response #2.

Comment 126.20:
4. Adjust the school scheduling.
5. Arrange for vans so that kids can ride vans to and from school.

Response 126.20:

Please refer to Master Response #3 and Master Response #6.

Comment 126.21:
6. Underpass at intersection.

Response 126.21:

Please refer to Master Response #9.

Comment 126.22:
7. Better bus service.
8. Shuttles or vans to major commuter destinations.

Response 126.22:

Please refer to Master Response #8.

Comment 126.23:
9. Limit turns onto Highway 1 to allow North/South traffic to flow with fewer interruptions during commute hours.

Response 126.23:

Although it is unclear as to which turns would be limited under the commenter's proposal, the suggestion presumably refers to prohibiting turns from westbound Fassler Avenue and Reina del Mar onto SR 1.

- Prohibiting left-turns onto southbound SR 1 from Fassler Avenue would simply force more cars onto the congested northbound segment of SR 1, where they would make a U-turn at Reina del Mar Avenue. This would exacerbate congestion by putting more cars in the peak direction of travel.

- Prohibiting right-turns onto northbound SR 1 from Fassler Avenue would be difficult, as over 95 percent of the traffic on Fassler Avenue (over 900 vehicles in the AM peak hour) is attempting to turn right.[43] This traffic would likely turn left or travel straight across SR 1 and then execute a complicated series of turns to ultimately get back onto northbound SR 1 through the already-congested area.

- Prohibiting left-turns onto southbound SR 1 from Reina del Mar may be feasible, as less than 1/3 of traffic exiting Reina del Mar onto SR 1 are making this maneuver (approximately 120 vehicles in the AM peak hour).[44] However, it is unlikely to offer a substantial benefit to congestion on northbound SR 1. Signal timing at the intersection is largely driven by the larger volume of right-turning vehicles.

- Prohibiting right-turns onto northbound SR 1 from Reina del Mar would force all traffic to turn left onto southbound SR 1, or across SR 1 into the parking lot opposite Reina del Mar. Ultimately, this traffic would likely make a series of complicated maneuvers to get back onto northbound SR 1, their desired direction, possibly forcing them through the more congested part of the highway, exacerbating the current problem.

Thus, it is unlikely that prohibiting turns would ease the congestion, and in some cases, it may make congestion worse by forcing drivers to travel longer distances.

Comment 126.24:
10. Adjustment of school schedules.

Response 126.24:

Please refer to Master Response #6.

Comment 126.25:
These are suggestions from the community. There may be other solutions not yet suggested that do not involve; expert transit consultants can offer more. A professionally done cost/benefit study can provide answers as to how these would work together, in combinations, and singly.

[43] Fehr & Peers. *Traffic Operations Report State Route 1/Calera Parkway Project.* December 2008. Addenda to this report completed in April 2011.
[44] Ibid.

If these have been reviewed, then please provide specific studies that resulted in these options being rejected.

For each alternative, at a minimum, we should know:
1) What does each cost?
2) How long would it take to implement each one?
3) What is the impact on the community, the environment, the neighborhood of each?
REFERENCE:
1) Please see "Increases in greenhouse-gas emissions from highway-widening projects" (PDF attached)

This project is not workable and is not acceptable. A new study of the alternatives is the best alternative for a scenic Pacifica.

Response 126.25:

Please refer to Master Response #1.

The Lead Agency is responsible for selecting a range of alternatives for examination in the EIR/EA. Section 1.4 of the EIR/EA summarizes the alternatives that were evaluated during the project development phase and briefly describes the reason these alternatives were not considered further. Alternatives suggested in the above comment, which were not evaluated further in the EIR/EA, were found to either be infeasible or to not meet the basic purpose of the project.

RESPONSES TO COMMENT #127:
Mitch Reid (dated 10/22/11)

Comment 127.1:
I attended three public meetings on this matter: Public Scoping Meetings March 3, 2010 and June 22, 2010, and the recent Public Presentation regarding the Draft EIR/EA September 22, 2011.

I submitted a letter on July 21, 2010 to Caltrans /SMCTA in response to the prior Public Scoping Meetings. I also provided oral comments at the September 22, 2011 meeting. The following are additional comments on the matter.

PURPOSE AND NEED FOR THE PROJECT

The Draft EIR/EA states the following on page 1: 'The purpose of the proposed project is to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along a congested segment of SR 1 within the city of Pacifica. "

Many citizens I've talked with believe that by adding lanes to both sides of Highway 1, between Reina Del Mar and Rockaway Beach Blvd. will result in loading of the extra lanes in this section on both sides and will cause even worse congestion as the traffic tries to merge at the choke point from three lanes back down into two lanes.

The Following is from the FHWA website: "Recurring Traffic Bottlenecks." "Potential pitfalls: When a vehicle in the dropped lane can't or won't move into the through lane in time, then the dropped lane ends, forcing the vehicle to suddenly slow or stop. This will invariably cause a

dangerous ripple as the stopped vehicle now must join moving traffic from nearly a dead stop; at risk of causing a through vehicle to slow to allow it in. " The " above also has the potential to cause following vehicles to queue behind the "stopped" vehicle due to an increasingly shortening merge lane. Motorists now forced to slow in the dropped lane become anxious to merge and may cause further ripples." 'Traffic is safest when all vehicles travel at or near the same speed. "

Please provide a response that includes supportive information and statement that guarantees that either of the two proposed Build Alternatives will substantially decrease traffic congestion, and will not create a potential bottleneck as these lanes merge down from three lanes into two lanes, on both sides, North and South.

Response 127.1:

Please refer to Master Response #10.

Comment 127.2:
EXTENSIVE INTEREST IN OTHER ALTERNATIVES

I support seeking alternative solutions to the peak period time traffic congestion problem that occurs along this vehicle, bicycle and pedestrian travel corridor. I support any proposal that includes adding extra lanes for emergency vehicles. However, I cannot support the narrow option of only one solution presented as two alternatives for this area: Wide or Extra Wide. I believe the rejected alternatives listed in the document and other suggested alternative solutions should be given further consideration.

Response 127.2:

Please refer to Master Responses #1, #4, #6 and #8.

Comment 127.3:
I request that committed funds allocated for the proposed project be held in abeyance, and request that other alternatives be further investigated and be fully considered, no matter what the estimated cost of each alternative might be or estimated environmental impact. And also request that Caltrans perform further additional environmental studies to support the previously rejected alternatives that are not currently being considered.

Thus far only two build concepts are being presented and considered by Caltrans, this is unreasonable and unacceptable. SMCTA and Caltrans both made premature conclusions as to which concepts were viable, prior to the March 3rd 2010 Scoping Meeting. The Scoping Meeting informed the public the direction in which the agencies were heading instead of actually taking input and direction from the community. The follow up meeting of June 22, 2010 reiterated the agencies agenda and direction without adequate consideration of other viable and less environmentally damaging alternatives. The September 22nd, 2011 Public Presentation confirmed the agencies' direction and again without adequate consideration of other more viable and less environmentally damaging alternatives.

Extensive interest from the public for alternatives is evidenced on page 200 of the Draft EIR/EA: "Approximately 45 comment letters and emails were received from members of the public raising questions and concerns about the project. Some of the most common comments included the following:

o Support for other alternatives, including a grade separation

Due to the extensive interest in other alternatives to meet the purpose and need, subsequent to this public meeting, additional detail was added to Section 1.4 Project Alternatives of this document, in order to provide more information to the public regarding the evaluation of various alternatives.

While "Section 1.4 Project Alternatives'" discusses alternatives, it summarily rejects all the alternatives for numerous seemingly vague reasons or vague cost projections, or unknown potential environmental impacts, and does not appear to provide a solid basis for rejecting the alternatives. Caltrans has a documented history of failing to provide reasonable cost estimates for proposed projects. The proposed Devil's Slide Bypass Project and the Bay Bridge are local examples of the State Agency's inability to provide reasonably accurate cost estimates. Caltrans' cost estimates for the Tunnel Alternative at Devil's Slide was the reason Caltrans initially rejected the Tunnel Alternative from consideration. The cost estimates for the Tunnel Alternative were later proven to be wrong and resulted in the ultimate rejection of the proposed Devil's Slide Bypass Project and subsequent acceptance of the Tunnel Alternative. Therefore cost estimates and for any alternatives should not be a valid reason for rejecting any reasonable alternatives.

Please explain why the proposed alternatives presented for this traffic problem are limited exclusively to only two build options and not three, four, or five build options that would be open for consideration and environmental evaluation for the DEIR/EA?

Response 127.3:

Please refer to Master Response #1.

The Lead Agency is responsible for selecting a range of alternatives for examination in the EIR/EA. The Lead Agency (Caltrans), in consultation with the project design team, which includes the SMCTA and the City of Pacifica, has proposed the two Build Alternatives based upon extensive evaluation of potential design alternatives during the project formulation process. Alternatives suggested in the above comment, which were not evaluated further in the EIR/EA, were found to either be infeasible or to not meet the basic purpose of the project.

Comment 127.4:
INDEPENDENT UTILITY AND LOGICAL TERMINI

The Draft EIR/EA states the following: "The Federal Highway Administration (FHWA) regulations outline three general principles at 23 CFR 771.111(f) that are to be used to frame a highway project. In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated shall:
(1) Connect logical termini and be of sufficient length to address environmental matters on a broad scope;
2) Have independent utility or independent significance (i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made); and
(3) Not restrict consideration of alternatives for other reasonably foreseeable transportation Improvements. "

The Draft EIR/EA provides a response to the above 2 of 3 principals detailed in (1) and (2). Please provide a response: as to why the document does not address principal (3).

Response 127.4:

Please refer to Master Response #1 and the response to comment 127.3 above.

Comment 127.5:
SIGNAL INTERCONNECT & SIGNAL TIMING IMPROVEMENTS

The Draft EIR/EA states the following: "Section 1.4.8.8 Signal Interconnect & Signal Timing Improvements without Roadway Widening.

This alternative would install signal interconnect cable between the Fassler Avenue/Rockaway Beach Avenue and the Reina Del Mar Avenue signals to coordinate timing of green phases. A variation of this alternative would also include widening to add a third lane in the northbound direction. The environmental and property right-of-way impacts for this alternative would be minimal. The estimated construction cost for this alternative for signal interconnect only is approximately $0.3 million. Signal interconnect would not, however, provide an appreciable benefit due to the distance between the two signals. This alternative was primarily rejected because the traffic operation benefit would be considerably less than the proposed Build Alternatives. "

The No-Build Alternative is listed in the Draft EIR/EA as an alternative. The previously rejected “Signal Interconnect & Signal Timing Improvements without Roadway Widening" alternative would be better for improving traffic flow than the No-Build Alternative, and as stated "The environmental and property right-of- way impacts for this alternative would be minimal."

The Following is from the FHWA website: "Operation Bottleneck Relief in Los Angeles, California: Once a signal is identified as a bottleneck, the signal timing and phasing is reviewed to see if these adjusted to meet demand better. If this is not fruitful, then additional improvement types such as re-striping to provide additional lanes, parking restrictions, or physical widening are evaluated: The program initially identified 98 intersections that met the occupancy thresholds during peak periods: Thirty six percent were successfully treated through signal retiming" "timing is always the first approach to resolution of the bottlenecks identified through the program."
Therefore, even though the "Signal/Interconnect" alternative would have less traffic operation benefit than the Build Alternatives but would still improve traffic flow, please provide a more rational and detailed response as to why this alternative is not considered as a viable alternative.

Even though it would be only a partial solution to this intersection, the cost to implement this alternative is very inexpensive. So it appears that the sensible thing to do would be to implement the "Signal Interconnect “ alternative and perform new traffic studies and make adjustments accordingly. Please explain why this is not a sensible approach.

Also, please explain why this inexpensive alternate solution was not be considered as a basic prerequisite to preparing traffic projections for the DEIR/EA.

Please provide a separate Cost Estimate for "widening to add a third lane in the northbound direction.”

Response 127.5:

Please refer to Master Response #2.

Comment 127.6:
REJECTED ALTERNATIVE: 1.4.8.5 Grade Separation at Reina Del Mar Avenue

At several public meetings, and in my July 21st, 2010 letter to Caltrans/SMCTA, I requested that this alternative of running Reina Del Mar under Highway 1 and eliminating the traffic signal be further explored. I appreciate the effort Caltrans has taken to explore various versions of this concept. I fully support this alternative and request that this alternative be given the opportunity for further evaluation and be reconsidered as a viable alternative for the public and the City of Pacifica to review.

I firmly believe that this alternative as presented has the least amount of overall environmental impacts versus the two limited Build Alternatives proposed. However, I also firmly believe that further investigation of this alternative along with additional creative design efforts could further reduce impacts to sensitive species habitat west of SR 1, as well as jurisdictional wetlands west and east of SR 1. And also reduce or eliminate potential impacts to sensitive cultural resource sites west of SR 1.

The Draft EIR/IEA 1.4.8.5 Grade Separation at Reina Del Mar Avenue states the following: Northbound and southbound through traffic on SR 1 would no longer have to pass through a signalized intersection at Reina Del Mar Avenue.

This alternative would provide the most substantial travel time benefits for traffic on SR 1."

"A grade separation would provide the most substantial traffic operations benefit."

"However, these travel times would only be marginally better than the Build Alternatives, and the construction cost would be substantially higher than the Build Alternatives".

The document declares that this rejected alternative: "would provide the most substantial travel time benefits" and "most substantial traffic operations benefit" , but then goes on to state: "travel times would only be marginally better". I strongly disagree with this last statement. It is clear to almost anyone that if the traffic signal was removed from Highway 1 at Reina Del Mar, that the traffic congestion would be substantially reduced and travel times would be substantially better than the proposed Build Alternatives, and furthermore this alternative would provide a better traffic solution and more closely meet the criteria described in the "Purpose and Need" section of the document. Please explain what "travel times would only be marginally better" specifically means, how big is this margin?

Please also provide a detailed comparison difference in Level Of Service travel times between the Grade Separation Alternative, which includes removing the traffic signal at this intersection and allowing traffic to flow freely, versus - the Build Alternative, which has a stop and go traffic signal, and brings traffic to a full stop on the highway, and for longer time if pedestrians need to cross the highway.

Please also provide a description as to how to this grade separation/ traffic signal elimination at this intersection would affect the morning peak travel time.

Does the Grade Separation Alternative meet the "Purpose and Need" aspect defined in the DEIR, and does it meet this need more so than the Build Alternatives?

The discussion of safety for pedestrians and bicycles needing to cross the highway was completely left out in regards to this rejected alternative. This is an important component because it would have several major benefits: There would be no need to build a large expensive elevated crossover structure to allow pedestrians and bicycles to reach the other side of the highway. And it would provide greater safety to pedestrians and bicycles to reach the other side of the highway by going under the highway. Also elimination of the traffic signal and the cross walk would allow for traffic to flow freely and not need to come to a full stop in order to allow pedestrians and bicycles to reach the other side of the highway.
Please also provide a detailed comparison difference between this alternative and the Build Alternative and specifically to which alternative provides the best and safest access for pedestrians and bicycles to reach the other side of the highway.

The Draft EIR/EA states the following: "This alternative design would result in aesthetics impacts, similar to the proposed Build Alternative, due to the removal of mature trees and screening vegetation along the east and west sides of SR 1, and would result in greater aesthetic impacts due to the construction of the elevated interchange." Since this rejected alternative substantially reduces the need for greater widening at the southern portion of the project in the Rockaway beach area, please explain how this alternative would have "greater aesthetic impacts" than the two Build Alternatives.

Please also provide a detailed comparison difference of overall aesthetic impacts between the Grade Separation Alternative and the Build Alternatives.

The Draft EIR/EA states the following: "The estimated construction cost for this alternative is approximately $50-$65 million. " Since this alternative is listed on the low end of $50 million it appears that this alternative could be potentially less expensive than the Build Alternative listed at $52 million. Please explain based on overall costs only; why this alternative was rejected and explain why the Agency thinks this alternative is not worth further exploration.

Response 127.6:

Please refer to Master Response #1 and Master Response #9.

Comment 127.7:
Another major component left out of the discussion of this rejected alternative is C02 emission reduction and Green House Gas Reduction benefits. By eliminating the traffic signal and allowing traffic to flow freely past this intersection is would substantially reduce C02 emissions and provide greater Green House Gas reduction.
Since vehicles would not be idling and waiting on a traffic signal in both directions at this intersection, please provide an estimate to how much C02 emissions would be reduced, and how much Green House Gas emissions would be reduced by implementing this alternative.

Which alternative: the Grade Separation Alternative or the Build Alternative, would reduce C02 and Green House Gas emissions the most?

Response 127.7:

As discussed in Master Response #9 above, the Grade Separation Alterative would provide a traffic operational benefit. In year 2035, travel times would generally decrease by nearly 60 percent in the AM peak hour and over 70 percent in the PM peak hour compared to the no build condition. Vehicle

congestion would be largely reduced, and intersection approach traffic at the SR 1/Fassler Avenue intersection would generally clear each green light cycle. Year 2035 AM peak hour travel times through the area would average three minutes and eighteen seconds, and PM peak hour travel times would average three minutes and 30 seconds. However, these travel times would only be marginally better than the proposed Build Alternatives. Therefore, the GHG emission reductions would also only be marginally better under the Grade Separation Alternative. Please refer to Master Response #9 for additional information.

Section 3.3 of the EIR/EA includes a discussion of climate change. Modeling for project greenhouse gas (GHG) emissions was included in Section 3.3.2.1 and displayed in Table 3.1. This section states that: *"The proposed project is expected to result in a decrease in GHG emissions when comparing the existing conditions to the future Build conditions. With either of the project Build Alternatives, the average travel speed through the project limits increased from 8-10 mph to 21-24 mph. This increase in speed would lower the modeled GHG emission rate during the peak hours and result in an approximately 12 percent decrease in GHG emissions (see Table 3.1 below)."*

Retiming the signal at Reina Del Mar Avenue would marginally reduce overall greenhouse gas emissions as compared to the proposed project; however, this difference would not be substantial.

Comment 127.8:
The Draft EIR/EA states the following: "The grade separation alternative was primarily rejected because of the substantial additional cost to make a workable interchange and because of the increased environmental and right-of-way impacts. "
Please also provide a detailed comparison difference between this alternative and the Build Alternative, in regards to overall and cumulative environmental impacts.
Please also provide a detailed comparison difference between this alternative and the Build Alternative, in regards to overall right-of-way impacts.

Response 127.8:

Please refer to Master Response #9.

Comment 127.9:
This rejected alternative includes a component of "creek crossing restoration" but does not provide any details about this aspect. Please provide a more detailed description of the "creek crossing restoration" for this alternative.
Would this "creek crossing restoration" improve this environmental aspect more than the Build Alternative?

Response 127.9:

Please refer to Master Response #9.

Figure 1.11 in the EIR/EA includes a graphical representation of one of the project alternatives that was considered during project development but eliminated from further discussion. This alternative would shift the SR 1 alignment west on top of the existing embankments at Reina Del Mar Avenue creating a grade separated interchange to separate SR 1 from Reina Del Mar Avenue and would require the use of retaining walls to minimize impacts. This design alternative also included restoration of the creek crossing. This alternative is summarized in the EIR/EA in Section 1.4.8.5. The restoration of the Calera Creek crossing under this alternative would affect jurisdictional

wetlands and sensitive cultural resource sites. For this reason, the restoration was not considered further.

Comment 127.10:
SOUND WALLS AND RETAINING WALLS

On page 131 of the DEIR the Modeled Sound Walls are shown in illustration: "2.4: Noise Receptors and Potential Barriers." And states on page 132: "Projected noise levels would, however, approach or exceed FHWA's noise abatement criteria at four locations, two of which also approach or exceed the criteria under existing conditions."

No details are provided in the document showing the height or specific length of these Sound Walls. The visual impacts of these potential Sound Walls were not listed in section 2.7 Visual /Aesthetics (pages 73-91) of the Draft EIR/EA. Caltrans failure to not identify the potential visual impacts is a direct violation of the California Coastal Act Visual Resources M Section 30521.

The DEIR does not state a clear conclusion on sound walls but instead leaves it open for Caltrans to do whatever it wants in the future (after the opportunity for public participation in the DEIR process has passed.) Specifically, in Section 2.15.4 the document states: "Based on the studies completed to date, the Department does not intend to incorporate noise abatement in the form of (a) barrier(s) [or berm(s)] along the project alignment. It is recommended that sound wall #1 not be constructed since the estimated construction costs would exceed the total reasonable allowance for every sound wall height configuration, and because this sound wall would benefit only one receiver. Assuming utility relocation costs for sound wall #2 would be approximately $200,000, it is recommended that sound wall #2 not be constructed since the total estimated construction costs would exceed the total reasonable allowance for every sound wall height configuration. "

However, the document does concludes: "If during final design conditions have substantially changed, noise abatement may be necessary. The final decision of the noise abatement will be made upon completion of the project design and the public involvement processes. "

The DEIR discusses the possibility of constructing sound walls it and then concludes that sound walls would be too expensive. How is it possible to reject these Sound Walls on cost alone? And it may not be possible to reject the Sound Walls if the noise impacts are too excessive.

It is not fair to the public to later decide to build these sound walls without the public being made fully aware of the substantial and significant visual aesthetic impacts and environmental impacts associated.

Caltrans provides one above angle illustration for the Sound Walls in the DEIR, but has failed to show the public adequate visualizations of the possible worst case scenarios with the project: Sound Walls and Retaining Walls. Caltrans clearly has the resources to provide reasonable photo-graphic illustrations / visualizations of the Sound Walls and Retaining Walls that could potentially be built in this area. Sound Walls and Retaining Walls built along this scenic corridor and commercial district would have a significant impact on the visual aesthetics and could result in lowering property values for nearby residential and commercial properties.

Response 127.10:

Soundwalls were evaluated in Section 2.15 of the EIR/EA in conformance with FHWA regulations, however, soundwalls are not proposed. Please refer to Master Response #5 regarding soundwalls.

Comment 127.11:
LOCAL JURISDICTION: THE ROLE OF THE CITY OF PACIFICA AND THE PUBLIC PROCESS.

The City of Pacifica was sent a letter from the California Coastal Commission in March 2010 regarding the Highway 1 / Calera Parkway project. The Commission advised all the parties in Jurisdiction and Standards of Review section of the letter "Commission Staff recommends that all parties meet early in the development of the environmental review document to discuss these options and the preferred course of action". It appears that this meeting of parties never occurred regarding the project. If this discussion had happened "early" then the City Council of Pacifica would have been obligated to have an agenda item and discuss and then decide what course to take. The City would have given direction to staff to prepare a report with comments directly related to Pacifica's Local Coastal Program (LCP) and compliance with the California Coastal Act. This also would have allowed an opportunity for the public to comment on the "preferred course of action" of the project. This did not happen.

Response 127.11:

Numerous meetings and conversations have taken place with staff of the California Coastal Commission, U.S. Fish & Wildlife Service (USFWS), and other agencies regarding this project. Chapter 4 of the EIR/EA summarizes the results of efforts to fully identify, address and resolve project-related issues through early and continuing coordination with the general public and appropriate public agencies. The EIR/EA includes a list of the consultation meetings that have been held with staff from responsible agencies for the proposed project, including the USFWS, California Department of Fish and Game, and the California Coastal Commission. These meetings were held to consult with agency staff regarding sensitive environmental resources near the site, to clarify agency review processes for this project, and to obtain input from the agencies regarding potential mitigation and avoidance measures.

These meetings provided confirmation to the project team regarding the processes for agency reviews, the technical approach for analyzing potential impacts to coastal wetlands and sensitive habitat areas. A tentative agreement was also obtained regarding the approach for analysis of special-status species impacts, as well as the approach for compensatory mitigation (refer to Chapter 4 of the EIR/EA).

Comments on the EIR/EA were received from the California Coastal Commission. However, to date, the California Coastal Commission has not taken an "official" position on this project. Approval will be required separately from the California Coastal Commission.

Comment 127.12:
There is much documented confusion regarding the recent role of the City of Pacifica regarding this project:

Several citizens spoke at the September 19th, 2011, City of Pacifica Planning Commission meeting.

They requested clarification of the City's role in this process, need for other alternatives, objection to the widening, and questioned why the City had not commented on this last section of this proposed project.

The Commission informally discussed the matter and voted to request more information from Caltrans and voted to make it an agenda item for discussion for their next meeting. City staff later informed the Planning Commission that the matter was the jurisdiction of Public Works and thereby was removing the agenda item.

An item to request more time for public comments was put on the City's Agenda for the September 26th 2011, Pacifica City Council meeting. Several citizens spoke at this meeting and requested clarification of the City's role in this process, need for other alternatives, objection to the widening, and questioned why the City had not commented on this last section of this proposed project that had been in the planning stages for more than 10 years, especially since this involved the DEIR/EA and would have long term and significant environmental impacts and right-of-way impacts upon the City of Pacifica. The City Council could not reach a consensus on exactly what the City's role was in this process but voted 4-1 to send a letter to the SMCTA to intervene and request that Caltrans extend the public comment period.

A couple of the Council Members commented that the project had been approved at a City Council meeting in 1999, and nothing more was required for the process to move forward. This is outright incorrect. The 1999 vote is not automatic approval of this new proposed project. All the previous actions and approvals were for the concept of widening the highway to reduce the congestion. But there never was a DEIR for a specific project until now. This project involves environmental impacts and under the Coastal Act falls within the Local Coastal Program jurisdiction of the City of Pacifica. The City is listed as a Co-Sponsor on this project. The City is also a "Reviewing Agency", therefore the City should be more involved in this last phase of the planning process, especially because of the long term and significant environmental impacts, visual aesthetics impacts, and right-of-way impacts upon public and private properties located within the City of Pacifica.

Several members of the public have pointed out these above problems at a recent SMCTA Board Meeting with the hope that the Board would represent the public on this matter. The Board only deferred the matter back to the lead agency: Caltrans. Even if The City of Pacifica is not the lead agency they are a responsible agency under CEQA. The San Mateo County Transit Authority (SMCTA) should have assisted in clarification of the City of Pacifica's role in this process. As a result, the DEIR/EA is now legally defective.

Response 127.12:

This comment states that there is confusion about the City of Pacifica’s role in this project, and expresses opinions that the City and SMCTA should have taken more public action on this project. Please refer to Master Response #11 regarding the history of Measure A and the City’s role on this project. The City of Pacifica has been characterized as a sponsor or co-sponsor of this project, along with the SMCTA, in all public project materials, including in the prior 1999 Caltrans Project Study Report (PSR), the CEQA Notice of Preparation (NOP) circulated in 2010, the public scoping meeting notices, and the EIR/EA. The City, in conjunction with the SMCTA has put this project forward for review and consideration by Caltrans; however, the City has not taken a formal position on this project or a vote to approve or deny the project at this time.

The City of Pacifica is a responsible agency under CEQA for this project, and subsequent to any decision by Caltrans as the lead agency, the City will make its own decisions about the project. It is anticipated that additional public hearings by the Planning Commission and/or City Council will occur at that time. Specifically, the City will need to address the project's consistency with the Local Coastal Program (LCP), and will need to consider the use of City land for the project.

Comment 127.13:
CONCLUSION:

The DEIR/IEA document is seriously flawed, filled with numerous factual errors, defective conclusions, contradictions, and limited alternatives. The project design should be reassessed and the document should be rewritten or amended with additional opportunity for the public and local agencies to review and comment. My comments herein focus on some of the more serious issues and omissions with the document.

The document is limited to presenting only two Build Alternatives for consideration. To reiterate, I do not support the narrow option of only one solution presented as two alternatives for this project area: Wide or Extra Wide. This limitation is absurd and totally unacceptable.

Response 127.13:

This opinion will be considered as part of the project decision process. Please refer to the responses to specific comments 127.1 through 127.13 above.

Comment 127.14:
The document states that the (rejected) Grade Separation Alternative at Reina Del Mar would provide the best solution to the traffic problem. It could actually cost less than the proposed Build alternative. It would provide for the best traffic flow, best safety for pedestrians and bicycles needing to reach the other side of the highway, and greatest reduction of C02 and Green House Gas emissions. Therefore the rejected Grade Separation Alternative listed in the document should be reconsidered as a viable alternative. I fully support this concept and request that it be given further consideration, despite previous estimated cost, and perceived potential cultural, visual aesthetic, and environmental impacts.

Response 127.14:

Please refer to the responses to specific comments 127.6 through 127.9 above.

Comment 127.15:
The Signal Interconnect and Signal Timing Alternative should be implemented immediately, (recommended by the FHWA for these types of traffic bottlenecks) and new traffic studies performed. This should have happened long ago. All of the agencies involved should have taken action to have this basic simple solution implemented before preparing to write the DEIR/EA. There is no excuse for this. Cost for implementing this solution: $0.3 Million. Cost for consultants to write the DEIR/EA: $2 million.

Response 127.15:

Please refer to Master Response #2 and the response to comment 127.5 above.

Comment 127.16:
The document failed to properly show the serious visual aesthetic impacts regarding the Potential Sound Walls and Retaining Walls. Located just a few hundred feet from the ocean, the potential visual impact is significant, and could change the visual character of this scenic coastal community forever.

Response 127.16:

Please refer to the response to comment 127.10 above.

Comment 127.17:
The failure of the City of Pacifica to be involved and review and comment on the DEIR/EA document is serious and raises questions about it's Co-Sponsor/Reviewing Agency role and the entire legal process.

Response 127.17:

Please refer to the response to comment 127.12 above.

Comment 127.18:
The DEIR states the following: "After comments are received from the public and reviewing agencies, the Department, as assigned by the Federal Highway Administration, may:(1)give environmental approval to proposed project, (2) undertake additional environmental studies, or (3) abandon the project."

I am requesting here that Caltrans not approve the proposed project, and not abandon the project. I am requesting here that Caltrans undertake "additional environmental studies" and include further studies of alternatives that were previously rejected. I am requesting that Caltrans rewrite and re circulate a revised DEIR/EA or an Amended DEIR/EA that includes consideration of more alternatives.

Response 127.18:

This comment requests that Caltrans undertake additional environmental studies rather than approve or abandon the project. No additional environmental studies are contemplated at this time.

Comment 127.19:
This proposed project would have serious environmental and visual aesthetic impacts upon a scenic coastal region and would forever change this section of the West Coast of California forever. It is extremely important that we be patient, be willing to consider all alternatives, and take all the time that is needed to do this right.

Response 127.19:

Your opposition to the project is acknowledged.

RESPONSES TO COMMENT #128:
Julie Maykel (dated 10/22/11)

Comment 128.1:
As a Pacifica native who traverses Highway 1 between Rockaway and Vallemar several times a day, I have had more than ample time to observe the traffic flow. I feel that the intersection on Highway 1 in Pacifica at Reina del Mar is primarily responsible for the bottleneck which negatively impacts the traffic flow. The intersection at Fassler contributes to a much lesser degree.

Response 128.1:

Please refer to Master Response #9.

Comment 128.2:
Adding more lanes will not alleviate the fundamental problem, as traffic will still need to funnel through the intersection.

Response 128.2:

Please refer to Master Response #10.

Comment 128.3:
Additionally, adding more lanes and sound walls will adversely effect the adjoining neighborhoods.

Response 128.3:

Soundwalls were evaluated in Section 2.15 of the EIR/EA in conformance with FHWA regulations, however, soundwalls are not proposed. Please refer to Master Response #5 regarding soundwalls.

Comment 128.4:
Widened shoulders for emergency vehicles and an improved intersection would be adequate solutions.

Response 128.4:

Please refer to Master Response #4.

RESPONSES TO COMMENT #129:
Margaret Goodale (dated 10/22/11)

Comment 129.1:
As a thirty-four year resident of Pacifica, I question the utility to Pacifica of widening Highway One as well as Caltrans' inadequate consideration of its significant impacts on my town.

What are the "cumulative impacts" of this project on Pacifica when considered with the opening of the Devil's Slide tunnel?

Response 129.1:

Given the long-term nature of the project, the cumulative discussion in Section 2.23 of the EIR/EA utilized the adopted plan approach for the cumulative impact analysis to identify past, present, and reasonably foreseeable future actions. The planned growth in the area was defined by the adopted city of Pacifica General Plan and those for the surrounding cities. Because the DEIR/EA cumulative analysis utilized the adopted plan approach; a list of specific past, present, and probable future projects in the vicinity, including the tunnel or Devil's Slide project, were not identified. The projected traffic volumes in the traffic analysis for future conditions, however, do account for the re-opening of Devil's Slide.

Comment 129.2:

There is inadequate discussion of the probable growth south of Pacifica along the San Mateo Coast and how it will affect Pacifica.

Response 129.1:

Please refer to Master Response #13.

The future population growth and traffic projections were based on the best information available and evaluation of pas traffic data. SR 1 is a regional facility that serves other areas, besides the city of Pacifica, and as such, the traffic on SR 1, including future traffic, comes from other areas in the region, outside of Pacifica. For this reason, projected growth rates were not limited to the projections for the immediate area of Pacifica.

The information is Section 2.6 of the EIR/EA was based primarily on a technical Traffic Operations Analysis Report that was prepared for the project in July 2008 and addenda to that report completed in April 2011. The Traffic Operations Analysis Report included a discussion of the travel demand forecasting methodology, which involved reviewing previous studies, available forecasting models, historical traffic counts, and land use projections to develop forecasts for future traffic conditions.

The Traffic Operations Analysis Report also evaluated whether growth projections support the use of historical information to produce a future growth rate estimate. The peak traffic flows on this portion of SR 1 are northbound in the morning and southbound in the evening. Much of the land uses in San Mateo County that contribute traffic to the project area portion of SR 1 lie in the "Coastside" subarea of the County, defined by the Association of Bay Area Governments (ABAG) as the city of Half Moon Bay, the city of Pacifica, unincorporated areas around Half Moon Bay, and the county "remainder" (i.e., rural, unincorporated areas of the County not associated with specific cities or towns). This is primarily due to residential uses to the south and employment in the San Francisco area to the north. Thus, the major influence on traffic flows in the study area is the growth in households. The Traffic Operations Analysis Report included information from ABAG's *Projections 2007*, the latest version of ABAG growth projections at the time the analysis was completed, to see if the projected growth in households and jobs in San Mateo County, and more specifically, the coastal areas were likely to affect traffic on SR 1. Within this area, household growth is expected to occur at just below 0.5 percent annually, and job growth is expected to occur just above the projected annual traffic growth rate of 0.75 percent. The primary urban area that contributes peak traffic to the subject area is the Half Moon Bay region. In summary, the growth estimates from *Projections 2007* show that the total household growth in San Mateo County, the Coastside subarea, and the city of Half Moon Bay are all expected to occur at an annual rate consistent with a traffic growth rate of 0.75

percent. Therefore, based on the information in the Traffic Operations Analysis Report, an annual growth rate of 0.75 percent was determined to represent a reasonable and conservative growth rate for background traffic along SR 1, and was determined to be consistent with recent traffic counts, the MTC model, and projections of future development in coastal San Mateo County.

The proposed Calera Parkway/SR 1 project is intended to improve traffic conditions and reduce congestion on this segment of SR 1 through has been designed and evaluated according to Caltrans standards of providing improvements over a 20-year life span. Based on the long-term projections for the region, the improved conditions in the project area in recent years do not change the overall need for the project.

Comment 129.3:
What is the realistically expected volume of traffic implied in “traffic benefit to the year 2035"?

Response 129.3:

The traffic and transportation information is Section 2.6 of the EIR/EA was based primarily on a technical Traffic Operations Analysis Report that was prepared for the project in July 2008 and Addenda to that report completed in April 2011. The Traffic Operations Analysis Report included a discussion of the travel demand forecasting methodology, which involved reviewing previous studies, available forecasting models, historical traffic counts, and land use projections to develop forecasts for future traffic conditions. The traffic operations analysis addressed intersection operations at the two key study intersections. All analyses were conducted using procedures and methodologies contained in the *Highway Capacity Manual*. The analysis measured the AM and PM peak hour traffic operations for the study intersections and study portions of SR 1. The future traffic was analyzed under both Construction Year (2015) and Future Year (2035) scenarios using the microsimulation model.

As stated in Section 1.2.1 of the EIR/EA, the purpose of the proposed project is to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along a congested segment of SR 1 within the city of Pacifica.

The Traffic Operations Analysis Report concluded that with the proposed Build Alternatives, in year 2035, travel times would generally decrease by nearly 60 percent in the AM peak hour and over 70 percent in the PM peak hour. Vehicle queuing would be largely reduced, and intersection approach queues at SR 1/Fassler Avenue would generally clear each signal cycle. This information was incorporated into the DEIR/EA in Section 2.6.3.3. In addition, the Traffic Operations Analysis Report stated that in the year 2035, the proposed improvements would account for 5,212 vehicles of the 5,627 average daily traffic (ADT) (or 92.6%) volume in the AM peak hour at the SR 1/Reina Del Mar Avenue and 4,817 vehicles of the 5,210 ADT (or 92.5%) at the SR 1/Fassler Avenue intersection. During the PM peak hour, the proposed improvements would account for 5,217 vehicles of the 5,584 ADT (or 93.4%) at the SR 1/Reina Del Mar Avenue intersection and 5,044 vehicles of the 5,428 ADT (or 92.9%) at the SR 1/Fassler Avenue intersection. Therefore, the Build Alternatives would improve travel times along this section of SR 1 and thus, meet the purpose of the proposed project.

Comment 129.4:
The project will destroy the charm of apparent small town by removing trees and shrubs and installing concrete walls. How will more highway lanes and walls improve and not degrade the character of town? Explain why these impacts are not significant.

Response 129.4:

The visual and aesthetics discussion in Section 2.7 of the EIR/EA was based upon a *Visual Impact Assessment* (VIA) completed for the project in January 2011 (refer to Appendix G.14 of the EIR/EA). Section 2.7.3.1 described the changes in the visual character of the project area associated with the proposed project. This section included photo simulations, which illustrate the views before and after implementation of the proposed project. Photo 16, Photo 17, Photo 19, and Photo 23 in the EIR/EA illustrate the proposed project features and changes in the project view corridor associated with the removal of existing mature trees along the west side of SR 1. Photo 19 and Photo 20 demonstrate the improvement in views of the Pacifica Ocean along SR 1 from removal of the existing trees.

The EIR/EA included a discussion and visual simulations of the features associated with the proposed project in Section 2.7 Visual/Aesthetics. The proposed retaining walls were also included on the visual simulations in the EIR/EA. The proposed retaining wall along the west side of SR 1, south of Fassler Avenue was shown on Key View #2 (Photo 13). The proposed retaining wall on the east side of SR 1 along Harvey Way was shown on Key View #4 (Photo 16) and Key View #4 (Photo 17). The proposed retaining wall along the west side of SR 1, north of San Marlo Way was shown on Key View #4 (Photo 16), Key View #4 (Photo 17), Key View #5 (Photo 18), and Key View #5 (Photo 20). The proposed retaining wall along the embankment northwest of the Reina Del Mar Avenue intersection was shown on Key View #7 (Photo 23).

In Section 2.7 of the EIR/EA the existing visual and aesthetic environment of the project area is described, as well as the potential impacts to the existing environment resulting from implementation of the proposed Build Alternatives. The EIR/EA includes a discussion in Section 2.7.3 of the environmental consequences of the proposed project to the visual character of the existing environment. The EIR/EA states:

> *"The improvements proposed by the project Build Alternatives would alter the visual character of portions of the project alignment due to the removal of buildings and retaining walls, trees, and screening shrubs at the edges of the roadway, as well as the removal of portions of the existing vegetated soil embankment on the west side of SR 1. The removal of trees, screening vegetation, and buildings/retaining walls, as well as the excavation into the embankment west of SR 1, would change the motorist's views and diminish the quality of the visual experience. The introduction of new retaining walls and vehicle barriers as new manufactured visual elements will contrast with the natural features and will change the appearance of these areas."*

The EIR/EA defines the minor changes to visual resources that would occur within the project limits. While the project would result in visual changes, because the overall urban and natural character of the SR 1 project alignment would remain similar to the existing character, the visual effects would not substantially affect views or the aesthetics of the project corridor.

This section also includes measures to minimize adverse visual project impacts, which consist of adhering to the design requirements in cooperation with the Caltrans District 04 Landscape Architect. The measures are described in Section 2.7.4 of the EIR/EA. As shown in the site photos and photo simulations in Section 2.7 of the EIR/EA, the project area is a developed highway corridor and includes a mix of residential and commercial uses, intermixed with undeveloped parcels and mature vegetation. Overall, the VIA found that, while the project Build Alternatives would result in additional pavement to provide the additional lanes, the project would not significantly change the

visual character of the roadway corridor. In addition, while the project would remove mature trees and vegetation along SR 1, the project includes replanting and would improve views and access to the coast.

Implementation of the minimization measure guidelines will reduce impacts of the project. Many of the minimization measure guidelines are specifically being proposed as part of project features to avoid adverse impacts.

The project will also include development of a corridor design concept in cooperation with the Caltrans District 04 Landscape Architect. The corridor design concept will incorporate the design guidelines including: aesthetic treatment of structures; median planting; and replacement planting, which will be implemented per Chapter 29 (Highway Planting) of the *Department's Project Development Procedures Manual* and Chapter 900 (Landscape Architecture) of the *Department's Highway Design Manual*. The minimization measure design guidelines will be designed and implemented with the concurrence of the Caltrans District 04 Landscape Architect.

Comment 129.5:
What is the current timing of the light at the intersection of SR 1 and Reina Del Mar? What other timing options have been presented? Having commuted through this intersection for the past 25 years, the timing of the lights seems capricious.

Response 129.5:

Please refer to Master Response #2.

Comment 129.6:
The project will stack traffic in nine (?) lanes and concentrate auto emissions between Fassler and Vallemar, impairing air quality for Rockaway and Vallemar residents, affecting students at Vallemar School. How will Rockaway and Vallemar residents and students be protected?

Response 129.6:

Chapter 3 of the EIR/EA includes the CEQA evaluation and discussion of the significance of impacts of the proposed project. Section 3.2.1 describes the less-than-significant environmental effects of the proposed project, including air quality in Section 3.2.1.14. The discussion states: "*The proposed project is in conformance with the Clean Air Act and the State Implementation Plan. Construction of the proposed project would not cause or contribute to violations of carbon monoxide (CO) standards. Construction of the proposed project would not substantially increase MSAT emissions within the project limits. Regional MSAT emissions would not change due to the project. Refer to Section 2.14 Air Quality, of this document.*"

Therefore, the proposed project would have a less-than-significant impact on the air quality for residents and students.

Comment 129.7:
How does Caltrans plan to eliminate congestion as lanes merge traveling north of Vallemar?

How does Caltrans plan to eliminate congestion traveling south of Fassler as lanes merge going uphill toward Crespi?

Response 129.7:

Please refer to Master Response #10.

Comment 129.8:
What are the details of the alternate plans that Caltrans eliminated and did not present to Pacificans for consideration?

Response 129.8:

Please refer to Master Response #1.

Comment 129.9:
What are details of how can land acquired by the City of Pacifica as mitigation for endangered species habitat destruction be used a second time for the new highway mitigation? If not illegal, this is ethically improper. The donation of land between GGNRA and the City of Pacifica lands would be more appropriate.

Response 129.9:

As noted in the EIR/EA discussion in Section 2.19.4.1, approximately 6.81-7.08 acres of potential upland dispersal habitat will be permanently affected by the project, depending on the Build Alternative selected, and approximately 3.75 acres will be temporarily affected during construction. This discussion was based on a technical *Natural Environmental Study* (NES) that was completed for the project in December 2009, and an Addendum to the NES that was completed in December 2010. The project proposes a mitigation package to offset these impacts, which includes habitat enhancement. The proposed concept is to enhance a 5.14-acre open space parcel owned by the City of Pacifica that is west of the Pacifica waste water treatment plant and south of the GGNRA. In addition to enhancement of the 5.14 acres of upland habitat, the upland habitat will also be enhanced from the preserved parcel, over the saddle within the GGNRA (approximately 5.46 acres in size), and down to a bowl area adjacent to GGNRA California red-legged frog breeding ponds. Additional detail has been added to the text of this section based on recent site visits to determine the preferred mitigation opportunities to compensate for temporary impacts and permanent impacts to potential upland dispersal habitat for the California red-legged frog (CRLF) and San Francisco garter snake (SFGS) (refer to Section 2.19.4 of the EIR/EA). The USFWS has issued a Biological Opinion (BO) for this project and has generally agreed with the proposed mitigation package.

The identified mitigation options present opportunities from which the CRLF population at Calera Creek would be able to increase in size, expand its habitat usage of the area north of Calera Creek into the GGNRA lands, and connect with the populations north of the Mori Point ridge. SFGS would be able to better utilize the habitat features and prey base between the GGNRA ponds and the snake ponds at Calera Creek and to disperse to Calera Creek, possibly increasing its current population size.

The habitat enhancement will include the Alternate Contingency Plan for Compensatory Mitigation (on pages 166 to 167), as described in Section 2.19.4.1 of the EIR/EA under MM T&E-1.8. The text in Section 2.19.4.1 of the EIR/EA under MM T&E-1.8 has been updated to include the additional information, focusing on enhancement of existing habitat.

Per comments received from the National Park Service (NPS) (refer to Comment 1.4), the text under MM T&E-1.8 and MM T&E-2.8 in the EIR/EA has been revised to clarify that the NPS staff has "agreed in concept" to the mitigation proposal.

Comment 129.10:
Why is no consideration given to the historic habitat of the endangered San Francisco Garter Snake in the Rockaway Quarry area? The Wastewater Treatment facility ponds were designed in part to recreate habitat for the SFGS with the hope that SFGS would return to the habitat. Without basking and upland areas, that hope cannot succeed.

Response 129.10:

The discussion of the presence of San Francisco garter snake in the BSA is based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010. Consideration of historic San Francisco garter snake habitat and populations was an integral part of the NES and the proposed mitigation package. Part of NES effort included surveys by biologists to determine the presence of special-status habitats and species within the BSA. No San Francisco garter snakes were detected in the BSA by herpetologists during surveys in 2002 or 2006, or during project reconnaissance-level surveys in 2007 and 2008. However, to be conservative, the NES stated that nevertheless, this highly endangered species should be considered potentially present within the BSA due to: the past occurrence of the species on the site; the proximity to known established populations; the proximity to suitable foraging habitat in water treatment ponds and Calera Creek; and the potentially suitable dispersal habitat within the BSA. In addition, the NES noted that at the project resource agency meeting on August 14, 2008, Jerry Roe stated that the USFWS position would be to consider the western portion of the BSA north of San Marlo Way to be "*occupied habitat*". Therefore, the DEIR/EA noted that the San Francisco garter snake could occur within the BSA, based on the information in the NES.

For clarification, the terms "unlikely" and "could occur" are used in the EIR/EA and the NES to relay that while the likelihood of occurrence is extremely low, the potential for the San Francisco garter snake to occur on certain portions of the project area is not zero, thus, a definitive statement regarding absence of the species cannot be made when taking into consideration other factors such as those listed in the EIR/EA. A footnote has been added to the text in Section 2.19.3.2 of the EIR/EA to clarify this.

The text in Section 2.19.2.2 of the EIR/EA has been updated to state, *"San Francisco garter snakes have been observed at Sharp Park and at nearby wetlands at Mori Point (e.g., Horse Stable Pond and the north GGNRA California red-legged frog pond) in 2008 (SBI. 2008. Sharp Park Wildlife Surveys and Special Status Reptile and Amphibian Restoration Recommendations)."*

Comment 129.11:
What are the details of the "mitigation package" with the GGNRA? Agreement in concept is inadequate.

Response 129.11:

Please refer to the response to comment 129.9 above. Formal approval from the NPS for the use of this land would occur as part of the project development process.

Comment 129.12:
How will the cantilevered road over the western wetlands and riparian areas not change their value as habitat?

Response 129.12:

As described in the EIR/EA, the Biological Study Area or BSA includes the footprint of the project as well as all areas that may be affected by the project. Generally, the BSA includes not only the footprint of proposed improvements, including staging areas and construction access areas, but a considerable buffer area surrounding the project improvement. Thus, not every habitat described within the BSA is impacted by the project; in fact, just the opposite. This can be seen by comparing Figure 2.5 to Figure 2.6/2.7 of the EIR/EA. The analysis in the NES determined the exact effects on areas within the BSA. The NES BSA often times is used to inform the project design so that sensitive biological and regulated resources can be avoided.

The shining willow riparian forest and perennial aquatic habitat, as well as the isolated seasonal wetland/seasonal aquatic habitat types occur within the footprint of the project area. The EIR/EA includes a discussion on the potential permanent or temporary impacts to these areas from the project. The EIR/EA states:

> *"No natural communities of concern (i.e., shining willow riparian forest, aquatic, or seasonal wetlands) are located within areas of permanent or temporary project impacts. Either of the two Build Alternatives would avoid these habitats in the BSA by using retaining walls to constrain roadway fill. A cantilevered bridge would be constructed over a seasonal aquatic habitat west of SR 1 that is currently shaded by trees. Although the cantilevered roadway section of the culvert area would create some shading, this would not be a substantial change because the aquatic habitat is shaded and no vegetation is growing in this area under existing conditions. Therefore, the project will not result in direct impacts to natural communities of concern."*

Therefore, even though these habitats are present within the BSA, the proposed cantilevered bridge will not affect them.

Comment 129.13:
Where is the "environmental setting" considered?

Response 129.13:

Chapter 2 of the EIR/EA includes the environmental topics addressed for the project, in Section 2.1 to Section 2.22. In each topic section there is a discussion entitled *"Affected Environment"* or *"Existing . . ."*, which describes the existing environmental setting and physical environmental conditions for the area affected by the proposed project, for the pertinent topic section in the vicinity of the proposed project at the time the environmental analysis was completed. This section, therefore, includes the information pursuant to the Caltrans guidance for completion of joint environmental documents, as well as the CEQA Guidelines Section 15125(a).

Comment 129.14:
Specifically, how will the water quality of Sanchez Creek and Calera Creek be affected during construction?

Response 129.14:

The EIR/EA describes the short-term construction-related impacts from the proposed project in Section 2.21. This section includes a discussion of the short-term effects during construction on water quality. The discussion states that the water quality of various creeks could be affected by construction activities, including excavation and grading activities, which could affect water quality in the form of sedimentation, erosion, and fuels/lubricants from equipment. Because most of the storm drains discharge into the creeks, the water quality of various creeks could be affected by construction activities.

The EIR/EA states that the design of the project will include implementation of temporary (construction phase) and permanent (operational phase) Best Management Practices (BMPs) to reduce potential impacts to existing water quality from storm water runoff, as necessitated by the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) permit. A Storm Water Pollution Prevention Plan (SWPPP) will be developed, by the Contractor, for the construction period. This will include standard pollution control procedures and site management, such as dust control and street sweeping. In addition, the project will implement permanent design pollution prevention BMPs, which achieve a water quality benefit by: reducing erosion, stabilizing disturbed soil areas, and maximizing vegetated surfaces. The measures included in *Section 2.10 Water Quality and Storm Water Runoff* of the EIR/EA will avoid indirect impacts to wetlands, riparian habitat areas, and other waters on-site or offsite, in the vicinity of the project.

Comment 129.15:
Neither the DEIR nor the Pacifica Tribune provided detailed drawings of the project that would allow residents to fully understand the impacts and extent of the project. The tiny unreadable drawings printed Wednesday, October 19, were useless.

Response 129.15:

The EIR/EA includes conceptual plans for the two Build Alternatives (Figure 1.4 and Figure 1.5), which graphically display the proposed roadway improvements in yellow on the figures.

Section 1.4.1 and Section 1.4.2 of the EIR/EA describes the proposed roadway improvements to SR 1/Calera Parkway, the SR 1/Fassler Avenue/Rockaway Beach Avenue intersection, and the SR 1/Reina Del Mar Avenue intersection that are indicated in yellow on Figure 1.4 and Figure 1. Figure 1.4 and Figure 1.5 have been revised to include more information about the proposed roadway improvements.

Comment 129.16:
Is the only choice allowed Pacifica residents between a landscaped median or a narrow median? What about the un-detailed alternatives?

Response 129.16:

Please refer to Master Response #1.

Comment 129.17:
How will Caltrans guarantee Pacificans that the "preliminary assessment" will not radically change in the final design?

Response 129.17:

During the final design process, if project elements are modified to any measurable extent from described in the EIR/EA, the CEQA/NEPA re-validation/addendum process is in place for the purpose of evaluating environmental impacts of such changes. The CEQA/NEPA re-validation/addendum process will either conclude: 1) the design refinements will not result in additional of greater environmental impacts than those already disclosed; or 2) there will be greater environmental impacts than those already disclosed. If the later occurs, a Supplemental EIR/EA will be prepared including additional opportunities for public review and comment.

RESPONSES TO COMMENT #130:
Laura Bevington (dated 10/22/11)

Comment 130.1:
I am a Pacifica resident who is concerned about the impact this project would have on local businesses, particularly Pacifica Pet Hospital. Dr. Hurlbut and his colleagues have cared for my pets for many years. They are a business that does an outstanding job of serving this community. I am afraid that ongoing construction, lack of parking, etc., will cause them irreparable damage. So many local businesses have folded in this economy, I can't see the wisdom of taking actions that are likely to cause more to close.

Response 130.1:

Please refer to Master Response #7.

As stated by the commenter, the proposed Landscaped Median Build Alternative would include acquisition of 900 square feet of the parcel where the Pacifica Pet Hospital is located. The Caltrans Right of Way Division administers the statewide program for right of way acquisition and real property management in support of Caltrans' purpose, mission, vision and goals. Caltrans Acquisition and Condemnation Section is responsible for purchasing the property rights necessary for constructing and maintaining the State's transportation system. The state and federal constitutions, and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended, authorize the purchase of private property for public use and assure full protection of the rights of each citizen. A general overview of the Caltrans acquisition process is provided to affected property owners in the booklet *Your Property--Your Transportation Project*. When only a part of a property is needed for a project, every reasonable effort is made to ensure that property owners are fairly compensated and do not suffer damages to the remainder of the property.

Comment 130.2:
Traffic congestion is a problem, but in my experience of living in Pacifica since 1999, it is mostly confined to morning commute/school drop off times.

Response 130.2:

Please refer to Master Response #14.

Comment 130.3:
This project seems a huge undertaking to solve a limited problem, with potentially disastrous consequences for local businesses and the community that needs them.

Response 130.3:

Please refer to Master Response #7.

RESPONSES TO COMMENT #131:
Mike Callan (dated 10/22/11)
Comment 131.1:
As an old-time landowner in Pacifica and driver on State Route # 1, I would strongly recommend going forward on the proposed highway improvements. In particular, I favor the Landscaped Median Build-out as this would provide not only an esthetic quality but also a means of screening the headlight glare from on-coming cars (especially important when you're coming up to an intersection), The increased separation of the traffic flow from this plan is also a plus in terms of safety. I have been through the Draft EIR and it is quite clear to me that this project has been adequately studied, with a bridge included in the plans to mitigate the environmental effects. It appears that my land along Highway One will finally be put to some useful purpose besides the growing of weeds.

Response 131.1:

Thank you for your comment. This comment expresses an opinion in favor of the project and the Landscaped Median Alternative. The Landscape Median Build Alternative has been identified as the preferred alternative. Please refer to Master Response #12.

RESPONSES TO COMMENT #132:
Celeste Langille (dated 10/22/11)

Comment 132.1:
The following comments are submitted in connection with the Draft Environmental Impact Report/Environmental Assessment ("DEIR") for the proposed SR 1/Calera Parkway Widening Project in Pacifica, California ("Project"). For the reasons stated below, the DEIR contains numerous significant deficiencies rendering this document legally inadequate under the California Environmental Quality Act ("CEQA") as well as National Environmental Policy Act ("NEPA").

Response 132.1:

Please refer to the responses to specific comments 132.2 through 132.75 below.

Comment 132.2:
As a preliminary matter, all documents associated with the DEIR and forming the basis of the decision-making process, including the Notice of Preparation and comments thereon, should be posted online. This is the most convenient and transparent method for the public to be informed and have access to all the information connected with the Project. I could not find a copy of the Notice of the Preparation and the comments made in response to it anywhere online or at the local Pacifica library. This information should be readily accessible by the public online.

Response 132.2:

Pursuant to the requirements of the CEQA Guidelines Section 15082(a), the CEQA Notice of Preparation (NOP) of an EIR was circulated to local, regional, state, and federal agencies from February 12, 2010 through March 17, 2010 for the proposed project. The CEQA Guidelines do not require the NOP to be provided to individual members of the public. Information was included in the

DEIR/EA to address issues and comments raised in comment letters received on the NOP. The actual letters are on file and available on request.

In the summary discussion of the coordination, outreach, and public participation in Chapter 4, the EIR/EA states that that several comment letters were received on the NOP and lists the agencies the letters were received from, including the U.S. Department of the Interior National Park Service, the California Coastal Commission, and the U.S. Fish and Wildlife Service. The EIR/EA further states that, *"issues and concerns raised in these letters have been addressed in this document."*

Comment 132.3:
Project Description

The Project Description is inadequate. An EIR's project description must include a description of the project's "technical, economic and environmental characteristics, considering the principal engineering proposals if any and supporting public service facilities." (CEQA Guideline 15124(c).) The description of the project's technical and environmental characteristics must be accurate, stable and finite. The DEIR contains many sections with incomplete or inadequate descriptions and therefore, the analysis of the impacts is misleading and inadequate.

Response 132.3:

This comment expresses an opinion that the Project Description in the EIR/EA is inadequate, however, no specific inadequacies are cited. The CEQA Guidelines are based on the California Code of Regulations (CCR) Title 14, Division 6, Chapter 3. The CEQA Guidelines Section 15124 state that, "*The description of the project shall contain the following information but should not supply extensive detail beyond that needed for evaluation and review of the environmental impact."*

e) The precise location and boundaries of the proposed project shall be shown on a detailed map, preferably topographic. The location of the project shall also appear on a regional map.
f) A statement of the objectives sought by the proposed project. A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project.
g) A general description of the project's technical, economic, and environmental characteristics, considering the principal engineering proposals if any and supporting public service facilities.
h) A statement briefly describing the intended uses of the EIR.
(1) This statement shall include, to the extent that the information is known to the lead agency,
(A) A list of the agencies that are expected to use the EIR in their decision-making, and
(B) A list of permits and other approvals required to implement the project.
*(C) A list of related environmental review and consultation requirements required by federal, state, or local laws, regulations, or policies. To the fullest extent possible, the lead agency should integrate CEQA review with these related environmental review and consultation requirements***.**

As required by CEQA the DEIR/EA included Figure 1.1 Regional Map, Figure 1.2 Vicinity Map, and Figure 1.3 Aerial Photograph, all which show the location of the proposed project. The DEIR/EA also included Figure 1.4 Conceptual Plan – Narrow Median Build Alternative and Figure 1.5 Conceptual Plan – Landscaped Median Build Alternative, which both show the boundaries of the proposed roadway improvements overlaid on an aerial.

As required by CEQA the DEIR/EA included a statement (on page 5) of the purpose of the proposed project, which is to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along a congested segment of SR 1 within the city of Pacifica.

As required by CEQA the DEIR/EA described (on pages 9 to 14) the common engineering and environmental design features of the proposed Build Alternatives, including the roadway widening, retaining walls to prevent encroachment into environmentally sensitive areas, new roadway median barrier, bicycle/pedestrian path improvements, sidewalk improvements, cantilever bridge structure for wetland area avoidance, stormwater treatment facilities incorporated into the project, and intersection improvements. The DEIR/EA also included a description (on pages 14 to 16) of the unique features of the Build Alternatives, including dimensions of the roadway median and inside roadway shoulders. Right-of-way requirements were described in Section 1.4.3 and Table 1.5, and the project cost and anticipated schedule was described in Section 1.4.4.

As required by CEQA the DEIR/EA included an introduction page behind the cover titled *General Information About This Document*, which describes what will happen subsequent to the commenting period and the agencies expected to use the EIR in their decision-making process. The DEIR/EA also included Table 1.8, which lists the permits/approvals required, the agency the permit/approval will be required from, and the status/timeframe when the permit/approval application will be submitted. The environmental topic sections in Chapter 2 of the DEIR/EA included a *Regulatory Setting* discussion, which describes the related environmental review laws and consultation requirements.

Based on the above information it is Caltrans position that the Project Description in the DEIR/EA is adequate and meets the requirements of CEQA and NEPA.

Comment 132.4:
For example, the "Conceptual Plans" for the Landscaped Median Alternative and Narrow Median Alternative at Figures 1.4 and 1.5 are only "preliminary assessments, and should not be used as official records." (DEIR p. 11.) Likewise, a corridor design concept is still to be developed. (DEIR p. 90.)

Response 132.4:

At this stage of the project review process, all plans are conceptual and are not to be used as official records or construction documents. During final design phases, as more information becomes available, the design may be modified slightly based on more accurate and up-to-date findings.

In Section 2.7 of the EIR/EA, the existing visual and aesthetic environment of the project area is described, as well as the potential impacts to the existing environment resulting from implementation of the proposed Build Alternatives. This section also includes visual minimization measures for adverse project impacts, which consist of adhering to the design requirements in cooperation with the Caltrans District 04 Landscape Architect.

Implementation of these minimization measure guidelines will reduce impacts of the project. Many of the minimization measure guidelines are specifically being proposed as part of project features to avoid adverse impacts. The project will also include development of a corridor design concept in cooperation with the Caltrans District 04 Landscape Architect. The corridor design concept will incorporate the design guidelines described above including: aesthetic treatment of structures; median planting; and replacement planting, which will be implemented per Chapter 29 (Highway Planting) of the *Department's Project Development Procedures Manual* and Chapter 900 (Landscape Architecture) of the *Department's Highway Design Manual*. The design guidelines will be designed and implemented with the concurrence of the Caltrans District 04 Landscape Architect.

During the final design process, if project elements are modified to any measurable extent from described in the EIR/EA, the CEQA/NEPA re-validation/addendum process is in place for the purpose of evaluating environmental impacts of such changes. The CEQA/NEPA re-validation/addendum process will either conclude: 1) the design refinements will not result in additional or greater environmental impacts than those already disclosed; or 2) there will be greater environmental impacts than those already disclosed. If the later occurs, a Supplemental EIR/EA will be prepared including additional opportunities for public review and comment.

Comment 132.5:
More importantly, the DEIR does not disclose how wide the Narrow Median Alternative or the Landscaped Median Alternative will be. Without this information it is impossible for the EIR to analyze or the public to understand the visual/aesthetic impacts. Further, the EIR does not disclose where the highway will be widened to various widths. For example, the EIR states that "[u]nder the Landscaped Median Build Alternative, the existing median will be widened from six feet to 22 feet wide," but fails to disclose where. (DEIR p. 80.) Likewise, the DEIR states that "[r]etaining walls would be constructed to contain portions of the roadway widening within the existing right-of-way (R/W) or to prevent encroachment into environmentally sensitive areas," referencing only Figures 1.4 and 1.5. (Ibid.) In the absence of adequate information about the proposed project, the DEIR cannot adequately analyze the Project impacts and thus has not served its purpose as an information disclosure document.

Response 132.5:

Figure 1.4 in the EIR/EA includes a graphical representation on the upper left of the figure that shows how wide the Narrow Median Build Alternative will be. The Narrow Median Build Alternative will include a 10 foot outside shoulder, three 12 foot lanes, a 10 foot inside shoulder, a concrete barrier, then a 10 foot inside shoulder, three 12 foot lanes, a 10 foot outside shoulder, a 10 foot planter, and a 6 foot sidewalk.

Figure 1.5 in the EIR/EA includes a graphical representation on the upper left of the figure that shows how wide the Landscaped Median Build Alternative will be. The Landscaped Median Build Alternative will include a 10 foot outside shoulder, three 12 foot lanes, a 10 foot inside shoulder, a concrete barrier, a 16 foot landscaped median, then a 10 foot inside shoulder, three 12 foot lanes, a 10 foot outside shoulder, a 10 foot planter, and a 6 foot sidewalk.

The EIR/EA included a discussion in Section 1.4.2 of the locations of the proposed widening for the proposed Build Alternatives. This section states that the main difference between the two Build Alternatives is the design of the proposed median in the SR 1 roadway between San Marlo Way and Reina Del Mar Avenue.

> *"Under the Narrow Median Build Alternative, the median within this segment would be widened from six feet to 22 feet and would include a single three-foot high concrete barrier to separate northbound and southbound lanes as well as ten-foot wide inside shoulders on both the northbound and southbound sides of the highway. Under the Landscaped Median Build Alternative, the median within this segment would be widened an additional 18 feet between San Marlo Way and Reina Del Mar Avenue to provide space for a landscaped median."*

The locations of the proposed retaining walls were graphically represented on Figure 1.4 and Figure 1.5 in the EIR/EA. The proposed retaining walls were also included on the visual simulations in the EIR/EA. The proposed retaining wall along the west side of SR 1, south of Fassler Avenue was shown on Key View #2 (Photo 13). The proposed retaining wall on the east side of SR 1 along Harvey Way was shown on Key View #4 (Photo 16) and Key View #4 (Photo 17). The proposed retaining wall along the west side of SR 1, north of San Marlo Way was shown on Key View #4 (Photo 16), Key View #4 (Photo 17), Key View #5 (Photo 18), and Key View #5 (Photo 20). The proposed retaining wall along the embankment northwest of the Reina Del Mar Avenue intersection was shown on Key View #7 (Photo 23).

Comment 132.6:
The DEIR fails to describe the specific locations where the Project will impact residences, businesses, intersections, bus stops, pedestrian and bicycle walkways, natural communities, and sensitive plant and animal species. In addition, the DEIR fails to provide any definitive information regarding barriers.

Response 132.6:

Section 1.4.3 and Section 2.3 of the EIR/EA include discussions of the project impacts to residences and businesses. Table 1.5 on pages 16-18 identifies the specific property (right-of-way) requirements at each parcel along the alignment for both alternatives. The project will necessitate the relocation of the residents living in one single-family dwelling located at 425 Old County Road. Section 2.21.1.2 of the EIR/EA also describes effects on businesses during construction of the project. No roadway or driveway access to businesses will be severed during the construction of the project.

The EIR/EA describes the impacts to traffic and transportation/pedestrian and bicycle facilities in Section 2.6.3. This section was based on the Traffic Operations Analysis Report and included a discussion of the project effects to the SR 1/Fassler Avenue/Rockaway Beach intersection and the State Rote 2/Reina Del Mar Avenue intersection, as well as the highway and local streets between these two intersections. This section of the DEIR/EA also included a discussion of the project effects to the pedestrian and bicycle facilities between the two intersections.

Impacts to natural communities, and sensitive plant and animal species are evaluated in Section 2.16 through 2.19 of the EIR/EA, which are based on information in the Natural Environment Study.

Comment 132.7:
Furthermore, the DEIR fails to adequately describe the temporary, indirect, and construction impacts from the Project, especially the impacts to sensitive habitat adjacent and in the Quarry area where storage and staging of construction equipment will take place.

Response 132.7

Figures 2.6 and 2.8 in the EIR/EA graphically display the areas of temporary impacts under the Narrow Median Build Alternative. Figures 2.7 and 2.9 in the EIR/EA graphically display the areas of temporary impacts under the Landscaped Median Build Alternative. Permanent and temporary impacts are described in Sections 2.16 through 2.19 of the EIR/EA. Construction impacts are identified in Section 2.21.

Comment 132.8:
Environmental Setting

The DEIR fails to adequately analyze the environmental setting for the Project. An EIR must present an accurate and complete description of the environmental setting in the vicinity of the project as it existed before commencement of the project. The environment consists of the "physical conditions which exist within an area which will be affected" by a project. (Pub. Res. Code § 21060.5.) A complete description of the "pre-existing environment" is critical to establish a baseline for analyzing whether the project's impacts are significant. (County of Amador v. El Dorado County Water Agency (1999) 76 Cal.App.4th 931, 952; CEQA Guidelines 15125 & 15126.2(a).) As the County of Amador court stated, " the question is whether the EIR contains a sufficient description of the baseline environment to make further analysis possible." (Id. at 954.)

CEQA case law and CEQA Guideline 15125 require that the environmental setting at time of notice of preparation [of the EIR] was published will normally constitute baseline environmental conditions by which the lead agency determines whether an impact is significant. The DEIR fails to set forth the required baseline environmental conditions of the Project, included those for greenhouse gas emissions and traffic.

Response 132.8:

The project is subject to federal and state environmental review requirements because the project sponsor(s) proposes to use federal funds from the Federal Highway Administration (FHWA) and/or the project requires a FHWA approval action. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Caltrans is the lead agency under CEQA and NEPA.

The CEQA Guidelines Section 15125(a) state that "*An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to an understanding of the significant effects of the proposed project and its alternatives*."

Chapter 2 of the EIR/EA includes the environmental topics addressed for the project, in Section 2.1 to Section 2.22. In each topic section there is a discussion entitled *"Affected Environment"* or *"Existing . . ."*, which describes the existing environmental setting and physical environmental conditions for the area affected by the proposed project, for the pertinent topic section in the vicinity of the proposed project at the time the environmental analysis was completed.

Comment 132.9:
The DEIR is missing the required section entitled "Environmental Setting," and thus the reader is forced to hunt for this information out of various sections and try and determine what is the state of the environment in the vicinity of the project before project commencement. Further, the area which might conceivably be the environmental setting is so vague that the reader cannot determine what area is included and what is outside the project area. For example, in discussing cultural impacts the DEIR states that the project's area of potential effects (APE) "consists of the area within the footprint of the project, as well as those areas directly adjacent to the project where indirect effects could occur." (DEIR p. 92.) No further explanation is provided regarding what areas are considered "directly adjacent" and what areas are or are not indirectly affected. Thus, the APE is undefined and insufficient on which to base further analysis.

Response 132.9:

Please refer to the response to comment 132.8 above.

Figure 2.5, Figure 2.6, and Figure 2.7 in the EIR/EA graphically displays the boundaries of the Biological Study Area (BSA), and as this area also encompasses the area of potential effect (APE), this figure also defines the APE. The APE is established to include all the project elements that may have a potential to affect archaeological resources whether through excavation, utility relocation, or staging. The Archaeology APE (or Direct APE) encompasses all areas that potentially would be directly and physically impacted by the project. The Architectural APE (or Indirect APE) encompasses additional properties that could be affected indirectly by the project. Indirect effects may extend beyond the project's footprint to encompass visual, audible, or atmospheric intrusions; shadow effects; vibrations from construction activities; or change in access or use.

Comment 132.10:
Similarly, for biological impacts the DEIR states that the Biological Study Area ("BSA") "consists of the footprint of the project as well as all areas that may be affected directly or indirectly by the construction activity or action" and "encompasses the same area as the Area for Potential Effect (APE)." (DEIR p. 135.) Again, no further explanation is provided in the DEIR regarding what areas may or may not be directly/indirectly affected; therefore, the BSA and APE are undefined. In fact, the BSA appears to fluctuate in the DEIR; Figure 2.5 refers to a Biological Study Areas but Figures 2.6 and 2.7 refer only to Revised Biological Study Areas without explanation. Further, the DEIR fails to explain how these areas were determined. If the impact being considered is water quality impacts or air impacts, does the APE extend as far as the water flows or the air particulate move? The DEIR fails to disclose this important information.

Response 132.10:

The Biological Environment discussion was based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010 (Appendix G.7 in the EIR/EA). As part of the NES effort, the Biological Study Area (BSA) was defined. The BSA consists of the footprint of the project as well as all areas that may be affected directly or indirectly by the proposed project. The BSA was delineated generally using Caltrans right-of-way (ROW) boundary except in areas where the project will be outside the existing ROW. In those instances, the temporary project impact area as described in the project plans and in the Draft Project Report and was used as the outer boundary of the APE/BSA. Therefore, the BSA extends from approximately 1,700 feet south of Fassler Avenue to approximately 2,300 feet north of Reina Del Mar Avenue and encompasses all of the future Caltrans

ROW on each side of SR 1 based on ROW acquisitions necessary for the project. In addition, for purposes of assessment under the Federal Endangered Species Act (FESA), the area where potential impacts, direct and indirect, can occur, was defined as the BSA plus any additional adjacent or downstream habitat that could be affected by project-related activities (e.g., downstream water quality effects or unknown area of dust or seed dispersal in areas surrounding the project footprint).

The BSA limits for the Narrow Median Alternatives and Landscaped Median Alternative, shown on Figures 2.6 and Figure 2.7, respectively, were defined in the same manner as described above for Figure 2.5. The BSA limits take into consideration all direct impacts from implementation of the proposed project improvements, but also incorporation of construction staging and access areas, as well as any areas potentially indirectly affected by the project.

Comment 132.11:
The environmental setting is internally contradictory and inconsistent as to the habitat types, amounts and impacts. Moreover, there is a fundamental conceptual error in this DEIR's approach to describing the environmental setting. The purpose of the environmental setting under CEQA is to allow the public and decision makers to understand the proposed project's impacts on that setting. This DEIR turns the concept upside down and describes the setting as the area impacted, but doesn't describe the area before it was impacted. Thus, the basic role of the DEIR – to determine if impacts are adverse and potentially significant – is seriously impeded by this distorted approach.

The DEIR's environmental setting is internally contradictory in regards to threatened California red legged frogs ("CRLF"). The DEIR states categorically that "California red-legged frogs are not known in Calera Creek east of SR 1" (DEIR p. 155), but then suggests that frogs do disperse across Highway 1 as red-legged frogs "attempt to cross SR 1 in the project area" and that "virtually no east-west dispersal across SR 1 occurs in the BSA" (i.e. some dispersal does occur). (Ibid.) In fact, the CRLF does have habitat and does occur in areas east of Highway 1, including those wetlands adjacent to the Pacifica Police station.

Response 132.11:

The discussion in the EIR/EA under Section 2.19 was based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010. As part of the NES effort, biologists surveyed the BSA and adjacent areas to describe and map biotic habitats within the BSA, identify plants and animals found or potentially found on the site, and conduct reconnaissance-level surveys for special-status plant and animal species and their habitats. The NES noted that California red-legged frogs are known to occur in Calera Creek and on property adjacent to the BSA, but were not observed during breeding season surveys of the BSA conducted March through May 2006 following the current presence/absence protocol. Given their ability to disperse and the proximity of previous observations, California red-legged frogs may disperse from wetland habitat sources into or through habitats in the BSA, particularly juveniles moving away from breeding habitat.

The discussion in the EIR/EA under Section 2.19.2.1 describes the existing environment where California red-legged frogs could be present and their habitat. The discussion in this section was based on the information from the NES. The NES stated that near the project, Calera Creek and the off-site ditch are used by California red-legged frogs; thus these areas are designated as ESAs, and California red-legged frogs could disperse from the ESAs through the relatively poor roadside habitat in an attempt to disperse into new habitat. Because of their ability to disperse, the proximity of previous observations, and the habitat uses near the project area, the DEIR/EA concluded that the

California red-legged frog may disperse along the roadway. The NES further stated that California red-legged frogs are currently able to access the southbound lanes of the roadway from the area where they potentially occur, between Mori Point Road and San Marlo Way and mortality on the roadway almost certainly occurs.

The EIR/EA states that the California red-legged frogs are not known to occur in Calera Creek east of SR 1, referring to the creek immediately adjacent to the highway. For clarification, there is a CNDDB record from 2006 for California red-legged frog in the Calera Creek drainage to the east of SR 1, approximately 3,000 feet from the highway. However, this individual is more likely to have dispersed from known populations located upslope in the GGNRA lands farther east because of the minimal connectivity the Calera Creek culvert provides, as further described below.

Calera Creek crosses under State Route 1 in a box culvert that is over 470 feet long with a flat, concrete substrate that also climbs at a five percent slope over the eastern half. The culvert passes under the highway, and under the very large fill embankment northwest of Reina Del Mar that was previously intended for freeway ramps. During most of the year, water flowing through the culvert consists of very shallow nuisance flows. This box culvert is a barrier and a significant obstacle to the dispersal of small animals attempting to move eastward because the length and slope mean that little, if any, light is visible to animals to show that there is an exit, and animals do not recognize the hard, flat, alien surface as natural substrates they are accustomed to. The absence of cover (e.g., in deeper pools) within the culvert exposes aquatic animals in the culvert to predation for a long period. Therefore, the current culvert provides little connectivity for most animals.

Calera Creek provides the only habitat east of State Route 1 which, although marginal, may support dispersing California red-legged frogs. The existing culvert under State Route 1 may provide some connectivity in this location. The creek east of State Route 1 winds within, through, and under development within the drainage, and as such, this portion of Calera Creek is seriously impacted by channelization, lack of any riparian vegetation or corridor, exotic invasive plants, nuisance flows, and stream barriers. South of Calera Creek and east of State Route 1, there is a steep ridge line (between 500 and 700 feet above State Route 1) which does not support the aquatic habitat that is essential for California red-legged frog. To each side (generally to the east and west) of the ridgeline the lower elevations are developed. Therefore, populations of these species will not be able to establish within the Calera Creek drainage, and individuals that might disperse to the reach of Calera Creek east of State Route 1 would meet with many hazards with attendant risk of mortality.

The EIR/EA states that "*virtually no east-west dispersal across SR 1 occurs in the BSA*"; this is due to the presence of an unbroken concrete barrier placed in the road median for the vast majority of the project area. Potential California red-legged frog movement across SR 1 from east to west could only be accomplished at a few relatively busy intersections where the concrete barriers are absent. Thus any California red-legged frogs trying to cross the highway are likely killed.

Comment 132.12:
The DEIR fails to adequately describe and analyze the direct and indirect impacts to sensitive species on the east side of Highway 1, especially the CLRF and San Francisco Garter Snake.

Response 132.12:

The EIR/EA includes a discussion of the CEQA Evaluation associated with the proposed project in Chapter 3. This chapter includes a discussion of the significant environmental effects of the proposed project on biological resources, including the threatened and endangered California red-

legged frog and San Francisco garter snake. This section describes impacts to habitats occupied by these species. Section 2.19.3.1 of the EIR/EA also includes a discussion of the impacts to habitat utilized by the California red-legged frog. Section 2.19.3.2 of the EIR/EA describes the impacts to habitats that could be utilized for dispersal by San Francisco garter snake. Mitigation measures to avoid or offset impacts to California red-legged frog and San Francisco garter snake are identified in Section 2.19.4 of the EIR/EA.

The EIR/EA describes the short-term construction-related impacts from the proposed project in Section 2.22. This section includes a discussion of the short-term effects during construction on water quality. The discussion states that the water quality of various creeks could be affected by construction activities, including excavation and grading activities, which could affect water quality in the form of sedimentation, erosion, and fuels/lubricants from equipment. Because most of the storm drains discharge into the creeks, the water quality of various creeks could be affected by construction activities. Since these creeks support numerous wildlife and plant species, a short-term degradation of water quality could adversely affect such species. However, with incorporation of the avoidance and minimization measures described in Section 2.22.2.2 indirect effects to species in the vicinity of the project would be avoided.

Chapter 3 of the EIR/EA includes a description of the significance of impacts under CEQA of the proposed project. This chapter describes the significant environmental effects of the proposed project in Section 3.2.2; biological resources are discussed in Section 3.2.2.1. The discussion of the significant effects of the proposed project on biological resources states, "*Construction activities may significantly impact individual California red-legged frogs dispersing or foraging within the construction zone.*" Therefore, the construction activities would have short-term and temporary significant impacts on California red-legged frog habitat.

Comment 132.13:
The DEIR states that "California red-legged frogs use portions of the mosaic of habitats in the area west of SR 1 for breeding, foraging and dispersal" (DEIR p. 156), but fails to disclose where these habitats are located.

Response 132.13:

The EIR/EA states) in a footnote that the California red-legged frog breeding habitat closest to proposed project disturbance areas are the city of Pacifica wastewater treatment ponds, over 250 feet from construction areas and aquatic habitat in Calera Creek, which is over 200 feet from the future roadway. The information in this section is based on Chapter 3, *Environmental Setting* of the NES, which is Appendix G.7 to the EIR/EA, pursuant to the requirements of CEQA Guidelines Section 15147. Photo 4 of Section 4.3.1.1 of the NES shows the exact location of frogs on the adjacent quarry lands and this section includes a detailed description of those lands.

Comment 132.14:
The DEIR's environmental setting is also internally contradictory in regards to the endangered San Francisco Garter Snake. The DEIR states that the "presence of San Francisco garter snakes is unlikely within the BSA and the project construction area." (DEIR p. 159, emphasis added.) In the very next sentence the DEIR states that "San Francisco garter snakes could occur within the BSA due to past occurrence of the species on the site, the proximity to known established populations, the proximity of suitable foraging habitat in the Pacifica water treatment ponds and Calera Creek, and the suitable dispersal habitat within the western portions of the BSA between Mori Point Road and San Marlo Way." (Ibid, emphasis added.)

Response 132.14:

The discussion of the presence of San Francisco garter snake in the BSA is based primarily on a technical *Natural Environment Study* (NES) that was completed for the project in December 2009 and an Addendum to the NES that was completed in December 2010. Part of NES effort included surveys by biologists to determine the presence of special-status habitats and species within the BSA. No San Francisco garter snakes were detected in the BSA by herpetologists during surveys in 2002 or 2006, or during project reconnaissance-level surveys in 2007 and 2008. However, to be conservative, the NES stated that nevertheless, this highly endangered species should be considered potentially present within the BSA due to: the past occurrence of the species on the site; the proximity to known established populations; the proximity to suitable foraging habitat in water treatment ponds and Calera Creek; and the potentially suitable dispersal habitat within the BSA. In addition, the NES noted that at the project resource agency meeting on August 14, 2008, Jerry Roe stated that the USFWS position would be to consider the western portion of the BSA north of San Marlo Way to be "*occupied habitat*". Therefore, the EIR/EA noted that the San Francisco garter snake could occur within the BSA, based on the information in the NES.

For clarification, the terms "unlikely" and "could occur" are used in the EIR/EA and the NES to relay that while the likelihood of occurrence is extremely low, the potential for the San Francisco garter snake to occur on certain portions of the project area is not zero, thus, a definitive statement regarding absence of the species cannot be made when taking into consideration other factors such as those listed in the EIR/EA. A footnote has been added to the text in Section 2.19.3.2 of the EIR/EA to clarify this.

Comment 132.15:
Project Alternatives

The analysis of the various alternatives is misleading, inconclusive, and inadequate. An adequate traffic study (or studies) would have formed the basis for adequate consideration of alternatives and would have revealed the clear year-round traffic patterns that have resulted in the permanent and temporary delays in traffic, including those separate, but related patterns for school commuters and work commuters in Pacifica. For example, the traffic patterns in the first weeks of June, while K-8 schools are still in session, but colleges and universities are on summer break, reveal a substantial decrease in the morning northbound traffic. The summer months, when no schools are in session, reveal an even greater decrease in morning northbound traffic and no delay.

Response 132.15:

Please refer to Master Response #14.

Comment 132.16:
This DEIR failed to include all required and necessary information on which to base any alternative accounting for different types of commuters and patterns that could form the basis of a viable alternative or alternatives. This failure is underscored by the fact that the DEIR fails to analyze the number of single-occupancy vehicles (a word /term search of the DEIR did not find the term "occupancy" in this context) of traveling on Highway 1, the number one source of traffic delays. The DEIR should contain an in-depth analysis of the percentages of motorists traveling alone (SOV or single-occupancy vehicles), including timing, and an analysis of motorists traveling in high-occupancy vehicles.

Response 132.16:

Please refer to the response to comment 132.15 above. It is unclear from the comment how a more detailed description of the percentage of single-occupant vehicles would affect the analysis or the conclusions of the EIR/EA. Therefore, providing this data is not necessary.

Although it is not explicitly stated, it is possible the commenter was asserting that concerted efforts to encourage carpooling and therefore, increasing the vehicle occupancy would result in fewer cars, thereby negating the need for the project. However, San Mateo County and its sister agencies, such as the City/County Association of Governments (C/CAG) already operate a robust series of programs to reduce single-occupant vehicles throughout the County. These programs include a rideshare matching service as well as a number of Transportation Demand Management (TDM) requirements for new buildings, such as shuttles, bicycle lockers, transit incentives, and on-site promotion of these services in some cases. Therefore, the effects of such a program are already incorporated into the analysis. Please refer to Master Response #8 for additional detail regarding existing programs in place for alternative transportation modes.

Comment 132.17:
Another example of inadequate analysis is the alternative addressing school buses/traffic for only one school in Pacifica (Vallemar elementary) while omitting any mention of traffic to and from other schools that contribute to overall traffic.

Response 132.17:

Please refer to Master Response #2 and Master Response #14.

Comment 132.18:
The DEIR fails to adequately address an alternative wherein the need to address the safety considerations of emergency vehicle access could be analyzed by a design involving extending the existing shoulders to a width necessary to achieve this purpose without construction of an additional lane (plus shoulders). This “Safety” alternative would achieve an important Caltrans goal, yet would avoid the majority of adverse environmental impacts.

Response 132.18:

Please refer to Master Response #4.

Comment 132.19:
The goal of reducing congestion could be addressed through multiple means, including increased public transit (both Samtrans and shuttles funded by Measure A), alternative modes of transportation such as carpool and rideshare programs, school buses for all Pacifica schools and staggering the start times of Pacifica schools to reduce school traffic.

Response 132.19:

Please refer to Master Response #3 regarding school buses.

Please refer to Master Response #6 regarding school schedules.

Please refer to Master Response #8 regarding alternative transportation modes.

Comment 132.20:
The City of Pacifica is currently in the final stages of drafting a Climate Action Plan to address reducing greenhouse gas emissions via the above mentioned congestion reduction measures. Transportation accounts for 50% of Pacifica's greenhouse gas emissions and reducing vehicle miles traveled is crucial for Pacifica to reach its target emission reduction targets. As discussed below, there is substantial evidence to support the finding that this highway widening project will result in future long-term increases in greenhouse gas emissions and vehicle miles traveled.

Response 132.20:

In some cases, highway widening may lead to increased GHG emissions. In these cases, the future traffic with a particular project shows an increase over the future traffic in the no-build scenario. These are areas where the current and future diverted traffic will return to the highway from parallel routes and there is also some growth induced by a particular project.

In the case of the proposed project in Pacifica however, there are no parallel routes for the traffic to divert back to the highway and the future growth rate is the same with or without the project.

Section 3.3 of the EIR/EA includes a discussion of climate change. Modeling for project greenhouse gas (GHG) emissions was included in Section 3.3.2.1 and displayed in Table 3.1. This section states that: *"The proposed project is expected to result in a decrease in GHG emissions when comparing the existing conditions to the future Build conditions. With either of the project Build Alternatives, the average travel speed through the project limits increased from 8-10 mph to 21-24 mph. This increase in speed would lower the modeled GHG emission rate during the peak hours and result in an approximately 12 percent decrease in GHG emissions (see Table 3.1 below)."*

Comment 132.21:
In addition, the DEIR fails to adequately describe an alternative that involves the inclusion of a High Occupancy Vehicle and/or carpool lane.

Response 132.21:

Please refer to Master Response #8.

Comment 132.22:
Cumulative Impacts

The DEIR fails to mention or analyze the cumulative impacts of the proposed project in combination with other past, present and reasonably foreseeable projects.

Response 132.22:

Given the long-term nature of the project, the cumulative discussion in Section 2.23 of the EIR/EA utilized the adopted plan approach for the cumulative impact analysis to identify past, present, and reasonably foreseeable future actions. The planned growth in the area was defined by the adopted city of Pacifica General Plan and those for the surrounding cities. Because the EIR/EA cumulative analysis utilized the adopted plan approach; a list of specific past, present, and probable future projects in the vicinity, including the tunnel or Devil's Slide project, were not identified. The

projected traffic volumes in the traffic analysis for future conditions, however, do account for the re-opening of Devil's Slide.

Comment 132.23:
The DEIR fails completely as an informational document under CEQA when it fails to consider the cumulative impacts of the proposed project with the opening of the Devil's Slide tunnel which is proposed to occur in late 2012. On the several occasions in the last ten years when landslides have closed the Devil's Slide portion of Highway 1, sometimes for weeks at a time, there are absolutely no northbound traffic delays in Pacifica. There is no mention of the Devil's Slide Tunnel Project, a major Highway 1 improvement anywhere in the DEIR.

Response 132.23:

Please refer to the response to comment 132.22 above. The future population growth and traffic projections were based on the best information available and evaluation of past traffic data. SR 1 is a regional facility that serves other areas, besides the city of Pacifica, and as such, the traffic on SR 1, including future traffic, comes from other areas in the region, outside of Pacifica. For this reason, projected growth rates were not limited to the projections for the immediate area of Pacifica.

Comment 132.24:
Further, there is no mention of whether or not the water supply for the Tunnel project will impact future growth south of Pacifica, thereby causing increased traffic in Pacifica. These critical error must be addressed and the DEIR re-circulated.

Response 132.24:

Please refer to the response to comment 132.23 above. The purpose of the EIR/EA is to evaluate the impacts of the proposed project to the existing environment within the project area. The proposed improvements/plans for SR 1 beyond the project area are outside the scope of the EIR/EA analysis.

Other possible future improvements to other portions of SR 1 are unknown at this time, and any analysis of potential impacts resulting from highway improvements elsewhere would be purely speculative. As described in Section 1.2.3 of the EIR/EA, the project has independent utility, which means that the proposed improvements have logical starting and ending points, and that the proposed improvements can be implemented within the project limits, and completion of other projects would not be required in order to realize the operational benefits of the proposed improvements.

Comment 132.25:
Visual and Aesthetic impacts

The draft EIR fails to adequately analyze whether the visual and aesthetic resource impacts of the Project are adverse or significant. As a resident of Pacifica for over eight years, I travel the area of Highway 1encompassed by the proposed Project on a daily basis and I appreciate the scenic nature of this coastal highway. In addition, I hike in the areas surrounding the Project on a frequent basis, including the California Coastal trail, Mori Point, Sweeney Ridge, and the trail through the Quarry property. Based on my personal experiences, I believe that the Project will have a substantial adverse effect on scenic vistas in Pacifica and will substantially degrade the existing visual character and quality of the Project site and all its surroundings. The draft EIR fails to address the unique scenic beauty of Pacifica and the desire of the community to maintain this scenic beauty.

Response 132.25:

This comment expresses an opinion that the EIR/EA analysis did not address the unique scenic beauty of Pacifica. The discussion of visual and aesthetics in Section 2.7 of the EIR/EA is based upon a *Visual Impact Assessment* (VIA) completed for the project in January 2011 (refer to Appendix G.14 of the EIR/EA). The process used in the visual impact study generally follows the guidelines outlined in the publication *"Visual Impact Assessment for Highway Projects"*, Federal Highway Administration (FHWA), March 1988. Pursuant to the guidelines, visual quality was evaluated by identifying the vividness, intactness and unity present in the viewshed. The FHWA states that this method should correlate with public judgments of visual quality well enough to predict those judgments. This approach is particularly useful in highway planning because it does not presume that a highway project is necessarily an eyesore. This approach to evaluating visual quality can also help identify specific methods for reducing each adverse impact that may occur as a result of the project. The three criteria for evaluating visual quality can be defined as follows: vividness is the visual "power" or "memorability" of landscape components as they combine in distinctive visual patterns; intactness is the visual "integrity" of the natural and built landscape and its freedom from encroaching elements. It can be present in well-kept urban and rural landscapes, as well as in natural settings; and unity is the visual "coherence and compositional harmony" of the landscape considered as a whole. It frequently attests to the careful design of individual manmade components in the landscape.

Pursuant to these criteria, the VIA described the visual quality of the landscape units[45] within the project area in Section 2. The EIR/EA summarized the information in the VIA to describe the existing visual environment of the project area. The EIR/EA also included visual simulations to illustrate the changes along the project corridor with the implementation of the proposed project. Therefore, the EIR/EA incorporates all of the criteria utilized to determine the visual quality of the existing environment, pursuant to the FHWA guidelines for assessing visual impacts.

Chapter 3 of the EIR/EA includes the CEQA evaluation and discussion of the significance of impacts of the proposed project, pursuant to the CEQA Guidelines Section 15126 and Section 15126.2(a). Section 3.2.1 describes the less-than-significant environmental effects of the proposed project. Section 3.2.1.7 describes the significance determination for visual/aesthetics. This section states,

> *"While the project would have some visual impacts, they would not result in a significant impact under CEQA because: 1) they would not constitute a substantial adverse effect on a scenic vista; 2) they would not substantially damage scenic resources, including, but not limited to trees, rock outcroppings and historic buildings within a state scenic highway; 3) the loss of the vegetation would not substantially degrade the existing visual character or quality of the area; and 4) the project would not introduce a new source of substantial light or glare into the area."*

Therefore, the EIR/EA discloses that the proposed project will have a less-than-significant effect on the visual/aesthetics within the project area.

[45] A "landscape unit" is a portion of the regional landscape and can be thought of as an outdoor room that exhibits a distinct visual character. A landscape unit will often correspond to a place or district that is commonly known among local viewers.

Comment 132.26:
As a threshold matter, the width, and therefore the actual scale of the Project, is not sufficiently described in the DEIR. Even without the missing specifications in the DEIR, it is obvious, by virtue of the overall changes to the Project area that the Project will significantly and adversely impact the visual and aesthetic qualities of all the adjacent properties, will interfere with scenic views, and will be visually incompatible with its surroundings. Simply put, the Project is inconsistent and out of character in both scale and scope with the aesthetics of a small coastal city.

Response 132.26:

Please refer to the responses to comments 132.5 and 132.25 above.

Comment 132.27:
This Project involves visual and aesthetic impacts to the following resources: an environmentally sensitive coastal area, including wetlands, trees, sensitive habitats and hillside areas (including those within and adjacent to the Golden Gate National Recreation Area), scenic views, the California Coastal Trail, at least one historical site, cultural resource areas and a section of Highway 1 eligible for the "state scenic highway designation".

Response 132.27:

This comment expresses an opinion that the project will have visual and aesthetic impacts on specific resources within the project area. Please refer to the response to comment 132.25 above. Visual resource change is the sum of the change in visual character and the change in visual quality. The visual impacts of the proposed project were determined by assessing the visual resource change due to the project and predicting viewer response to that change. Visual resource change is the sum of the change in visual character and the change in visual quality. The EIR/EA incorporated the visual impact findings of the VIA, and states that:

> *"While the project would change the appearance at certain locations along the project alignment, the proposed widening under either the Narrow Median or Landscaped Median Build Alternatives will not change the overall intactness or unity of the viewshed and would not substantially affect views or the aesthetics of the project corridor. The changes proposed to the median by either Build Alternative will remain consistent with the existing visual quality of the viewshed."*

The EIR/EA further states, "*The project will not substantially affect motorists' views of prominent hills and ridgelines that are visible from vantage points along SR 1.*"

The EIR/EA includes a discussion in Section 2.7.3 of the environmental consequences of the proposed project to the visual character of the existing environment. The DEIR/EA states:

> *"The improvements proposed by the project Build Alternatives would alter the visual character of portions of the project alignment due to the removal of buildings and retaining walls, trees, and screening shrubs at the edges of the roadway, as well as the removal of portions of the existing vegetated soil embankment on the west side of SR 1. The removal of trees, screening vegetation, and buildings/retaining walls, as well as the excavation into the embankment west of SR 1, would change the motorist's views and diminish the quality of the visual experience. The introduction of new retaining walls and vehicle barriers as new*

> *manufactured visual elements will contrast with the natural features and will change the appearance of these areas."*

The EIR/EA defines the changes to visual resources that would occur within the project limits. Because the overall urban and natural character of the SR 1 project alignment would remain similar to the existing character, the visual effects would not substantially affect views or the aesthetics of the project corridor.

Comment 132.28:
The impact to aesthetics include the loss of many trees (the number has yet to be revealed of all trees, including on the east side and northern portion of the Project) and much vegetation will be removed. The tree corridor along Highway 1 is a dominant feature of this area of Pacifica's scenic beauty along the Highway and must be protected.

Response 132.28:

The visual and aesthetics discussion in Section 2.7 of the EIR/EA was based upon a *Visual Impact Assessment* (VIA) completed for the project in January 2011 (refer to Appendix G.14 of the EIR/EA). Section 2.7.3.1 described the changes in the visual character of the project area associated with the proposed project. This section included photo simulations, which illustrate the views before and after implementation of the proposed project. Photo11, Photo 13, and Photo 23 in the EIR/EA illustrate the proposed project features and change in the project corridor the project intersections. Photo 16, Photo 17, Photo 19, and Photo 23 in the DEIR/EA illustrate the proposed project features and changes in the project view corridor associated with the removal of existing mature trees along the west side of SR 1. Photo 19 and Photo 20 demonstrate the improvement in views of the Pacifica Ocean along SR 1 from removal of the existing trees.

Chapter 3 of the EIR/EA includes the CEQA evaluation and discussion of the significance of impacts of the proposed project, pursuant to the CEQA Guidelines Section 15126 and Section 15126.2(a). Section 3.2.1 describes the less-than-significant environmental effects of the proposed project. Section 3.2.1.7 describes the significance determination for visual/aesthetics. This section states,

> *"While the project would have some visual impacts, they would not result in a significant impact under CEQA because: 1) they would not constitute a substantial adverse effect on a scenic vista; 2) they would not substantially damage scenic resources, including, but not limited to trees, rock outcroppings and historic buildings within a state scenic highway; 3) the loss of the vegetation would not substantially degrade the existing visual character or quality of the area; and 4) the project would not introduce a new source of substantial light or glare into the area."*

Therefore, the EIR/EA discloses that the proposed project will have a less-than-significant effect on the visual/aesthetics within the project area.

Comment 132.29:
Also, the impact from sound walls is not described in enough detail. In general, sound walls are unsightly; their presence has the effect of transforming the freeway into a concrete channel.

Response 132.29:

Soundwalls were evaluated in Section 2.15 of the EIR/EA in conformance with FHWA regulations, however, soundwalls are not proposed. Please refer to Master Response #5 regarding soundwalls.

Comment 132.30:
Despite all the above potentially significant and adverse impacts to sensitive resources, the DEIR, on page 89, impermissibly concludes that "As a result of this project, minor changes to visual resources will occur within the project limits." Also, "this change would not affect the roadway users or those who view the roadway and intersections from adjacent communities." This conclusion is absolutely incorrect and fails to address and analyze the correct thresholds of significance under CEQA, and the standards set forth in Appendix G of the CEQA Guidelines.

Response 132.30:

The CEQA Guidelines Section 15126 states that, *"All phases of a project must be considered when evaluating its impact on the environment: planning, acquisition, development, and operation."* The CEQA Guidelines Section 15126.2(a) further states that, *"An EIR shall identify and focus on the significant environmental effects of the proposed project."*

The project is subject to federal and state environmental review requirements because the project sponsor(s) proposes to use federal funds from the Federal Highway Administration (FHWA) and/or the project requires a FHWA approval action. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Caltrans is the lead agency under CEQA and NEPA. FHWA's responsibility for environmental review, consultation, and any other action required in accordance with NEPA and other applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

The environmental document was prepared pursuant to the annotated outline for an Environmental Assessment /Environmental Impact Report (EA/EIR). All Caltrans projects are now required to follow this format. The annotated outline for a joint EA/EIR (dated October 2012) includes required headings and text that is to be inserted into the document.

The annotated outline includes guidance for the preparation and processing of an EIR in accordance with CEQA, including the definition and determination of significance under CEQA. The outline states that the determination of whether a project may have a significant effect on the environment or not, is up to the judgment of the Caltrans Project Development Team (PDT) based on, to the extent possible, the results of field surveys and technical studies. Caltrans has statewide jurisdiction and the setting for projects varies so extensively across the state, Caltrans has not, and has no intention to develop thresholds of significance for CEQA. The determination of significance under CEQA is left to the internal PDT, based on the expertise of environmental staff and other specialists.

Chapter 3 of the EIR/EA includes the CEQA evaluation and discussion of the significance of impacts of the proposed project, pursuant to the CEQA Guidelines Section 15126 and Section 15126.2(a). Section 3.2.1 describes the less-than-significant environmental effects of the proposed project. Section 3.2.1.7 describes the significance determination for visual/aesthetics. This section states,

> *"While the project would have some visual impacts, they would not result in a significant impact under CEQA because: 1) they would not constitute a substantial adverse effect on a*

> *scenic vista; 2) they would not substantially damage scenic resources, including, but not limited to trees, rock outcroppings and historic buildings within a state scenic highway; 3) the loss of the vegetation would not substantially degrade the existing visual character or quality of the area; and 4) the project would not introduce a new source of substantial light or glare into the area."*

Therefore, while the project will result in visual changes, the EIR/EA discloses that the proposed project will have a less-than-significant effect on the visual/aesthetics within the project area under CEQA.

Comment 132.31:
Furthermore, the DEIR fails to identify and analyze all impacts from light, glare, sound walls, retaining walls, loss of buffer zones in front of homes and commercial buildings, including the historic Vallemar station.

Response 132.31:

Please refer to the response to comment 132.30 above regarding light and glare.

Soundwalls were evaluated in Section 2.15 of the EIR/EA in conformance with FHWA regulations, however, soundwalls are not proposed. Please refer to Master Response #5 regarding soundwalls.

The locations of the proposed retaining walls were graphically represented on Figure 1.4 and Figure 1.5 in the EIR/EA. The proposed retaining walls were also included on the visual simulations in the EIR/EA. The proposed retaining wall along the west side of SR 1, south of Fassler Avenue was shown on Key View #2 (Photo 13). The proposed retaining wall on the east side of SR 1 along Harvey Way was shown on Key View #4 (Photo 16) and Key View #4 (Photo 17). The proposed retaining wall along the west side of SR 1, north of San Marlo Way was shown on Key View #4 (Photo 16), Key View #4 (Photo 17), Key View #5 (Photo 18), and Key View #5 (Photo 20). The proposed retaining wall along the embankment northwest of the Reina Del Mar Avenue intersection was shown on Key View #7 (Photo 23).

Section 1.4.3 and Section 2.3 of the EIR/EA include discussions on the proposed project impacts to residences and businesses. Table 1.5 identifies the specific property (right-of-way) requirements at each parcel along the alignment for both alternatives. The project will necessitate the relocation of the residents living in the one single-family dwelling located at 425 Old County Road. Section 2.21.1.2 of the EIR/EA also describes effects on businesses during construction of the project. No roadway or driveway access to businesses is expected to be severed during the construction of the project.

The potential impacts to the historic Vallemar Station were evaluated in a Historic Property Survey Report (HPSR) prepared for this project. The project build alternatives will not take land nor construct a soundwall in front of Vallemar Station. Instead, the project will construct a sidewalk in front of Vallemar Station.

Vallemar Station was determined not eligible for the National Register of Historic Places due to the alterations and additions which affected the resource's historical integrity. Therefore the HPSR did not identify potential of adverse effects on the building under Section 106 of the National Historic Preservation Act. However, the building is considered a historical resource under CEQA, meaning that it appears eligible for the California Register. In any case, the project will not have a substantial

adverse change to the Vallemar Station because there will be no demolition, relocation, alteration, or material impairment to the physical characteristics that justify the determination of the resource's historical significance (per CEQA Guidelines sec. 15064.5(b)). Following project construction, Vallemar Station will still retain the characteristics that qualify it as a historical resource. The SHPO concurred with the eligibility and ineligibility of historic properties within the APE on February 22, 2010.

Comment 132.32:
Where the DEIR fails to identify all appropriate impacts, it also fails to identify appropriate mitigation measures to address these impacts as required by CEQA.

Response 132.32:

The CEQA Guidelines Section 15126.4 (a)(1) state that, *"An EIR shall describe feasible measures which could minimize significant adverse impacts, including where relevant, inefficient and unnecessary consumption of energy."* The CEQA Guidelines Section 15364 define feasible as, *"capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors."* The CEQA Guidelines further state in Section 15126.4 (a)(1) (B) that, *"Where several measures are available to mitigate an impact, each should be discussed and the basis for selecting a particular measure should be identified. Formulation of mitigation measures should not be deferred until some future time. However, measures may specify performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way."*

The CEQA Guidelines do not specify that an EIR shall describe the feasibility of the mitigation measures identified, but only include those measures that are deemed feasible to minimize or avoid each significant environmental effect identified in the EIR.

Please refer to the response to comment 132.20 above. Chapter 2 of the EIR/EA includes the environmental topics addressed for the project, in Section 2.1 to Section 2.22. In each topic section there is a discussion entitled *"Avoidance, Minimization, and/or Mitigation Measures,* which describes the feasible measures to mitigate, minimize, or avoid project-related impacts to the pertinent environmental topic section in accordance with the requirements of CEQA and NEPA. Chapter 3 of the EIR/EA includes the CEQA evaluation and discussion of the significance of impacts of the proposed project.

Comment 132.33:
The DEIR fails as an informational document as it does not include the relevant and required information regarding project description and analysis of project impacts to visual and aesthetic resources.

Response 132.33:

Please refer to the responses to comments 132.3, 132.25, and 132.27 above.

Comment 132.34:
The significance of an environmental impact is in any event measured in light of the context where it occurs. The CEQA Guidelines confirm that "the significance of an activity may vary with the setting. For example, an activity which may not be significant in an urban area may be significant in a rural area." (Guidelines, 15064, subd. (b); see also, e.g., Protect the Historic Amador Waterways v.

Amador Water Agency (2004) 116 Cal.App.4th 1099, 1107. A project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. In the instant case, the Project site is a particularly sensitive site.

Response 132.34:

The project site is an existing highway facility, which traverses through a small coastal town. The project alignment contains a mix of urban uses as well as areas of vacant lands and sensitive environmental resources.

Comment 132.35:
Growth Impacts

The DEIR fails to utilize its own stated thresholds of significance to determine the proposed project's growth impacts. The DEIR states that CEQA Guidelines 15126.2(d) requires that environmental documents "…discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." Despite this clear CEQA requirement and the DEIR's use of it as a threshold of significance, the EIR's discussion of growth impacts fails to consider whether the project would "foster" growth or construction of additional housing. Instead, the DEIR utilizes different standards of whether the project would "open additional areas to development" or whether "development is tied to the construction." (DEIR p. 55.) A project could potentially foster - i.e. further - growth without directly opening additional areas to development or having development as part of the project.

The DEIR fails to adequately analyze growth impacts. CEQA Guideline 15126.2(d) mandates that the EIR discuss the characteristics of the project which "may encourage and facilitate other activities that could significantly affect the environment either individually or cumulatively." However, this DEIR actively avoids this analysis; there is no discussion in the EIR of whether the project may encourage or facilitate other activities that could affect the environment. In addition, other EIR's normally discuss growth impacts in the context of whether the project "will remove an impediment to growth." No such analysis is included in this DEIR. The CEQA error is not the DEIR's conclusion, but its failure to undertake the required analysis which would inform the public and decision makers of project impacts. Even, the Pacifica Chamber of Commerce has stated publically on a number of occasions regarding this Project, that "if you build it, they will come." Where is the analysis in the DEIR of this impact?

Response 132.35:

Please refer to Master Response #13.

Comment 132.36:
The DEIR's procedural error – omitting required analysis of potentially significant impacts – is particularly serious as the DEIR hints that the project would have "influence on future growth in the region." (DEIR p. 55.) The DEIR fails to state what this "influence" is, how little it will be, or whether it will be adverse or significant. Likewise, the DEIR reveals that "[i]ndirect growth-inducing impacts would be minimal" (ibid), but fails to disclose what the indirect impacts will be, and whether such impacts will be adverse or significant.

Response 132.36:

Please refer to Master Response #13.

Comment 132.38:
As discussed above, the DEIR fails to properly analyze growth inducing cumulative impacts. CEQA mandates a finding of significance when a project "has possible environmental effects that are individually limited but cumulatively considerable." (CEQA Guideline 15065, subd. (a)(3).) Cumulatively considerable means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. (Ibid.)

Response 132.38:

Please refer to the response to comment 132.22 above regarding cumulative impacts. Please also refer to Master Response #13 regarding growth.

Comment 132.39:
The DEIR omits any mention of the Devil's Slide Tunnel project which will combine with this Project in terms of cumulative impacts.

Response 132.39:

Please refer to the response to comment 132.22 above.

Comment 132.40:
The cumulative impacts, include traffic and future growth, including that growth associated with water supply.

Response 132.40:

Please refer to the response to comment 132.22 above. Section 2.23 of the EIR/EA includes a discussion of cumulative impacts associated with the proposed project. The discussion addressed environmental resource areas where the proposed project would result in an impact because with the individual impact, there is potential for a cumulative impact. Environmental resource areas not impacted by the proposed project were not addressed because if there is no individual impact, the project would not contribute to cumulative impacts.

Comment 132.41:
Climate Change and Greenhouse Gas Emissions

The DEIR's conclusion (DEIR, p. 190) that greenhouse gas ("GHG") emissions may be reduced from the Project is inconclusive and fails to consider the thresholds of significance under CEQA. The DEIR states that to "the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors, GHG emissions, particularly CO2, may be reduced."

Furthermore, the DEIR's conclusion (DEIR, p. 192) states that "[A]s discussed in the project analysis above, the Department does anticipate a decrease in CO2 emissions in the project area as a result of the project. However, it is Caltrans' determination that in the absence of further regulatory or

scientific information related to greenhouse gas emissions and CEQA significance, it is too speculative to make a determination regarding the significance of the project's direct impact and its contribution on the cumulative scale to climate change." CEQA Guideline section 15064.4.(b) discusses determining the significance of impacts from Greenhouse Gas Emissions, and states that a lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:
(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

The DEIR fails to analyze the threshold of significance for GHG emission, and fails to consider the above required factors, instead it lists all the state and federal laws that it fails to comply with and then gives a short, but incomplete and insufficient summary. CEQA and the State of California do not treat climate change and GHG emissions as "speculative," yet the DEIR conveniently makes this statement to avoid analysis.

Response 132.41:

CEQA requires a lead agency to make a good faith effort to identify impacts and gives the lead agency discretion on the approach to analyze impacts. Caltrans has used the best available modeling data (CT EMFAC) to analyze greenhouse gas emissions related to the proposed project. Caltrans has determined that as a result of improvement in travel speed and reduced congestion CO2 emissions are expected to be less compared to the existing/ baseline conditions or the proposed no-build conditions.

While there is no scientific data available to link the impact of the proposed project to the global greenhouse gas effects on a cumulative scale to climate change, Caltrans is committed to reducing GHG emissions as outlined in Table 3.2 of the EIR/EA.

Comment 132.42:
The DEIR fails to address the short-term versus long-term GHG emissions impacts from the Project and fails to consider CEQA Guideline 15065 addressing mandatory findings of significance where a project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. This is the case involved with this Project.

Response 132.42:

Section 3.3 of the EIR/EA includes a discussion of climate change. Modeling for project greenhouse gas (GHG) emissions was included in Section 3.3.2.1 and displayed in Table 3.1. Modeling was done for three scenarios: Existing Conditions (2011); Future No-Build (2035); and Future with either Project Build Alternative (2035). The 2035 build condition represents the best information available to determine traffic related impacts for the "long-term" design life of the proposed project.

Comment 132.43:
Because the DEIR fails to address GHG emissions, including cumulative impacts, under the proper thresholds of significance, it also fails to address mitigation of these impacts, thereby doubling the error under CEQA. In accordance with the mandates set forth in AB 32 and Senate Bill 97, if an EIR

evaluates greenhouse gas emissions, and determines that the project's contribution to climate change impacts is cumulatively considerable, the EIR should evaluate mitigation measures that may reduce this impact. CEQA Practice, § 20.85 Evaluate Mitigation.

Response 132.43:

Section 3.3 of the EIR/EA includes a discussion of Climate Change. Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. Based on the results of the EMFAC modeling Caltrans does anticipate a decrease in CO_2 emissions in the project area as a result of the proposed project. However, it is Caltrans' determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and CEQA significance, it is too speculative to make a determination regarding the significance of the project's direct impact and its contribution on the cumulative scale to climate change. Caltrans is firmly committed however to taking measures to help reduce energy consumption and greenhouse gas emissions both at the program level and at the project level.

Section 3.3.2.4 of the EIR/EA includes a discussion of the Greenhouse Gas Reduction strategies and AB 32 compliance. Table 3.2 of the DEIR/EA also summarizes Caltrans and the statewide efforts that Caltrans is implementing in order to reduce GHG emissions. In addition, Section 3.3.2.4 of the EIR/EA lists the measures that will also be included in the project to further reduce the GHG emissions and potential climate change impacts from the project.

Comment 132.44:
The DEIR also fails to set forth the required baseline environmental conditions of the Project for GHG emissions.

Response 132.44:

Please refer to the response to comment 132.8 above.

Comment 132.45:
The City of Pacifica is currently in the final stages of drafting a Climate Action Plan to address reducing greenhouse gas emissions. The Climate Action Plan inventory of greenhouse gas emissions in Pacifica shows that transportation accounts for 50% of Pacifica's greenhouse gas emissions and reducing vehicle miles traveled is crucial for Pacifica to reach its target emission reduction targets. There are numerous studies that prove there is substantial evidence to support the finding that this highway widening project will result in future long-term increases in greenhouse gas emissions and vehicle miles traveled. Attached to these comments are several studies discussing how highway widening projects increase total global warming emissions over the long term, even they reduce congestion over the short term.

The DEIR fails to discuss that adding lanes to a highway will increase total global warming emissions over the long term, even if it reduces congestion over the short term. Traffic experts estimate that each extra lane-mile built will increase emissions of carbon-dioxide, the main greenhouse gas, by more than 100,000 tons over 50 years. Further, any short-term fuel savings from congestion relief are quickly overwhelmed by increased traffic volumes on the roadway. This above estimate takes into account the potential for major increases in vehicle fuel efficiency over 50 years. Even assuming major mpg improvements, studies find that total road emissions rise when congested highways are widened.

Response 132.45:

Please refer to the response to comment 132.20 above.

Comment 132.46:
The DEIR fails to adequately describe an alternative that involves the inclusion of a High Occupancy Vehicle and/or carpool lane to reduce GHG emissions.

Response 132.46:

Please refer to Master Response #8.

Comment 132.47:
Climate Change and Sea Level Rise

In an analysis funded and prepared for Caltrans and two other California state agencies, the Pacific Institute estimates that 480,000 people; a wide range of critical infrastructure; vast areas of wetlands and other natural ecosystems; and nearly $100 billion in property along the California coast are at increased risk from flooding from a 1.4-meter sea-level rise – if no adaptation actions are taken. In this report, populations and critical infrastructure at risk are shown in detailed maps, one of these maps shows large areas of Pacifica including Highway 1 and the Rockaway Beach area, the Project area, at risk, yet no analysis of the risk is discussed in the DEIR. This report concludes that sea-level rise will inevitably change the character of the California coast, and that adaptation strategies must be evaluated, tested, and implemented if the risks identified in the report are to be reduced or avoided.

The DEIR should address the issue of sea level rise west of the Project area, including the impacts to the Rockaway Beach commercial district and infrastructure, together with the specific impacts on Rockaway Beach from the Highway 1 widening. Instead, the DEIR, on page 198, disregards the state planning guidelines and impermissibly defers any analysis to an unknown date. This improper deferral of analysis applies not only to transportation infrastructure, but also to the impacts in the vulnerable areas adjacent to the Project. This impermissible deferral of analysis will result in the loss of options and mitigation measures available in adaptation planning, including the need for buffer zones or areas for planning retreat back from the coast for the commercial district.

The information provided in the Pacific Institute report together with other studies done by and on behalf of state agencies underscores the need for adequate analysis in the DEIR to determine impacts to wetlands in the coastal zone. In addition, this information underscores the need to preserve and enhance the wetlands potentially impacted by this project as other nearby coastal wetlands which are closer to the ocean will be at a higher risk of salt water intrusion due to sea level rise.

Response 132.47:

The EIR/EA includes a discussion of adaption strategies in Section 3.3.2.4. “Adaptation strategies” refer to how Caltrans and others can plan for the effects of climate change on the state’s transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, storm surges and intensity, and the frequency and intensity of wildfires. These changes may generally affect the transportation infrastructure in various ways, such as damaging roadbeds by longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. Executive Order S-13-08 directed the Business, Transportation, and Housing Agency to

prepare a report to assess vulnerability of transportation systems to sea level affecting safety, maintenance and operational improvements of the system and economy of the state. Caltrans is an active participant in the efforts being conducted as part of the Executive Order on Sea Level Rise and is mobilizing to be able to respond to the National Academy of Science report on Sea Level Rise Assessment.

Caltrans continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise. Currently, Caltrans is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise and other climate change impacts, Caltrans has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available, Caltrans will be able review its current design standards to determine what changes, if any, may be warranted in order to protect the transportation system from sea level rise.

However, based on the topography in the area, it is not anticipated that sea level rise would impact this portion of SR 1 within the planned timeframe of the improvements. There are numerous geographic features that act as barriers between SR1 and the ocean within the project area, including cliffs, bluffs and hillsides. The Fassler Avenue/SR 1 intersection is located at 40 feet mean sea level (msl), which is the lowest elevation within the project limits. The Reina Del Mar Avenue/SR 1 intersection is at 80 feet msl and the highest point within the project area is at 100 feet msl. The project proposes to widen an existing highway and will not put a new highway or any structures within harms way from sea level rise.

The Caltrans *Guidance on Incorporating Sea Level Rise* is intended to assist project teams to determine whether and how to incorporate sea level rise measures into the design of Caltrans projects. This guidance includes a three part screening criteria to assess whether a project will be impacted by sea level rise. In accordance with the criteria, the lowest part of the project area that is in an area vulnerable to sea level rise will not be impacted by sea level rise until after 2100.[46] The sea level rise projections included in this document note that the sea level could reach up to approximately 4 ½ feet (55 inches) by the year 2100, which is approximately 35 ½ feet lower than the lowest part of the project area.

Comment 132.48:
Traffic

The DEIR failed to undertake sufficient studies regarding baseline conditions for traffic as discussed above in the comment section addressing Alternatives. The DEIR fails to adequately analyze impacts from induced traffic. The DEIR fails to consider that when road capacity is increased, total travel time will ultimately equalize over time, until traffic moves at the previous levels of congestion. Expansion of roadway capacity cannot eliminate periods of frustrating slow speeds, due to drivers who previously: 1) Used alternative routes during peak hours switch to the improved roadway (spatial convergence); 2) Traveled just before or after the peak hour start to travel during those hours (time convergence); and 3) Used public transportation during peak hours now switch to driving, since it has become faster (modal convergence).

Similar conclusions are reached by those who have analyzed the phenomenon of Induced Travel, which is defined as any increase in vehicle miles traveled (VMT) that results from an infrastructure

[46] Caltrans. 2011. *Guidance on Incorporating Sea Level Rise*. May 16, 2011.

change such as increase in road capacity, yet the DEIR fails to consider this information. In a study by Robert Noland, (attached to these comments) published recently in Transportation Research, the phenomenon is clearly described. Summarized, Noland's conclusions are these:

"The results of the analyses presented clearly demonstrate that the hypothesis of induced demand cannot be rejected. Increased capacity clearly increases vehicle miles of travel beyond any short run congestion relief that may be obtained. The methods employed all found statistically significant relationships between lane miles and VMT.

Lane miles are found to generally have a statistically significant relationship with VMT of about 0.3 to 0.6 in the short run and between 0.7 and 1.0 in the long run.

Response 132.48:

The project traffic impacts are described in Section 2.6.3 of the EIR/EA. This section of the EIR/EA summarizes and was based primarily on a technical Traffic Operations Analysis Report that was prepared for the project in July 2008 and Addenda to that report completed in April 2011, which are included in the EIR/EA in Appendix G.13, pursuant to CEQA Guidelines Section 15147. The traffic projections used in the Traffic Operations Analysis Report for the future 2015 and 2035 conditions include traffic volumes associated with anticipated growth in the region. Based on the information in the Traffic Operations Analysis Report, EIR/EA notes in this section that the widening of SR 1 between just south of Fassler Avenue/Rockaway Beach Avenue and just north of Reina Del Mar Avenue from two to three lanes in each direction would provide increased *throughput* capacity through the two study intersections (emphasis added). The project need is to alleviate a localized bottleneck only within the project reach, which is projected to deteriorate over the design life of the project. Because the project would not change the number or configuration of lanes on SR 1 to the north or south of the project area, the project Build Alternatives are not anticipated to change regional trip distribution or volumes on SR 1 segments north and south of the project area. The information in this section also states that under the year 2015 conditions and the year 2035 conditions the proposed Build Alternatives would not directly generate additional traffic trips or change the overall distribution of trips in the site area, and therefore, would not substantially affect the operations of other highway segments beyond the immediate project site area and would not substantially affect the operations of local streets in the area. The proposed project would improve operations at the Fassler Avenue/SR 1 and the Reina Del Mar/SR 1 intersections, which would improve operations of Fassler Avenue and Reina Del Mar Avenue.

The project would change the demand served within the project area[47], but not the demand amount. In other words, the project would serve more amounts of traffic, but the total amount of traffic would not change as a result of the project.

Comment 132.49:
Mitigation

As discussed above, the DEIR fails to adequately analyze the impacts of the Project and fails to utilize the correct thresholds of significance under CEQA. This results in a failure to reach the

[47] Demand served is the percentage of total travel demand that is able to make it through a particular facility. For example, if 2,000 vehicles per hour arrive at an intersection with a capacity to serve only 1,500 vehicles per hour, the intersection is able to "serve" 75 percent of the demand.

required conclusions that many impacts are in fact significant and adverse impacts, and therefore must be mitigated under CEQA.

Response 132.49:

Please refer to the responses to comments 132.20 through 132.48 above.

Comment 132.50:
Among other deficiencies in the DEIR, the DEIR fails to discuss whether mitigations for California red legged frog impacts will reduce impacts to insigificance.

Response 132.50:

The NES includes numerous Avoidance and Minimization Measures to prevent construction-phase impacts to sensitive wildlife species. Section 3.2.2.1 of the EIR/EA includes the measures, based on information from the NES, and notes that, *"With incorporation of the mitigation measures outlined in Section 2.19 Threatened and Endangered Species, of this document, the proposed project would not significantly impact movement or dispersal of California red-legged frogs or San Francisco garter snakes."* Therefore, with incorporation of these measures, the short-term and temporary construction-related significant impacts on California red-legged frog would be reduced to a less-than-significant level.

Chapter 3 of the EIR/EA includes a discussion of significance of impacts under CEQA from the proposed project. This chapter describes significant environment effects of the proposed project on biological resources, including California red-legged frog in Section 3.2.2.1. This section states, "*Implementation of the Narrow Median Build Alternative would result in permanent impacts to 6.81acres of upland habitats potentially occupied by California red-legged frogs. The Landscaped Median Build Alternative would result in an additional 0.27 acres of impact to dispersal habitat. An additional 3.75 acres of potentially occupied upland habitats would be temporarily impacted during construction. Construction activities may significantly impact individual California red-legged frogs dispersing or foraging within the construction zone."* This section also states that, *"With incorporation of the mitigation measures outlined in Section 2.19 Threatened and Endangered Species, of this document, the proposed project would not significantly impact movement or dispersal of California red-legged frogs or San Francisco garter snakes."* Therefore, with incorporation of these measures, the significant impacts on California red-legged frog would be reduced to a less-than-significant level.

Comment 132.51:
There is no discussion of mitigation feasibility despite 1) conditioning mitigations on "the extent practicable" (DEIR p. 161) and 2) acknowledging that mitigation bank credits for frog and snake habitat are not currently available. (DEIR p. 167.)

Response 132.51:

Please refer to the response to comment 132.50 above.

Within the description of the measures to avoid impacts to California red-legged frog in Section 2.19.4.1, the EIR/EA encompasses more than one specified way in which the significant effect of the project on California red-legged frog would be avoided, because one specified way may not be feasible depending on the construction activities timing (like nighttime construction) of the project.

The EIR/EA states that there are currently no mitigation bank credits available for preservation and enhancement of habitat for the San Francisco garter snake and California red-legged frog. However, the EIR/EA further states that if mitigation bank credits do become available and the service area includes the project site, then mitigation bank credits may be purchased to satisfy the mitigation requirement. Therefore, the EIR/EA describes another way to mitigate the significant effect of the project on California red-legged frog and San Francisco garter snake, because one specified way may not be feasible. Additional detail has been added to Section 2.19.4 of the EIR/EA to clarify this.

Comment 132.52:
The mitigation formulation is impermissibly deferred by 1) putting off consideration of where the exclusion fencing will be installed, and 2) failing to disclose the "mitigation package" proposed to the GGNRA. (DEIR pp. 161, 163.)

Response 132.52:

The EIR/EA describes the measures to avoid or offset impacts to California red-legged frog, including an exclusion barrier (MM T&E-1.2) in the form of wildlife exclusion fencing (WEF) to be installed prior to the initiation of construction activities. The EIR/EA states under the description of this measures that, "*WEF will be located along the edge of construction impact areas wherever they are within 300 feet of Calera Creek or the off-site ditch that parallels southbound SR 1, northeast of San Marlo Way and south of Calera Creek (refer to Figures 1.4 and 1.5).*" The text in this section of the DEIR/EA (MM T&E-1.2) has been revised to state that, "*The final project plans will show how the WEF will be installed*", because the text earlier in the description of this measure states where the WEF will be located.

Per comments received from the National Park Service (NPS) (refer to Comment 1.4), the text under MM T&E-1.8 and MM T&E-2.8 in the EIR/EA has been revised to clarify that the NPS staff has "agreed in concept" to the mitigation proposal in cooperation with the Golden Gate National Recreation Area (GGNRA).

Section 2.19.4 lists the measures to avoid or offset impacts to threatened or endangered species. The measures for California Red-legged frog are fully described (on pages 161 to 167) in Section 2.19.4.1 of the EIR/EA. As noted in the EIR/EA discussion in Section 2.19.4.1, approximately 6.81-7.08 acres of potential upland dispersal habitat will be permanently affected by the project, depending on the Build Alternative selected, and approximately 3.75 acres will be temporarily affected during construction. This discussion was based on a technical *Natural Environmental Study* (NES) that was completed for the project in December 2009, and an Addendum to the NES that was completed in December 2010. The project proposes a mitigation package to offset these impacts, which includes habitat enhancement. The proposed concept is to enhance a 5.14-acre open space parcel owned by the City of Pacifica that is west of the Pacifica waste water treatment plant and south of the GGNRA. In addition to enhancement of the 5.14 acres of upland habitat, the upland habitat will also be enhanced from the preserved parcel, over the saddle within the GGNRA (approximately 5.46 acres in size), and down to a bowl area adjacent to GGNRA California red-legged frog breeding ponds. Additional detail has been added to the text of this section based on recent site visits to determine the preferred mitigation opportunities to compensate for temporary impacts and permanent impacts to potential upland dispersal habitat for the California red-legged frog (CRLF) and San Francisco garter snake (SFGS) (refer to Section 2.19.4 of the EIR/EA).

The identified mitigation options present opportunities from which the CRLF population at Calera Creek would be able to increase in size, expand its habitat usage of the area north of Calera Creek into the GGNRA lands, and connect with the populations north of the Mori Point ridge. SFGS would be able to better utilize the habitat features and prey base between the GGNRA ponds and the snake ponds at Calera Creek and to disperse to Calera Creek, possibly increasing its current population size.

The habitat enhancement will include the Alternate Contingency Plan for Compensatory Mitigation (on pages 166 to 167), as described in Section 2.19.4.1 of the EIR/EA under MM T&E-1.8. The text in Section 2.19.4.1 of the EIR/EA under MM T&E-1.8 has been updated to include the additional information, focusing on enhancement of existing habitat.

Comment 132.53:
There is no analysis of whether the impacts expected from mitigation will be significant. (DEIR p. 164.)

Response 132.53:

The EIR/EA stated that:

> "*While the enhancements planned will be beneficial to the California red-legged frogs, it is possible that there could be an effect on California red-legged frogs, if any are present, during the construction of the enhancement features. The avoidance and minimization measures described above that are applicable and will not cause more harm than benefit will be implemented. Installation of WEF and ESA fencing will cause damage to sensitive and steeply sloping habitat, and thus, these measures will <u>not</u> be implemented during enhancement activities at the mitigation site. However, the following measures are included as part of the project mitigation and will minimize effects to California red-legged frogs during construction of the enhancement features."*

Because the installation of WEF and ESA fencing will not be implemented during enhancement activities at the mitigation site, there would be no impacts to sensitive and steeply sloping habitat at the site.

Chapter 3 of the DEIR/EA includes a description of the significance of impacts under CEQA of the proposed project. This chapter describes the significant environmental effects of the proposed project in Section 3.2.2; biological resources are discussed in Section 3.2.2.1. The discussion of the significant effects of the proposed project on California red-legged frog states, "*An additional 3.75 acres of potentially occupied upland habitats would be temporarily impacted during construction. Construction activities may significantly impact individual California red-legged frogs dispersing or foraging within the construction zone.*" Therefore, the construction activities associated with the proposed project would have short-term and temporary significant impacts on California red-legged frog habitat. Section 3.2.2.1 of the DEIR/EA also notes that, "*With incorporation of the mitigation measures outlined in Section 2.19 Threatened and Endangered Species, of this document, the proposed project would not significantly impact movement or dispersal of California red-legged frogs or San Francisco garter snakes.*" Therefore, with incorporation of these measures, the construction-related significant impacts on California red-legged frog would be reduced to a less-than-significant level.

Comment 132.54:
There is no analysis of the feasibility of invasive species mitigations (DEIR p. 170), despite acknowledging that these species are "very difficult to eradicate." (DEIR p. 169.)

Response 132.54:

Please refer to the response to comment 132.32 above. The avoidance, minimization, and mitigation measures of the EIR/EA are standard Caltrans measures used on a variety of highway projects, and for this reason, are considered to be feasible.

Comment 132.55:
CEQA Guideline Section 15364 defines "feasible" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." See also, Pub. Res. Code, § 21061.1. Mitigation measures must either be incorporated into the design of the project or be fully enforceable through conditions, agreements, or other means. See, 14 Cal. Code Regs., § 15126.4. The DEIR fails to address feasibility of numerous impacts, mainly those to sensitive habitat and species.

Response 132.55:

Please refer to the responses to comments 132.32 and 132.50 through 132.54 above.

Comment 132.56:
Land Use Impacts

The Project as proposed differs greatly from the Project envisioned by the community when the concept of the Project was approved by the City Council in 1999. The current design of the Project, including the much longer proposed length, will impact land use considerations more in Pacifica than the Project as proposed in 1999.

Response 132.56:

This comment expresses an opinion that the proposed project differs greatly from the project approved in 1999. The EIR/EA states in Section 1.1 (on page 1) that, *"A Project Study Report (PSR) was completed for the proposed operational improvements to SR 1 by the City of Pacifica and approved by Caltrans in July 1999. The 1999 PSR proposed to add one additional lane in each direction between Fassler Avenue and Reina Del Mar Avenue with a transition from three (3) lanes back to two (2) lanes occurring just past the intersections in each direction."* Page 1 of the 1999 PSR stated, *"The City of Pacifica is a sponsor of this project and has established a "Route 1" fund specifically for improvements to Route 1."*

With respect to the traffic benefits of a shorter length project alternative, the EIR/EA summarizes the Widen SR 1 from Four to Six Lanes for 0.8 miles alternative that was considered and studied during the development of the proposed project. This alternative would widen SR 1 from four lanes to six lanes for 0.8 miles, extending from 460 feet south of Fassler Avenue to 660 feet north of Reina Del Mar Avenue. This alternative was studied in the 1999 Project Study Report (PSR) for the project.

The Build Alternatives were designed based on detailed traffic modeling performed by Fehr & Peers in 2004. This preliminary analysis was conducted to find the minimum footprint of widening around the SR 1/Reina Del Mar Avenue intersection that would result in optimal traffic improvements in the

corridor. That analysis tested a range of widening options. Generally, the analysis found that in the AM peak hour, the benefits of widening generally increased with increasing lengths of widening, until the amount of widening included in the Build Alternatives, and widening was extended all the way south of Fassler Avenue. Widening for longer distances than proposed in the Build Alternatives did not show appreciable benefits. In the PM peak hour, widening for various lengths around the SR 1/Reina Del Mar intersection offered some benefits, but largely transferred the bottleneck to the merge point, between the Reina Del Mar/Fassler Avenue intersection. When the widening was extended all the way south to the Fassler Avenue intersection, the full benefits of the Build Alternatives were achieved.

The graphs prepared as part of that 2004 study show that projected travel times along the corridor for year 2025 (the planning horizon year used at the time the initial evaluation was conducted) would vary over the course of a typical morning and evening, with the various alternatives. These graphs have been added to Appendix G.13 of the EIR/EA. As shown, the line representing the "2025 + Full Project" scenario remains relatively constant over the morning and evening peak periods, suggesting that travel times during the very peak times are similar to the off-peak times when traffic is free-flow.

As the Build Alternatives were carried forth for further study, including the Traffic Operations Report and the EIR/EA, the analysis was updated to reflect more recent traffic counts and projections for future conditions out to year 2035.

Comment 132.57:
The Project Description is inadequate. The EIR fails to include the information necessary to determine the exact impacts of the Project, particularly the width dimensions of the Project and specific locations where the Project will impact specific residences, businesses, intersections, bus stops and pedestrian and bicycle access. In addition, the EIR fails to provide any definitive information regarding barriers and sound walls, save a short reference in the last paragraph of page 44, along the outer perimeter of the entire Project area.

Response 132.57:

Please refer to the responses to comments 132.3 through 132.7 above.

Comment 132.58:
Among the changed impacts not included in the DEIR are impacts to at least two current projects undergoing construction in Pacifica, the Surf Spot restaurant, located directly adjacent to the southeast area of the Project and Buffalo Bill's Cheesesteak's and Chowder House which will also be directly impacted by the Project. There are also several projects located in the Rockaway Beach commercial district, which are in the planning stages.

Response 132.58:

Please refer to Master Response #7 regarding the project's effect on businesses.

Please refer to the response to comment 132.22 above regarding analysis of other specific projects within the area in conjunction with the proposed project. Section 2.23 of the EIR/EA includes a discussion of cumulative impacts associated with the proposed project, pursuant to CEQA Guidelines Section 15130(a).

The purpose of the EIR/EA is to evaluate the impacts of the proposed project to the existing environment within the project area. Other proposed improvements within the project area are outside the scope of the EIR/EA analysis.

Other development projects or improvements to other areas off of SR 1 are unknown at this time, and any analysis of potential impacts resulting from pending projects elsewhere would be purely speculative. As described in Section 1.2.3 of the EIR/EA, the project has independent utility, which means that the proposed improvements have logical starting and ending points, and that the proposed improvements can be implemented within the project limits, and completion of other projects would not be required in order to realize the operational benefits of the proposed improvements.

Comment 132.59:
Section 2.1.2.2. of the DEIR, in the section titled "Consistency with State, Regional, and Local Plan and Programs", discusses how the Project as proposed is consistent with various applicable plans and programs and concludes that there are no conflicts with any of these plans and programs. As discussed below, the Project is inconsistent with a number of these plans based on the goals and policies set forth in some of these plans, yet further inconsistencies can not even be determined based on the lack of information of specific Project impacts, including those to particular intersections, adjacent buildings, aesthetics based on sound walls, and biological impacts as discussed elsewhere in these comments.

Response 132.59:

Please refer to the response to comment 132.30 above. As described in the response to comment 132.30 above, the EIR/EA is a combined CEQA and NEPA document prepared according to the Caltrans format for combined environmental documents. Per this format, the EIR/EA included a discussion of the proposed project's consistency with State, regional, and local plans and programs, including the City of Pacifica Local Coastal Plan (LCP) and the Coastal Zone in Section 2.1.2.3. This section was included in the EIR/EA because the project's consistency with these plans is required to be to be considered and discussed, pursuant to CEQA, NEPA, and the Caltrans SER.

Section 2.1.2.3 of the EIR/EA includes the proposed project's consistency information.

Comment 132.60:
The DEIR fails to analyze any safety goals and policies involving pedestrian and bicycle traffic across the east-west intersections of SR 1, which will have the most adverse impacts from this Project, including students crossing the highway to access bus stops and those seeking to access the Rockaway neighborhoods.

Response 132.60:

As described in Section 1.4.1.1of the EIR/EA, the project will include reconstruction and upgrades to the existing crosswalks and the bicycle and pedestrian pathways along the project corridor. The existing Class I bicycle/pedestrian path adjacent to SR 1, north of Reina Del Mar Avenue will be upgraded by widening the path from eight feet to 10 feet, by increasing the separation between the edge of path and edge of traveled way from nine feet to 16 feet, and by installing a fence to provide a physical separation between the bicycle path and the highway. The existing sidewalk and paved path that currently extends from Reina Del Mar Avenue south to the Harvey Way frontage road on the east side of the highway would be replaced with a new sidewalk. A new sidewalk would be constructed along the east side of Harvey Way to complete the pedestrian connection between

Fassler Avenue and Reina Del Mar Avenue. The sidewalk would be upgraded by placing it further from the new edge of traveled way of the SR 1 northbound lanes.

Comment 132.61:
City of Pacifica Local Coastal Land Use Plan

The analysis of consistency with Pacifica's Local Coastal Program Land Use Plan (LCP) on page 45 of the DEIR is conclusory, inadequate and confusing. This section is artificially separated from the analysis on page 47 of the DEIR, Section 2.1.2.3 addressing the Coastal Zone, and which also discusses the City of Pacifica's Local Coastal Land Use Plan.

Response 132.61:

This comment expresses the opinion that the discussion of consistency with the City of Pacifica Local Coastal Land Use Plan is inadequate and confusing, however, no specific inadequacies are cited.

Section 2.1.2.3 of the EIR/EA describes the coastal zone, in accordance Caltrans requirements for a joint EIR/EA.

Based on the above information it is Caltrans position that the EIR/EA is adequate and meets the requirements of CEQA and NEPA.

Comment 132.62:
The DEIR concludes without any analysis that it is consistent with the LCP (no citations to the LCP were provided in the DEIR) which states that "highway improvements should increase the safety of existing intersections along SR 1." Further, the DEIR fails to explain how the Project will meet the goal of SR 1 remaining a "multi-modal travel corridor" when the Project will double the width of the existing SR 1, thereby further bisecting the communities east and west of the Project and adversely impacting pedestrian and bicycle traffic.

Response 132.62:

The EIR/EA includes a discussion of the proposed project's consistency with the City of Pacifica Local Coastal Plan (LCP) and the Coastal Zone in Section 2.1.2.3. This section listed the LCP policies relevant to the project, which included the following:

- *Safety and operational improvements and any future improvements shall ensure erosion control, protect coastal views and improve the visual edge of the highway.*

- *Highway 1 shall be considered as a multi-modal travel corridor. Consideration in planning improvements shall include pedestrian, bicycle, bus transit, and emergency vehicle access within the corridor.*

- *Landscaping shall be included in highway improvements to ensure erosion control, protect coastal views and improve the visual edge of the highway.*

This section also included Table 2.1, which listed the California Coastal Commission policies that are most relevant to the project and the site, as well as the project's consistency with those policies. The EIR/EA summarized the proposed project's consistency with these policies.

> *"The project would be consistent with these policies since either Build Alternative would provide improved bicycle and pedestrian access, as well as vehicular access, within the project segment (refer to Section 2.6 Traffic & Transportation/Pedestrian & Bicycle Facilities). The project would also include erosion control and storm water detention measures (refer to Section 2.9 Hydrology and Floodplain and 2.10 Water Quality and Storm Water Runoff). While the two Build Alternatives would require the removal of mature landscaping and trees along the highway, particularly the mature trees west of SR 1 north of San Marlo Way, the project would include new landscape planting and would protect and/or improve coastal views (refer to Section 2.7 Visual/Aesthetics)."*

Please refer to the response to comment 132.60 above regarding the proposed project's reconstruction and upgrades to the existing bicycle and pedestrian pathways along the project corridor and to response 132.59 regarding the project's consistency with the LCP. The City of Pacifica will formally determine the project's consistency with the LCP as part of the project decision process.

Comment 132.63:
The DEIR fails to respond to the Coastal Commission's request in their March 18, 2010 comment letter in response to the Notice of Preparation that the DEIR include a table identifying the LCP standards applicable to the Project. No such table was included in the DEIR.

Response 132.63:

As requested by the California Coastal Commission's 2010 comment letter (refer to the Response to Comment 5B), a table summarizing the project's consistency with the Coastal Act policies was included in the EIR/EA (refer to Table 2.1).

Comment 132.64:
Section 2.1.2.3. discussing the Coastal Zone section lists only three relevant sections of the LCP, but provides no analysis and no conclusions.

Response 132.64:

Please refer to the response to comment 132.62 above.

Comment 132.65:
Several relevant sections of Pacifica's LCP were omitted from analysis. Page C-112 of the LCP discusses Highway One and states that improvements to Highway One would include "such things as safety improvements to intersections, widening the shoulders and moving lanes, providing a median strip, signalization and turning lands. The intention of these improvements is not to increase the capacity of the roadway. (Emphasis added) Because Highway 1 is Pacifica's lifeline, its appearance and safety are critical to the City and its future."

The Project as proposed admits it will increase the capacity of the roadway which is inconsistent with the goals and policies of the LCP. The increased capacity and greatly changed appearance of the Highway will adversely impact the unique coastal nature of Pacifica.

Response 132.65:

The LCP policy referenced has been added to the text of the EIR/EA. The additional detail from the LCP mentioned in the comment has been added to Section *2.1 Land Use* of the EIR/EA. The project traffic impacts are described in Section 2.6.3 of the EIR/EA. The EIR/EA notes in this section that the widening of SR 1 between just south of Fassler Avenue/Rockaway Beach Avenue and just north of Reina Del Mar Avenue from two to three lanes in each direction would provide increased *throughput* capacity through the two study intersections (emphasis added). The information in this section also states that, under the year 2015 conditions and the year 2035 conditions, the proposed Build Alternatives would not directly generate additional traffic trips or change the overall distribution of trips in the site area, and therefore, would not substantially affect the operations of other highway segments beyond the immediate project site area and would not substantially affect the operations of local streets in the area. The proposed project would improve operations at the Fassler Avenue/SR 1 and the Reina Del Mar/SR 1 intersections, which would improve operations of Fassler Avenue and Reina Del Mar Avenue. Refer to response to comment 132.48 above for additional information.

Refer to the response to comment 132.60 above regarding the proposed safety and pedestrian improvements.

Comment 132.66:
The DEIR fails to adequately analyze an alternative which addresses the goals of Pacifica's LCP and the need for safety in the form of adequately wide shoulders for emergency vehicle access, and which does not result in increasing capacity by adding an additional traffic lane in each direction.

Response 132.66:

Please refer to Master Response #4 and the response to comment 132.60 above.

Comment 132.67:
The DEIR fails to address the impacts, aesthetic and otherwise, to the LCP goals and policies addressing Rockaway Beach, therefore, it can not determine consistency with the LCP until this information is provided and analyzed. The LCP addresses Rockaway Beach in several sections, Coastal Dependent Commercial Uses, pp. C-107 to 108.

Response 132.67:

Please refer to the responses to comments 132.58 and 132.62 above.

Comment 132.68:
The DEIR fails to provide an adequate basis for concluding that the Project protects coastal views and improves the visual edge of the highway in required in the LCP. The DEIR fails to include adequate information, including visual representations, regarding the size, location, appearance of sound walls, barriers and erosion control, including retaining walls so that a finding of consistency with the LCP can be made. For instance, the DEIR fails to provide information regarding how the commercial district of Rockaway Beach and all the commercial buildings on the east side of Highway One will be impacted aesthetically, and how the Project will double the width of the Highway north of Reina del Mar (and add a wider bike path) without requiring removing portions of the steep hillsides adjacent or in the GGNRA and adding large retaining walls for safety and erosion control.

Response 132.68:

Please refer to the response to comment 132.31 above.

Comment 132.69:
Also, the DEIR fails to provide information how the Project will improvement pedestrian and bicycle access both east and west of intersections involved in the Project, but also on the eastern edge of the Project.

Response 132.69:

Please refer to the response to comment 132.60 above.

Comment 132.70:
The Project's call for extending the highway west thereby adversely impacting wetlands and important habitat for the CRLF and SFG, among other species, is inconsistent with the overarching goals and policies pertaining to wetlands set forth in the General Plan. The General Plan contains numerous statements regarding the importance of conserving wetlands and wildlife, and identifies the fact that wetlands create development obstacles. The City of Pacifica is currently in the process of updating the General Plan and the Local Coastal Plan.

Response 132.70:

The proposed Build Alternatives have specifically been designed to avoid direct impacts to sensitive habitat areas and coastal wetlands (refer to Section 2.16 through 2.19 in EIR/EA). The project also includes measures to avoid and minimize indirect impacts to these coastal resources. In addition, the project has been designed to minimize impacts to coastal views (refer to Section 2.7 and Appendix G.7 of the EIR/EA and the response to comment 132.62 above).

Comment 132.71:
Rockaway Beach Development Plan

The Rockaway Beach Specific Plan, section 2.3 Physical Appearance, subsection 4, states that the Plan "ensure that future major public improvements, such as any modification to Highway One, enhance rather than detract from the appearance and economic success of the area." At present, the DEIR does not contain adequate information upon which to base a conclusion that the Project as proposed would not detract from the appearance and economic success of the area.

Response 132.71:

Please refer to the response to comment 132.25 above.

Please refer to Master Response #7 regarding the proposed project's effects to businesses.

Comment 132.72:
Section 2.1.2.3 Coastal Zone

Section 2.1.2.3 of the DEIR addressing the Coastal Zone fails to address the City of Pacifica's role in approving a Coastal Development Permit.

Response 132.72:

The City of Pacifica will need to determine the project's consistency with the LCP and approve work within the LCP area subsequent to the EIR/EA process. The California Coastal Commission (CCC) will be responsible for approving a Coastal Development Permit (CDP) for work which is located in areas of the CCC's retained jurisdiction. The decision on the LCP by the City will also be appealable to the CCC. Additional detail has been added to the text of the EIR/EA to clarify this.

Comment 132.73:
The EIR fails to adequately address the consistencies with Pacifica's Local Coastal Use Plan/Program in several ways. It is not clear whether or not the Pacifica Planning Department has been consulted with regarding consistencies with the LCP or to what extent, the current update of Pacifica's General Plan, may reflect on the Project. The City of Pacifica is responsible for applying for and obtaining a Coastal Development Permit for this Project but this is not reflected in the DEIR.

Response 132.73:

Please refer to the response to comment 132.72 above.

The text in Table 1.8 has been revised to state that a Coastal Development Permit (CDP) will be required for work extending into California Coastal Commission Jurisdiction.

Comment 132.74:
2.1.2.4 Parks and Recreational Facilities
No discussion of retaining walls was found in the DEIR, yet walls on both east and west appear to be necessary, especially on the north end of the Project.

Response 132.74:

Please refer to the response to comment 132.31 above.

Comment 132.75:
Recirculation

Recirculation is required where "the draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded." (CEQA Guideline 15088.5, subd. (a)(4).) As described above, this EIR fails to meet the minimum standards for adequacy under CEQA. Once the EIR is fixed it must, therefore, be re-circulated for public review and comment prior to a decision on EIR certification

Conclusion
Thank you for your consideration of the comments above. In light of the foregoing comments, I urge Caltrans to correct the numerous defects that I have identified by modifying and then re-circulating the DEIR for this Project.

Response 132.75:

The EIR/EA has been prepared in accordance with the requirements of CEQA, NEPA, and the Department of Transportation (Caltrans). It is Caltrans's position that the EIR/EA meets the nature and intent of CEQA and NEPA, and is legally adequate and complete. In many sections, the EIR/EA text presents a summary of the detailed technical analyses, which were included as appendices to the EIR/EA. Many of the questions raised and details requested in the above comments are addressed in the technical appendices to the EIR/EA. Please refer to the responses to specific comment 132.1 through 132.74 above.

RESPONSES TO COMMENT #133:
Jkia80@juno.com (dated 10/22/11)

Comment 133.1:
I live in the Rockaway Beach neighborhood in Pacifica and I want to take this opportunity to express my deep opposition to the proposed highway widening project.

There is no reason to believe that the addition of lanes to the stretch of Highway 1 where I live will do anything but attract yet more traffic and congestion, not alleviate it.

Response 133.1:

The opinions expressed in this comment are noted and will be considered as part of the project decision process. The project traffic impacts are described in Section 2.6.3 of the EIR/EA. The EIR/EA notes in this section that the widening of SR 1 between just south of Fassler Avenue/Rockaway Beach Avenue and just north of Reina Del Mar Avenue from two to three lanes in each direction would provide increased *throughput* capacity through the two study intersections (emphasis added). The project need is to alleviate a localized bottleneck only within the project reach, which is projected to deteriorate over the design life of the project. Because the project would not change the number or configuration of lanes on SR 1 to the north or south of the project area, the project Build Alternatives are not anticipated to change regional trip distribution or volumes on SR 1 segments north and south of the project area. The information in this section also states that, under the year 2015 conditions and the year 2035 conditions, the proposed Build Alternatives would not directly generate additional traffic trips or change the overall distribution of trips in the site area, and therefore, would not substantially affect the operations of other highway segments beyond the immediate project site area and would not substantially affect the operations of local streets in the area. The proposed project would improve operations at the Fassler Avenue/SR 1 and the Reina Del Mar/SR 1 intersections, which would improve operations of Fassler Avenue and Reina Del Mar Avenue.

The project would change the demand served within the project area[48], but not the demand amount. In other words, the project would serve more amounts of traffic, but the total amount of traffic would not change as a result of the project.

[48] Demand served is the percentage of total travel demand that is able to make it through a particular facility. For example, if 2,000 vehicles per hour arrive at an intersection with a capacity to serve only 1,500 vehicles per hour, the intersection is able to "serve" 75 percent of the demand.

Comment 133.2:
The noise, air pollution, destruction of our viewshed with sound walls, obstruction of movement by wildlife, and degradation of quality of life will make my neighborhood a less desirable place to live.

Response 133.2:

The text in Section 2.15 Noise of the EIR/EA summarized and was based on an analysis in the Noise Study Report prepared by Illingworth & Rodkin in October 2009 (Appendix G.11 of the EIR/EA). As described in Section 2.15.4 of the EIR/EA, the project would not result in a substantial increase in traffic-related noise. Chapter 3 of the DEIR/EA includes a description of the impacts of the proposed project and the CEQA significance. This chapter describes the less-than-significant effects of the proposed project in Section 3.2.1; noise is discussed in Section 3.2.1.15. The discussion states:"*The Caltrans Traffic Noise Analysis Protocol (TNAP) states that a traffic noise impact may be considered significant under CEQA if the project is predicted to result in a substantial increase in traffic noise. A substantial noise increase is defined as an increase of 12 dBA Leq(h) above existing conditions. The results of the traffic noise modeling indicate that the project will typically result in increases of zero (0) to two (2) dBA Leq(h) throughout the study area. The highest increases would be two (2) dBA Leq(h), which would not be a perceptible increase. Therefore, traffic noise impacts of the proposed project are considered less than significant under CEQA. Refer to Section 2.15, Noise, of this document."*

Chapter 3 of the EIR/EA includes the CEQA evaluation and discussion of the significance of impacts of the proposed project, pursuant to the CEQA Guidelines Section 15126 and Section 15126.2(a). Section 3.2.1 describes the less-than-significant environmental effects of the proposed project, including air quality in Section 3.2.1.14. The discussion states: "*The proposed project is in conformance with the Clean Air Act and the State Implementation Plan. Construction of the proposed project would not cause or contribute to violations of carbon monoxide (CO) standards. Construction of the proposed project would not substantially increase MSAT emissions within the project limits. Regional MSAT emissions would not change due to the project. Refer to Section 2.14 Air Quality, of this document."*

Soundwalls were evaluated in Section 2.15 of the EIR/EA in conformance with FHWA regulations, however, soundwalls are not proposed. Please refer to Master Response #5 regarding soundwalls.

The EIR/EA included a discussion of the presence of California red-legged frog (CRLF) and the San Francisco garter snake (SFGS) within the Biological Study Area (BSA), which includes the footprint of the project as well as areas that may be affected directly or indirectly by the proposed project. This discussion was based on a technical *Natural Environmental Study* (NES) that was completed for the project in December 2009, and an Addendum to the NES that was completed in December 2010 (refer to Appendix G.7 of the EIR/EA). There may be species present beyond the BSA boundary; however, the analysis for the presence of these sensitive species in the NES did not include areas outside the boundaries of the BSA. The EIR/EA also included a discussion of wildlife movement corridors within the BSA, based on information from the NES. The document identified two crossings, but determined that both provide little connectivity for terrestrial animal species due to length, slope, and shallow water (exposing aquatic animals to predation) and lack of cover. The EIR/EA also noted that there will be beneficial long-term effects to these special status species, and perhaps the population, with the installation of the retaining wall/barrier as part of the project, because the retaining wall will reduce the potential for species to disperse onto SR 1 and suffer mortality from the high levels of traffic where a median barrier prevents successful crossing.

Comment 133.3:
As it is, people speeding through Pacifica on Highway one routinely disregard the decreased speed limit (from 55 mph to 45 mph), run red lights with impunity while recklessly endangering the lives of those of us who attempt to cross the highway to the beach side, all in the name of getting to their destination sooner. Pedestrians have a hard enough time crossing that road as it is. More lanes will make it even more dangerous.

We do not want to become casualties in the rush to transform our neighborhood into a speedway for people who have no regard for the people who live adjacent to the highway.

I strongly encourage you to reconsider this project, and to fully consider the negative impacts it will have on the day to day lives of the people who live adjacent to it. I get stuck in the traffic along this corridor from time to time, but the benefits of the proximity and access to the ocean side, the quiet neighborhood where I live, and the views of wildlife possible far outweigh a few minutes of my time in commuting.

Response 133.3:

The opinions expressed in this comment are noted and will be considered as part of the project decision process. As described in Section 1.4.1.1of the EIR/EA, the project will include reconstruction and upgrades to the existing crosswalks and the bicycle and pedestrian pathways along the project corridor. The existing Class I bicycle/pedestrian path adjacent to SR 1, north of Reina Del Mar Avenue will be upgraded by widening the path from eight feet to 10 feet, by increasing the separation between the edge of path and edge of traveled way from nine feet to 16 feet, and by installing a fence to provide a physical separation between the bicycle path and the highway. The existing sidewalk and paved path that currently extends from Reina Del Mar Avenue south to the Harvey Way frontage road on the east side of the highway would be replaced with a new sidewalk. A new sidewalk would be constructed along the east side of Harvey Way to complete the pedestrian connection between Fassler Avenue and Reina Del Mar Avenue. The sidewalk would be upgraded by placing it further from the new edge of traveled way of the SR 1 northbound lanes.

Comment 133.4:
The money would be much better spent providing a reliable transit alternative to driving, better bus service to the BART stations in Colma and Millbrae, and the conveyance of students to their schools on mass transit instead of individual driving trips.

Response 133.4:

Please refer to Master Responses #3 and #8.

RESPONSES TO COMMENT #134:
Casey Weber (dated 10/22/11)

Comment 134.1:
I am a resident of Pacifica, and I oppose the Calera Creek Parkway Project (herein referred to as 'project') in Pacifica, California as proposed in the Draft Environmental Impact Report released in September 2011.

I am writing not only because of concerns about the validity of the project, but also about proper procedures regarding public input and the use of old data.

Regarding proper procedures, I am requesting Caltrans hold a public hearing. Public meetings are not enough as the public needs its concerns addressed and their comments made part of an official pubic record.

It is my understanding that, according to the California Department of Transportation's (DOT) document on public hearings (Titled on-line as 'Public Hearings - Chapter 11), a public hearing cannot be given a waiver if the project receives Federal-aid funding. Such funding has been proposed for this project.

Response 134.1:

A properly noticed public meeting/hearing was held on September 22, 2011.

Therefore, the project process complied with the policies and procedures of Caltrans for public noticing and a public hearing.

Comment 134.2:
Regarding the use of old data by the DEIR, I am concerned that it conflicts with information in the Oddstad traffic report which uses more recent data from 2009 vs. 2005 and 2007.

Response 134.2:

Disagreement regarding details of the analysis does not make an EIR inadequate. While other project traffic data (i.e., Oddstad) do show a decline in traffic volumes in recent years due economic conditions, these conditions are considered temporary and a normal part of the economic cycle.

Economic conditions in the San Francisco Bay Area deteriorated between 2008 and 2011 resulting in fewer jobs and increased unemployment. As a consequence, traffic volumes have not increased in the vicinity of the project site. Therefore, use of traffic counts from 2007 without adjustments was considered appropriate and conservative as traffic volumes in the area have not increased since 2007.

Therefore, Caltrans was within its discretion as the Lead Agency to utilize the 2007 traffic counts to help establish the baseline traffic conditions since economic conditions in the Bay Area have deteriorated since 2008, and use of more recent traffic counts would understate existing traffic volumes and present a false sense of available capacity.

The traffic counts collected for the SR 1 Traffic Operations Analysis Report are considered to represent typical economic conditions. Although volumes did decrease during the recent economic downturn, data collected throughout the Bay Area generally confirms that traffic volumes are increasing again, and recent field observations of the study area conducted in the Fall of 2011 confirm that current conditions are similar to the description of existing conditions described in the EIR.

The proposed Calera Parkway/SR 1 project is intended to improve traffic conditions and reduce congestion on this segment of SR 1. The project has been designed and evaluated according to Caltrans standards of providing improvements over a 20-year life span. Based on the long-term

projections for the region, the improved conditions in the project area in recent years do not change the overall need for the project.

Comment 134.3:
About my opposition to the project, I do not foresee the widening from four lanes to six as reducing congestion any substantial amount for several reasons as described below.

In the afternoon, the southbound Hwy 1 lanes go from two lanes down to one just yards south of Linda Mar Blvd. This bottleneck will remain as it is not part of the scope of the proposed project.

Additionally, southbound traffic is required to slow drastically just as it approaches the crosswalk at Fairway. In other words, the posted speed limit requires a reduction in speed, causing traffic to thicken just north of said crosswalk during afternoon and early evening commute hours.

Response 134.3:

Please refer to Master Response #10.

Comment 134.4:
In the mornings, the northbound traffic during rush hour coincides with parents dropping off their children at Vallemar Elementary school at Reina Del Mar Ave. This is evident by the lack of traffic during the school's summer break and on weekends. If the school's start time is changed or a school busing program implemented, the morning congestion may be relieved.

Response 134.4:

Please refer to Master Response #3 and Master Response #6.

Comment 134.5:
Having been a lifelong resident of the San Francisco Bay Area and a licensed driver since the mid 1980s, I have experienced roads, parkways, and highways which widen for a short spanse only to be reduced down to the original number of lanes. Traffic does not immediately increase in speed an appreciable amount at the beginning of the widened section. Shortly after vehicles do speed up, they slow down due to nearing the end of the widened section and the need to cautiously merge.

Response 134.5:

Please refer to Master Response #10.

Comment 134.6:
Also, I see a number of circumstances or events contributing to the congestion, so simply adding a lane in each direction will not substantially increase traffic flow. In the late afternoon, these include disruptions to traffic as people leave the beaches south of the proposed project area. This causes two situations: vehicles leaving the parking lots along the coast end entering highway 1, and pedestrians leaving these beaches which means they stop highway 1 traffic by using the pedestrian signals at intersections.

Response 134.6:

Thank you for your comment.

Comment 134.7:
Additionally, a number of local businesses will be adversely affected by the project. In some cases, the businesses will likely be ruined by any taking of their property or a section of their property. At least on private residence will be adversely affected as well. This situation calls for a public hearing as outlined in the above referenced DOT document.

Please, do not go forward with the project and, at a minimum, hold a public hearing. Also, please do not implement any alternative that will adversely harm our local businesses or residents.

Response 134.7:

Please refer to Master Response #7 regarding the project's effect to businesses.

Please refer to the response to comment 134.1 above regarding the public hearing process.

RESPONSES TO COMMENT #135:
April Vargas (dated 10/22/11)

Comment 135.1:
Please accept my comments on the EIR for the Calera Parkway Widening Proposal
Alternatives suggested by the public include:
1. carpooling

Response 135.1:

Please refer to Master Response #8.

Comment 135.2:
2. reversible lanes - in the middle nb in the a.m., in the day sb in the afternoon.

Response 135.2:

This comment expresses an opinion regarding a reversible lane and suggests that the proposed project should be replaced with a lesser alternative which does not add any travel lanes, but only provides moveable cones or a barrier/reversible lane. The EIR/EA summarizes the Moveable Cones or Barrier/Reversible Lane alternative that was considered and studied during the development of the proposed project. This alternative would involve installing a moveable concrete barrier to provide three lanes in the peak direction and one lane in the off-peak direction. Variations of this alternative include using moveable cones instead of a barrier and widening SR 1 to five lanes with movable cones or a barrier (providing a 3/2 lane split).

The five-lane with movable barrier variation would likely provide adequate traffic capacity and meet the purpose of the project. However, this alternative would likely still result in impacts to sensitive species habitat (California red-legged frog and San Francisco garter snake) west of SR 1. This alternative would result in some additional hydrology and water quality impacts due to an increase in impervious area and would have potential increased noise from moving a moveable barrier. This alternative could have similar right-of-way impacts as the proposed Build Alternatives, since it may require acquisition of property/right-of-way from the properties along SR 1.

This alternative was primarily rejected because it would be very difficult to implement at the signalized intersections, and may result in a safety concern due to the complexity of signage and/or striping required. There would also be traffic impacts in the off-peak direction if a fifth lane is not added.

This alternative would require a steady revenue stream to pay for the ongoing operations and maintenance costs. The moveable barrier would need to be shifted at least twice per day, and perhaps up to four times per day. This operation is relatively labor-intensive and requires specialized equipment that would have to be purchased and maintained. A qualified, ongoing labor force would have to be funded and maintained to operate the equipment and conduct the lane changes. Because this design would require both an initial capital investment for the roadway widening and specialized equipment and ongoing operational cost, the long-term cost of this alternative would be much higher than the proposed Build Alternatives.

Comment 135.3:
3. time the traffic lights.

Response 135.3:

Please refer to Master Response #2.

Comment 135.4:
4. adjust the school scheduling.

Response 135.4:

Please refer to Master Response #6.

Comment 135.5:
5. arrange for vans so that kids can ride vans to and from school.

Response 135.5:

Please refer to Master Response #3.

Comment 135.6:
6. underpass at intersection.

Response 135.6:

Please refer to Master Response #9.

Comment 135.7:
7. better bus service.
8. shuttles or vans to major commuter destinations.

Response 135.7:

Please refer to Master Response #8.

Comment 135.8:
9. limit turns onto Highway 1 to allow N/S traffic to flow with less interruptions during commute hours.

Response 135.8:

Although it is unclear as to which turns would be limited under the commenter's proposal, the suggestion presumably refers to prohibiting turns from westbound Fassler Avenue and Reina del Mar onto SR 1.

- Prohibiting left-turns onto southbound SR 1 from Fassler Avenue would simply force more cars onto the congested northbound segment of SR 1, where they would make a U-turn at Reina del Mar Avenue. This would exacerbate congestion by putting more cars in the peak direction of travel.

- Prohibiting right-turns onto northbound SR 1 from Fassler Avenue would be difficult, as over 95 percent of the traffic on Fassler Avenue (over 900 vehicles in the AM peak hour) is attempting to turn right.[49] This traffic would likely turn left or travel straight across SR 1 and then execute a complicated series of turns to ultimately get back onto northbound SR 1 through the already-congested area.

- Prohibiting left-turns onto southbound SR 1 from Reina del Mar may be feasible, as less than 1/3 of traffic exiting Reina del Mar onto SR 1 are making this maneuver (approximately 120 vehicles in the AM peak hour).[50] However, it is unlikely to offer a substantial benefit to congestion on northbound SR 1. Signal timing at the intersection is largely driven by the larger volume of right-turning vehicles.

- Prohibiting right-turns onto northbound SR 1 from Reina del Mar would force all traffic to turn left onto southbound SR 1, or across SR 1 into the parking lot opposite Reina del Mar. Ultimately, this traffic would likely make a series of complicated maneuvers to get back onto northbound SR 1, their desired direction, possibly forcing them through the more congested part of the highway, exacerbating the current problem.

Thus, it is unlikely that prohibiting turns would ease the congestion, and in some cases, it may make congestion worse by forcing drivers to travel longer distances.

Comment 135.9:
10. adjustment of school schedules.

Response 135.9:

Please refer to Master Response #6.

[49] Fehr & Peers. *Traffic Operations Report State Route 1/Calera Parkway Project.* December 2008. Addenda to this report completed in April 2011.
[50] Ibid.

Comment 135.10:
These suggestions from the public have not received the degree of scrutiny necessary to eliminate them from consideration. There are congestion relief programs within the county that seek to help parents organize carpools to and from local schools. Are the school districts that serve Pacifica aware of these programs and are they taking full advantage of them? Much of the congestion in the area being considered for widening is a direct result of traffic to and from area schools.

Response 135.10:

Please refer to Master Response #1, #3, and #6.

Comment 135.11:
Spending over $50 million to address a school-specific transportation issue seems excessive and inefficient.

Response 135.11:

Please refer to Master Response #11.

Comment 135.12:
For each of the alternatives suggested by the public there should be studies that are sufficient to provide answers to these questions:,
I) What does each cost?
2) How long would it take to implement each one?
3) What is the impact on the community, the environment, the neighborhood?

Without these details, the EIR is incomplete and should not be certified.

Response 135.12:

Please refer to Master Response #1.

The Lead Agency is responsible for selecting a range of alternatives for examination in the EIR/EA. Section 1.4 of the EIR/EA summarizes the alternatives that were evaluated during the project development phase and briefly describes the reason these alternatives were not considered further. Alternatives suggested in the above comment, which were not evaluated further in the EIR/EA, were found to either be infeasible or to not meet the basic purpose of the project.

RESPONSES TO COMMENT #136:
Stan Zeavin (dated 10/22/11)

Comment 136.1:
These are my comments on the DEIR:

Looking at this project and the statements in the DEIR, there are four areas which are of deep concern to me: health, environment, aesthetics, and cost.

Health:

There are several health issues of concern. I have asthma. Many other Pacificans have various illnesses that will be affected by the project. While the highway is being widened, we will be continually forced to drive through the work zone (there is no other way in and out). How long will this project last and how much dust and debris will be thrown into the atmosphere before the project is concluded? How about noise pollution?

Response 136.1:

This comment expresses an opinion regarding the timing of construction. Section 1.4.4 of the EIR/EA describes the proposed project cost and schedule. In regards to project construction this section states, *"If approved and funded fully, construction of the project is estimated to commence in spring of 2014. The duration of construction would be approximately two years. The proposed improvements would be constructed in phases. The proposed construction staging area is located along the west side of SR 1, approximately 600 feet south of Reina Del Mar Avenue, within the state right-of-way. Construction equipment used on this project would include scrapers, bulldozers, backhoe loaders, cement trucks, cranes, and asphalt/paving/concrete equipment."*

The information in Section 1.4.4 summarizes and was based upon the Draft Project Report (July 2011). The Draft Project Report described a three-stage construction plan proposed for the project, which included:

- Stage 1: Remove the existing concrete barrier along State Route1 and pave to provide for temporary vehicle access lanes. Shift both NB and SB State Route1 traffic to the east and construct west side improvements.
- Stage 2: Shift both NB and SB State Route1 traffic to the west side improvements constructed in Stage 1. Construct east side improvements.
- Stage 3: Maintain SB State Route1 traffic shifted to the west, but shift NB traffic to the east side improvements constructed in Stage 2. Construct remaining improvements in the median area of State Route1.

More detailed construction staging plans will be developed during final design, subsequent to the completion of the EIR/EA, once design details are known, to ensure that all project components are constructible without creating undue impacts to traffic or public safety. However, the primary major stages are identified above. Additional detail regarding the primary construction phases have been added to the text of the EIR/EA.

Section 2.21 of the EIR/EA includes a discussion of the constructed-related impacts associated with the proposed project. The noise information in Section 2.21.4 of the EIR/EA summarized and was also based on an analysis in the Noise Study Report prepared by Illingworth & Rodkin in October 2009 (Appendix G.11 of the EIR/EA). The Noise Study Report included a description of the construction noise from the project in Chapter 8. The description in Chapter 8 of the Noise Study Report included the range of the existing noise environment levels (i.e., *Ambient traffic noise levels at unshielded locations approximately 50 feet from the centerline of SR 1 are on average about 77 dBA Leq (hr) during the day and about 62 dBA Leq (hr) at night*) and used this information as a baseline for comparison to the change of the noise levels generated by project construction (i.e., about five to 13 dBA Leq (hr) higher than ambient day-time or night-time traffic noise). This information regarding the range of levels within the existing noise environment and the construction-related noise increases is included in the EIR/EA in Section 2.21.4.1, which summarizes the short-term construction-related noise and vibration effects of the proposed project.

Section 2.21.3 of the EIR/EA includes a discussion of the air quality impacts associated with the proposed project construction activities. This air quality information in this section was based on an analysis in the Air Quality Report prepared for the project in 2009 and Addenda to this report in 2010 and 2011 (refer to Appendix G.1). The section states: "*Construction dust could affect local air quality at various times during construction of the project. The dry, windy climate of the area during the summer months creates a high potential for dust generation when and if underlying soils are exposed to the atmosphere. The effects of construction activities would be increased dustfall and locally elevated levels of PM10 and PM2.5 downwind of construction activity. Construction dust has the potential for creating a nuisance at nearby properties, and may constitute a health effect for children or persons with chronic health problems."* This section further states: *"Standard Caltrans construction management practices are adequate to assure that associated air quality impacts will be minimal. These include requiring emission controls on construction equipment and spraying water on exposed surfaces to minimize dust."*

Comment 136.2:
Also, there are studies that show that increasing the number of lanes on a highway inevitably leads to more traffic and therefore more C02 in the air. Has this been considered?

Response 136.2:

The project traffic impacts are described in Section 2.6.3 of the EIR/EA. The information in this section summarizes and was based primarily on a technical Traffic Operations Analysis Report that was prepared for the project in July 2008 and addenda to that report completed in April 2011. The EIR/EA notes in this section that the widening of SR 1 between just south of Fassler Avenue/Rockaway Beach Avenue and just north of Reina Del Mar Avenue from two to three lanes in each direction would provide increased *throughput* capacity through the two study intersections (emphasis added). The project need is to alleviate a localized bottleneck only within the project reach, which is projected to deteriorate over the design life of the project. Because the project would not change the number or configuration of lanes on SR 1 to the north or south of the project area, the project Build Alternatives are not anticipated to change regional trip distribution or volumes on SR 1 segments north and south of the project area. The information in this section also states that under the year 2015 conditions and the year 2035 conditions, the proposed Build Alternatives would not directly generate additional traffic trips or change the overall distribution of trips in the site area, and therefore, would not substantially affect the operations of other highway segments or local streets beyond the immediate project site area. The proposed project would improve operations at the Fassler Avenue/SR 1 and the Reina Del Mar/SR 1 intersections, which would improve operations of these roadways. The project would change the demand served within the project area[51], but not the demand amount. In other words, the project would serve more amounts of traffic, but the total amount of traffic would not change as a result of the project.

Section 3.3 of the EIR/EA includes a discussion of climate change. Modeling for project greenhouse gas (GHG) emissions was included in Section 3.3.2.1 and displayed in Table 3.1. This section states that: "*The proposed project is expected to result in a decrease in GHG emissions when comparing the existing conditions to the future Build conditions. With either of the project Build Alternatives, the average travel speed through the project limits increased from 8-10 mph to 21-24 mph. This*

[51] Demand served is the percentage of total travel demand that is able to make it through a particular facility. For example, if 2,000 vehicles per hour arrive at an intersection with a capacity to serve only 1,500 vehicles per hour, the intersection is able to "serve" 75 percent of the demand.

increase in speed would lower the modeled GHG emission rate during the peak hours and result in an approximately 12 percent decrease in GHG emissions (see Table 3.1 below)."

Comment 136.3:
Environment:

Your environmental study has many holes. I have been working the Laguna Salada project for several years and the point of view of the environmental study has everything to do with who is paying the scientist. So who made your environmental study and who paid for it? Let's address habitat incursion. Now it is accepted by most ecologists that you can't just herd endangered species from one place to another. Not only is that incredibly time consuming, but they're hard to find (they're endangered!). So when the report cavalierly states that there will be no environmental fallout from this project, where are the numbers to show this? I, for one, don't believe this based on my very real experience with these animals. Furthermore, with the highway being built above these sensitive areas, that particular micro-niche will definitely be affected, firstly by less sunlight, and, secondly, by noise pollution. Paving 4 acres of wetland area is non-invasive? Could you please explain your mitigation plan in detail? It doesn't seem detailed enough as specified by the CEQA.

Response 136.3:

The EIR/EA has been prepared in accordance with the requirements of CEQA, NEPA, and the Department of Transportation (Caltrans) as the Lead Agency under CEQA and NEPA. It is Caltrans's position that the EIR/EA meets the nature and intent of CEQA and NEPA, and is legally adequate and complete. In many sections, the EIR/EA text presents a summary of the detailed technical analyses, which were included as appendices to the EIR/EA, pursuant to the CEQA Guidelines Section 15147. The EIR/EA and technical studies have been funded by public funds administered by the San Mateo County Transportation Authority (SMCTA).

The proposed Build Alternatives have specifically been designed to avoid direct impacts to sensitive habitat areas, coastal wetlands and sensitive species (refer to Section 2.16 through 2.19 in EIR/EA and the NES in Appendix G.7). The project also includes measures to avoid and minimize indirect impacts to these coastal resources. In addition, the project has been designed to minimize impacts to coastal views (refer to Section 2.7 and Appendix G.7 of the EIR/EA)

Comment 136.4:
Please detail your findings on all the different pollutants your project will create, i.e., noise, air, walls, etc. Have you done this study?

Response 136.4:

<u>Noise and Air Quality</u>
Please refer to the response to comment 136.1 above.

Chapter 3 of the EIR/EA includes a description of the significance of impacts under CEQA of the proposed project. This chapter describes the less-than-significant effects of the proposed project in Section 3.2.1; noise is discussed in Section 3.2.1.15. The discussion states:

"The Caltrans Traffic Noise Analysis Protocol (TNAP) states that a traffic noise impact may be considered significant under CEQA if the project is predicted to result in a substantial increase in traffic noise. A substantial noise increase is defined as an increase of 12 dBA Leq(h) above existing

conditions. The results of the traffic noise modeling indicate that the project will typically result in increases of zero (0) to two (2) dBA Leq(h) throughout the study area. The highest increases would be two (2) dBA Leq(h), which would not be a perceptible increase. Therefore, traffic noise impacts of the proposed project are considered less than significant under CEQA. Refer to Section 2.15, Noise, of this document."

Therefore, the proposed project would have a less-than-significant effect on noise.

Section 3.2.1.14 addresses air quality. The discussion states: *"The proposed project is in conformance with the Clean Air Act and the State Implementation Plan. Construction of the proposed project would not cause or contribute to violations of carbon monoxide (CO) standards. Construction of the proposed project would not substantially increase MSAT emissions within the project limits. Regional MSAT emissions would not change due to the project. Refer to Section 2.14 Air Quality, of this document."*

Therefore, the proposed project would have a less-than-significant effect on air quality.

<u>Visual</u>
The discussion of visual and aesthetics is based upon a *Visual Impact Assessment* (VIA) completed for the project in January 2011. The locations of the proposed retaining walls were graphically represented on Figure 1.4 and Figure 1.5 in the EIR/EA. The proposed retaining walls were also included on the visual simulations in the EIR/EA. The proposed retaining wall along the west side of SR 1, south of Fassler Avenue was shown on Key View #2 (Photo 13). The proposed retaining wall on the east side of SR 1 along Harvey Way was shown on Key View #4 (Photo 16) and Key View #4 (Photo 17). The proposed retaining wall along the west side of SR 1, north of San Marlo Way was shown on Key View #4 (Photo 16), Key View #4 (Photo 17), Key View #5 (Photo 18), and Key View #5 (Photo 20). The proposed retaining wall along the embankment northwest of the Reina Del Mar Avenue intersection was shown on Key View #7 (Photo 23).

Chapter 3 of the EIR/EA includes the CEQA evaluation and discussion of the significance of impacts of the proposed project, pursuant to the CEQA Guidelines Section 15126 and Section 15126.2(a). Section 3.2.1 describes the less-than-significant environmental effects of the proposed project. Section 3.2.1.7 describes the significance determination for visual/aesthetics. This section states,

> *"While the project would have some visual impacts, they would not result in a significant impact under CEQA because: 1) they would not constitute a substantial adverse effect on a scenic vista; 2) they would not substantially damage scenic resources, including, but not limited to trees, rock outcroppings and historic buildings within a state scenic highway; 3) the loss of the vegetation would not substantially degrade the existing visual character or quality of the area; and 4) the project would not introduce a new source of substantial light or glare into the area."*

Therefore, the EIR/EA discloses that the proposed project will have a less-than-significant effect on the visual/aesthetics within the project area.

Comment 136.5:
Widening the highway will actually increase traffic at rush hours, since on both ends you'll be going from more lanes to less lanes and traffic tends to pile up in those situations, is this not true, Caltrans?

Response 136.5:

Please refer to Master Response #10.

Comment 136.6:
Aesthetics:

I am an avid hiker and have hiked most every trail in Pacifica. To say that the project will have very little affect on the city is simply not true. A widened highway with a possible wall is going to be a very visible eyesore. Whether I'm looking from the beach up or from Milagra Ridge down, there it is. What exactly is the size and location of this wall you're talking about? What about the sense of peace one gets when one looks down on this seaside town and now sees a major highway. Where is the study of the aesthetic impact on Pacifica?

Response 136.6:

Please refer to the response to comment 136.4 regarding retaining walls.

The project will include development of a corridor design concept in cooperation with Caltrans District 04 Landscape Architect. The corridor design concept will incorporate the design guidelines including: aesthetic treatment of structures, which can include architectural features such as surface texture, pattern treatment, and color application; median planting; and replacement planting, which will be implemented per Chapter 29 (Highway Planting) of the *Department's Project Development Procedures Manual* and Chapter 900 (Landscape Architecture) of the *Department's Highway Design Manual*. The design guidelines will be designed and implemented with the concurrence of the Caltrans District 04 Landscape Architect.

The visual and aesthetics discussion in the EIR/EA was based upon a *Visual Impact Assessment* (VIA) completed for the project in January 2011 (refer to Appendix G.14 of the EIR/EA). The VIA included a discussion of other view areas for consideration of visual/aesthetic effects, which included the two public parks areas located adjacent to SR 1 near the project limits. These two areas are part of the GGNRA properties and include: 1) Mori Point, which is located west of SR 1, north of the City of Pacifica's water treatment plant; and 2) Sweeney Ridge, which is located on the east side of SR 1, at the north end of the proposed project alignment. The views for these areas are representative of those seen by the recreational park user hiking on Mori Point or Sweeney Ridge adjacent to SR 1 at the north end of the proposed project alignment.

The VIA concluded that the proposed roadway widening and updates to the intersections will not dramatically change the intactness or unity of the viewshed. The cut into the embankment and the introduction of the retaining wall as a new manufactured visual element on the west side of SR 1 would contrast with the natural features and lower the unity and intactness of the viewshed. However, because the height of this wall would not exceed the height of the remaining embankment, the wall would not block views. Distant views and views of the coast would be preserved. The adverse impact and change in visual character would be low to moderate. The changes proposed to the median by either project alternative will remain consistent with the existing visual quality of the viewshed.

Recreational park users would have background views of the highway for long periods of time.

Viewer sensitivity to visual change is expected to be low. Adverse change in visual quality and character would be low. Viewer response would be low. Overall adverse impacts would be low to moderate.

The text in Section 2.7.3 of the EIR/EA has been updated to include this section from the VIA.

Comment 136.7:
Cost:

When this country is suffering through tough economic times, justifying a $52 project seems like a bit of overkill. Furthermore where are the studies of alternative plans to this boondoggle? In town meetings several alternatives have been suggested, both interesting and not. Has Caltrans looked into any of these alternatives? If so where are the numbers, the cost, etc? If you haven't, why not? I don't have to list all these plans, we've mentioned them to you. No matter what they cost, it won't be $52, and these plans have the bonus of solving the 1/2 hour of traffic problems while keeping the integrity of our town.

Response 136.7:

Please refer to Master Response #1 and Master Response #11.

Comment 136.8:
This new highway will also send cars right through town. This will certainly have a negative effect on the local small businesses in which we Americans put so much faith. Instead of helping economically, this highway will do the reverse.

Response 136.8:

Please refer to Master Response #7.

Comment 136.9:
This project is supposed to be a joint effort between Pacifica and Caltrans, yet where is Pacifica's input in this project. Shame on you. Is there a reason we haven't had very many of our ideas taken seriously? From where I sit, it certainly feels like you folks are the boss and we're the vassals.

Response 136.9:

Please refer to Master Response #11 regarding the history of the project and the City of Pacifica's involvement in the Measure A program. As stated in the EIR/EA Summary section, "the California Department of Transportation ("Department" or "Caltrans"), in conjunction with the San Mateo County Transportation Authority (SMCTA) and the City of Pacifica, proposes to widen Highway 1/SR 1/Calera Parkway (hereinafter referred to as "SR 1") in the city of Pacifica from four lanes to six lanes through the project limits." Staff from the City of Pacifica are part of the project design team, and have been involved in the development of the proposed Build Alternatives and the EIR/EA. The City of Pacifica is a responsible agency under CEQA for this project, and will need to make formal decisions about the project subsequent to Caltrans' decision on the EIR/EA and the project.

Chapter 4 of the EIR/EA summarizes the results of Caltrans' and SMCTA's early and continuing coordination with the general public and appropriate public agencies, which is an essential part of the

environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures and related environmental requirements. In regards to the project team, the EIR/EA notes, *"The project development team for the proposed project includes staff from the SMCTA, as well as staff from the City of Pacifica and the Department. The City is a partner on the project and will be issuing a local Coastal Development Permit and encroachment permits to the Department/SMCTA for all work that extends onto City streets. Regular meetings of the project development team have been held to coordinate project design issues and the environmental analysis."*

Comment 136.10:
In conclusion, please do your homework and, at least, pretend we're your partners. This project is way over-scaled for a town our size. Opposition is strong. The many questionable legal issues must also be addressed.

Response 136.10:

Please refer to Master Response #11.

RESPONSES TO COMMENT #137:
Richard Campbell (dated 10/22/11)

Comment 137.1:
I submit the following comments on the adequacy of the Draft Environmental Impact Review /Environmental Assessment (DEIR/EA) performed by the California Department of Transportation (CDOT) in regard to the above-referenced Highway 1 Widening Project (Project).

As a preliminary matter, although I am presently Chair of the Planning Commission for the City of Pacifica, I am writing on this issue solely in my capacity as an individual resident of Pacifica and not in any official capacity. I am not representing any official position of the City of Pacifica or the Pacifica Planning Commission.

1. The Alternatives Analysis is Inadequate

The purpose of the proposed Project is two-fold: to improve traffic operations by decreasing congestion and improving peak-period travel times along a congested segment of SR 1 within the city of Pacifica." Yet, the DEIS/EA contains no analysis of whether peak-period travel times could be improved in the AM commute simply by staggering the start-times of the elementary schools in Pacifica. It is common knowledge in the City of Pacifica that when the Pacifica School District (District) is out of session, SR 1 through Pacifica operates at a very acceptable level of service (LOS), particularly in the AM period. There is widespread acknowledgment among the City's residents that staggering the start-times of the District's schools would decrease a significant amount of congestion at the corner of RDM and SR 1. For example, it could be the case that if Vallemar elementary school located at RDM and SR 1 began the school day a mere 10 minutes later than it does now, and the other schools began their school day a mere 5-10 minutes earlier, the congestion at RDM/SR 1 could be greatly reduced, thus reducing the need for this Project. Despite this possible solution to the peak-period congestion experienced at RDM and SR-l- which most City residents would find obvious - the DEIR/EA contain no analysis of this alternative. The only attention paid in the DEIR/EA to the traffic associated with the Vallemar school is its brief one paragraph consideration of increasing school bus service to Vallemar school, which is an alternative that was not seriously promoted by any significant constituency in the City. Nor was this an alternative the

District could seriously entertain in light of significant budget cuts by the State. In contrast, the District could very likely stagger school hours with a minimal expenditure of funds.
For this reason, CDOT must analyze this alterative and present it for public comment in a Supplemental EIR.

Response 137.1:

Please refer to Master Response #6.

It is generally true that traffic volumes are substantially lower during times when schools are not in session. This is caused by a variety of factors: 1) students are not traveling to school; 2) parents of young students are not traveling to and from school; 3) teachers and administrators are off work and not traveling to work; and 4) families tend to take vacations when school is not in session, so other commuters are not on the roadways. These factors all contribute to noticeably lower traffic volumes during the summer months and holidays. Because these conditions can artificially portray that a roadway has ample capacity, the practice for traffic analyses is to conduct counts during a normal weekday when school is in session, in order to provide a more accurate, and slightly conservative, estimate of traffic capacity and potential impacts upon that capacity.

Comment 137.2:
II. The Project Need is Unclear

The need for this Project requires clarification. The current travel time delays (vehicle queues) in the AM Peak Hour going northbound on SR 1 is 5.1 minutes.3 Under the "No Build" scenario, under conditions that exclude any changes to planned growth and/or any planned transit or roadway improvement projects in the area, this delay increases to 8.4 minutes. Under the "No Build" scenario where "normal, anticipated background increase in traffic" is included, the delay increases to 12.6 minutes, as opposed to 4.5 minutes if the Project is built. Thus, is it the case that the $45 million Project is premised on saving commuters traveling through Pacifica a mere 3.3 minutes to 8.1 minutes of travel time by the year 2035? If so, this "need" must be made more explicit. As it stands, one can only gain an understanding of the "need" by resort to the Tables in section 2.6.2.5.
For this reason, CDOT must analyze this alterative and present it for public comment in a Supplemental EIR.

Response 137.2:

Section 1.2.2 of the EIR/EA describes the need for the proposed project, including a description of the current traffic conditions within the project corridor. The traffic information in this section of the EIR/EA was based primarily on a technical Traffic Operations Analysis Report that was prepared for the project in July 2008 and addenda to that report completed in April 2011. The Traffic Operations Analysis Report included a discussion of the existing conditions and the data collected to define the existing traffic operation conditions.

Prior to collection of new traffic counts, field observations were performed to understand the extent and duration of existing queuing in the study area, which is described in the Section 3 of the Traffic Operations Analysis Report. In the AM peak period, northbound queues (i.e., vehicle waiting lines) extend south of Fassler, and nearly reach Crespi Drive on a typical weekday. This queuing begins and mostly dissipates within the two-hour peak period from 7:00 AM to 9:00 AM. Small queues occasionally linger beyond 9:00 AM, but all congestion is cleared by 9:15 AM. Queuing also develops on the westbound approach to SR 1 from Fassler Avenue for a similar time period. This

queuing extends past Roberts Boulevard during its peak, and can reach lengths of up to ½ mile. The Traffic Operations Analysis Report noted that another source of AM peak period queuing is on Reina Del Mar Avenue. The Vallemar Elementary School just east of SR 1 results in short-term surges in traffic volumes as parents drop off children. Parents exiting the school must wait through a long traffic signal cycle on Reina Del Mar at SR 1 to enter SR 1. This causes substantial queuing of sometimes over 1,000 feet on westbound Reina Del Mar for short periods near the beginning of the school day.

The Traffic Operations Analysis Report described that in the evening, congestion is primarily on southbound SR 1. While there is congestion on southbound SR 1 between Fassler Avenue and Reina Del Mar Avenue, the primary congestion is north of Reina Del Mar Avenue. Southbound queues from this intersection can stretch past Sharp Park Road, for queues of over one mile. Sharp Park Road also experiences congestion due to relatively high volumes of traffic attempting to enter southbound SR 1 from Sharp Park Road and the Francisco Boulevard ramps.

Once the existing congestion was identified, new traffic counts were collected in March 2007. Counts were collected upstream of the congested areas to ensure that the counts represented all of the traffic demand. Counts consisted of AM and PM peak hour intersection turning movement counts and peak period highway mainline traffic counts. Intersection turning movement counts were collected at the following intersections:

- SR 1 / Crespi Drive
- SR 1 / Fassler Avenue
- SR 1 / Reina Del Mar Avenue
- SR 1 / Westport Street
- SR 1 / Francisco Boulevard Southbound On-Ramp

The Traffic Operations Analysis Report summarized that traffic counts were collected at locations on SR 1 between Paloma Avenue and Crespi Drive and noted that since both Paloma Avenue and Crespi Drive are outside of the congested areas, traffic counts in congested areas were balanced to these uncongested volumes to develop the existing intersection demand volume estimates.

The existing traffic conditions described in Section 1.2.2.1 of the EIR/EA were incorporated from information in the Traffic Operations Analysis Report. In accordance with CEQA Guidelines Section 15147, the technical details of these counts were included in the Traffic Operations Analysis Report appendix. Based on the information from the Traffic Operations Analysis Report, the EIR/EA states that: *"With no improvements to the project area, the traffic projections forecast that by year 2035 the peak period maximum queues will grow from 1.15 miles to 2.28 miles in the AM peak period and from 2.06 miles to 2.80 miles in the PM peak period. The increased magnitude of the congestion will also increase the duration of both the AM and PM peak periods."*

As stated in Section 1.2.1 of the EIR/EA, the purpose of the proposed project is to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along a congested segment of SR 1 within the city of Pacifica.

The Traffic Operations Analysis Report concluded that with the proposed Build Alternatives, in year 2035, travel times would generally decrease by nearly 60 percent in the AM peak hour and over 70 percent in the PM peak hour. Queuing would be largely reduced, and intersection approach queues at SR 1/Fassler Avenue would generally clear each cycle. This information was incorporated into the DEIR/EA in Section 2.6.3.3. Therefore, the Build Alternatives would improve travel times along this section of State Route and thus, meet the purpose of the proposed project.

RESPONSES TO COMMENT #138:
Kathleen McGuire (no date)

Comment 138.1:
Highway one has safety issues during commute to say nothing of the waste of gas and aggravation caused by bottlenecks @ Crespi and @ Reina Del Mar. Suggestions below:
1. Re do timing of all lights from Linda Mar thru Vallemar.
2. Metering lights along roadway during commute hours.

Response 138.1:

Please refer to Master Response #2.

Comment 138.2:
3. CLOSE Fairway crossing – very dangerous now.

Response 138.2:

Please refer to Master Response #1. Closing the Fairway crossing is not currently proposed. The purpose of the EIR/EA is to evaluate the impacts of the proposed project to the existing environment within the project area. The proposed improvements/plans for SR 1 beyond the project area are outside the scope of the EIR/EA analysis.

As described in Section 1.2.3 of the EIR/EA, the project has logical termini, which means that the proposed improvements have reasonable starting and ending points. The project also has independent utility, which means that the proposed improvements can be implemented within the project limits, and completion of other projects would not be required in order to realize the operational benefits of the proposed improvements.

Comment 138.3:
4. Modify school hours @ Vallemar School (School Board)

Response 138.3:

Please refer to Master Response #6.

Comment 138.4:
5. On & off ramps @ Milara, Eureka Square
6. Upgrade Manor crossing or 3/2 lanes am & pm where needed

Response 138.4:

Please refer to the response to comment 138.2 above.

Comment 138.5:
7. Fund emergency devices for emergency personnel to regulate street stop lights (called Opticom) so that emergency equipment can move safely & quickly
The above alternatives might do the job, save Caltrans.

Response 138.5:

Please refer to Master Response #2.

RESPONSES TO COMMENT #139:
Bettie Montague (dated 10/22/11)

Comment 139.1:
Yo! Caltrans-Listen up!! Keep your filthy paws outta my seaside town! Pacifica ain't no friggin L.A. and we logtowners wanna keep it that way cuz – ya hear me, gosh durn it!!! We love God's natural beauty and are working to restore it – like removing ice plant (no thanks to Caltrans) and other invasive plants. Also we love the small town feel of our community and your proposed widening project of highway 1 would ruin the character- and businesses of 2 of our neighborhoods – Rockaway Beach and Vallemar.

Response 139.1:

Your opposition to the project is acknowledged.

Comment 139.2:
Also, it would be very dangerous to pedestrians particularly children – its bad enough already with just 4 lanes - six lanes? – suicide!

Response 139.2:

As described in Section 1.4.1.1 of the EIR/EA, the project will include reconstruction and upgrades to the existing bicycle and pedestrian pathways along the project corridor. The existing Class I bicycle/pedestrian path adjacent to SR 1, north of Reina Del Mar Avenue will be upgraded by widening the path from eight feet to 10 feet, by increasing the separation between the edge of path and edge of traveled way from nine feet to 16 feet, and by installing a fence to provide a physical separation between the bicycle path and the highway. The existing sidewalk and paved path that currently extends from Reina Del Mar Avenue south to the Harvey Way frontage road on the east side of the highway would be replaced with a new sidewalk. A new sidewalk would be constructed along the east side of Harvey Way to complete the pedestrian connection between Fassler Avenue and Reina Del Mar Avenue. The sidewalk would be upgraded by placing it further from the new edge of traveled way of the SR 1 northbound lanes.

Comment 139.3:
I was at your meeting on Sept 22 at the Pacifica Community Center along with my brother who lives near the Moose Lodge and neither of us was impressed with your proposal or presentation – just more government –uh-bull poop! And Caltrans has the utter gall to call the proposed widening project a "parkway" – parkway, my –uh-"donkey"!!! not only is it bad for the environment and God's nature it's a total utter waste of taxpayers' money – especially now in a down economy. I know of what I speak cuz earlier in the day I walked the entire route-from a relatively safe distance-not totally at times of your proposed "parkway" on Sept 22 before your meeting my conclusion from my trek? Your proposed project makes no sense whatsoever! My advice take you "parkway" ideas and shove it where the sun don't shine! But it can get mighty stinky there.

Response 139.3:

Your opposition to the project is noted.

RESPONSES TO COMMENT #140:
Victor Carmichael (no date)

Comment 140.1:
Virtually no one enjoys being stuck in traffic or slowed down to some frustratingly slow creep especially when running late. As a long time Pacifica resident I certainly have been annoyed many times by the bottleneck stretch between Reina Del Mar Ave and Fassler Ave. So now we finally have a plan and funding to alleviate it. What's not to like?

Well here are a few problems:

• For a cost of somewhere between $30 and $35M according to the DEIR the extra two lanes will only save commuters somewhere around 5 minutes. Funding that for additional public transportation and more bus shelters are not part of this package.

Response 140.1:

Please refer to Master Response #8 and Master Response #11.

Comment 140.2:
• Roadside businesses and homes will be lost due to eminent domain.

Response 140.2:

Please refer to Master Response #7.

Comment 140.3:
• It will be further development-inducing which most Pacificans vote against in election after election.

Response 140.3:

Please refer to Master Response #13.

Comment 140.4:
It appears to be a step toward a future local business-killing freeway all the way through Pacifica.

Response 140.4:

Please refer to Master Response #7.

Comment 140.5:
Being inveterate hater of traffic jams, I was indifferent tending towards support of this project despite arguments from environmentalist types I encountered. But now with more information I have decided this whole thing is an expensive boondoggle with little to no long-term benefit.

Response 140.5:

Your opposition to the project is acknowledged.

RESPONSES TO COMMENT #141:
Eileen & James Carey (dated 10/21/11)

Comment 141.1:
This is a letter of complaint against the widening of Highway 1 (Sharp Park to Rockaway Beach).

My family have been residents in Valemar Pacifica for over 40 years; my parents moved here for the peace (ironically the meaning of Pacifica) that Valemar supplies. We as a family COMPLETELY OPPOSE the widening of Highway 1.

Now we will give you some of the reason's; the MOST IMPORTANT one being; is every time I attend a meeting on this subject a very odd term is mentioned. The term is; "Native Artifacts"; being a person of mixed heritage (my Mother & Father both have First Nation blood i.e. Tewa & Iroquois) we always honor & respect our People's Burial Grounds. For a People to be referred to as "artifacts" is outrageous and NOT acceptable in any way. The real People (the First Nation People's of this area) are in fact Ohlone they deserve respect of who they are for many reason's; one being is that they are STILL HERE.

As a matter of fact they are NOT ok with this widening of Highway 1, because of the fact that ONCE again their ancestor's Sacred Burial Grounds is being threatened to be "moved" again & disrespected. This will have dire consequences for First Nation People's right to be treated with respect and dignity. The Ohlone Nation deserves much better treatment than this. I will refer you to Corrina Gould (Ohlone Nation) Coordinator of Shell Mound Walks as well as LP.O.C aka, INDIAN PEOPLE ORGANISING for CHANGE. Corrina Gould can be reached at 5105758408.

This is such a derogatory way to treat any group of People; I cannot help to say; I wonder how many law suits would happen if Cal Trans decided they wanted to put a freeway through the cemeteries in Colma? You cannot get away with this kind of racist disregard; you must realize this area has been already noted as an Ohlone Burial Site & their Ancestor's are NOT artifacts! They are Human Beings and should be treated with dignity as all Humans deserve.

Response 141.1:

The cultural resources information summarized at the public meetings and in the EIR/EA is based primarily on a technical *Historic Property Survey Report*, *Archaeological Survey Report*, and *Historic Resources Evaluation Report* that were completed for the project in December 2009 as well as Addenda to these reports completed in October 2010. The studies conducted for this project are consistent with Caltrans responsibilities under the January 2004 *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Office, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)* for compliance with Section 106 of the National Historic Preservation Act (NHPA). The preparation of these reports included a prehistoric and historic site record and literature search by the California Historical Resources Information System, Northwest Information Center at Sonoma State University (CHRIS/NWIC File

Nos. 06-1262 dated March 16, 2007) to determine if known resources are present within the project's area of potential effects (APE). The site record and literature search found two recorded archaeological sites (CA-SMA-162 and CA-SMA-238) within or adjacent to the APE. No other NRHP or CRHR listed, determined eligible, pending, or potentially eligible properties were identified within or adjacent to the area of potential effect (APE) as a result of a records search, literature review, and field survey. Based upon the results of the records search and literature review, a field reconnaissance survey of the APE and a supplemental presence/absence coring testing program was completed for this project. The subsurface testing program did not find any indications of buried archaeological resources along the western side of SR 1.

During preparation of the *Archaeological Survey Report*, the Native American Heritage Commission (NAHC) was contacted for a search of the Sacred Lands Inventory. The NAHC record search was negative for Native American resources within or adjacent to the project APE. Letters soliciting additional information were sent to the seven Native Americans individuals/groups, including Ohlone individuals and groups, pursuant to both Section 106 regulations and the recommendations of the NAHC. Follow up telephone calls were undertaken June 29, 2007. No additional information was obtained regarding cultural resources within the APE from responding parties.

The EIR/EA included measures for maintenance of the two environmentally sensitive areas (ESA) associated with the two recorded archaeological sites (CA-SMA-162 and CA-SMA-238) within the APE. The measures include: monitoring within the Archaeological Monitoring Area (AMA) adjacent to the ESA boundary in association with a Native American Consultant to ensure that the ESA is not compromised during the removal of the engineered fill embankment; the ESA fence and AMA professionally surveyed and marked; presence of a qualified Archaeological Monitor and a Native American Consultant during subsurface construction within the AMA; monitoring of all earth disturbing construction within the AMA by a qualified Archaeological Monitor with regional experience with prehistoric cultural materials and experience in identifying human bone; and temporarily halting of construction to examine any finds within the AMA and immediately adjacent areas.

Measures were also included for treatment of unexpected discoveries. If buried cultural materials are encountered during construction within the ESA, work shall stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. If human remains are exposed in the ESA during project construction, all work in that area must halt and the San Mateo County Coroner must be contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact the Caltrans District 04 Office of Cultural Resource Studies so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 are to be followed as applicable.

If the commenter has additional evidence regarding unrecorded archaeological resources which could be present along the project area, the Caltrans project team would be very interested to have more details regarding such resources so that potential impacts could be avoided.

Comment 141.2:
This whole idea is ludicrous; for one thing the only time the traffic gets really jammed is when Valemar School is in session. So many other things SHOULD BE CONSIDERED FIRST; such as timing the lights or overhead walkways, commuter options or school buses and there should be

protected BIKE LANES. So please STOP wasting Tax payer's money on a (BAD) idea that is Grievous to the Ohlone Nation and other First Nations Human Beings.

Plus financially & environmentally backwards with NO GUARANTEE anything will improve. We have to look at the now; we SHOULD BE encouraging ride shares, buses, bikes with all the problems we have in our nation regarding oil prices and pollution instead of encouraging MORE CARS. This highway widening is just ignorant on way TOO MANY LEVELS.

We will continue to protest this bad idea including getting other organizations involved; a lot of others are sick n tired of BAD IDEAS (like cutting down more ancient Redwoods in Richardson Grove on North highway 101) from government agencies. You should be ashamed of yourselves.

Response 141.2:

Please refer to Master Response #2 regarding the timing of the signals.

Please refer to Master Response #7 regarding overpasses.

Please refer to Master Response #8 regarding public bus service.

Please refer to Master Response #3 regarding school bus service.

Please refer to Master Response #1 regarding the alternatives evaluated for the proposed project.

The Lead Agency is responsible for selecting a range of alternatives for examination in the EIR/EA. Section 1.4 of the EIR/EA summarizes the alternatives that were evaluated during the project development phase and briefly describes the reason these alternatives were not considered further. Alternatives suggested in the above comment, which were not evaluated further in the EIR/EA, were found to either be infeasible or to not meet the basic purpose of the project.

RESPONSES TO COMMENT #142A:
Roger Mascio (dated 10/02/11)

Comment 142A.1:
Thank you for your patience and for holding the Sept 22 meeting in Pacifica. I am sorry a few people were rude and disrespectful to Caltrans personnel. It looked like a lot of time was put into the design that was presented, but I think it missed the mark.

We all know the traffic lights at Fassler and Reina Del Mar cause the traffic delays. Your design did not address this.

Response 142A.1:

Please refer to Master Response #2.

Comment 142A.2:
This design looks like a waste of money and not correct the problem. This will only create a freeway thru beautiful Pacifica.

Response 142A.2:

Please refer to Master Response #11.

Comment 142A.3:
I suggest removing both lights and building under passes or over passes and not widening the road.

Response 142A.3:

Please refer to Master Response #2 and Master Response #9.

Comment 142A.4:
I am also concerned about the eutectics of the proposed design. If you have to install sound walls they will look ugly. We love the look of our mountains and ocean etc.
Thank you for reading this

Response 142A.4:

Soundwalls were evaluated in Section 2.15 of the EIR/EA in conformance with FHWA regulations, however, soundwalls are not proposed. Please refer to Master Response #5 regarding soundwalls. The text of the EIR/EA has been updated to clarify that soundwalls are not proposed.

RESPONSES TO COMMENT #142B:
Roger Mascio (dated 10/05/11)

Comment 142B.1: (Cultural)
I DON'T SEE MENTIONED IN THE DEIR THAT YOU WILL BE COVERING THE INDIAN MIDEN AT THE WEST SIDE OF HWY 1 AT REINA DEL MAR. DID YOU KNOW ABOUT IT?

Response 142B.1:

The cultural resources information summarized at the public meetings and in the EIR/EA is based primarily on a technical *Historic Property Survey Report*, *Archaeological Survey Report*, and *Historic Resources Evaluation Report* that were completed for the project in December 2009 as well as Addenda to these reports completed in October 2010. The studies conducted for this project are consistent with Caltrans responsibilities under the January 2004 *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Office, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)* for compliance with Section 106 of the National Historic Preservation Act (NHPA). The preparation of these reports included a prehistoric and historic site record and literature search by the California Historical Resources Information System, Northwest Information Center at Sonoma State University (CHRIS/NWIC File Nos. 06-1262 dated March 16, 2007) to determine if known resources are present within the project's area of potential effects (APE). The site record and literature search found two recorded archaeological sites (CA-SMA-162 and CA-SMA-238) within or adjacent to the APE. No other NRHP or CRHR listed, determined eligible, pending, or potentially eligible properties were identified within or adjacent to the area of potential effect (APE) as a result of a records search, literature review, and field survey. Based upon the results of the records search and literature review,

a field reconnaissance survey of the APE and a supplemental presence/absence coring testing program was completed for this project. The subsurface testing program did not find any indications of buried archaeological resources along the western side of SR 1.

An *Archaeological Survey Report* was prepared for the project, which included details associated with the site record and literature search conducted, findings of resources within the APE based on the site record and literature search, potential effects to resources and measures, correspondence records, and DPR 523 Forms for known resources in the APE.

During preparation of the *Archaeological Survey Report*, the Native American Heritage Commission (NAHC) was contacted for a search of the Sacred Lands Inventory. The NAHC record search was negative for Native American resources within or adjacent to the project APE. Letters soliciting additional information were sent to the seven Native Americans individuals/groups, including Ohlone individual and groups, pursuant to both Section 106 regulations and the recommendations of the NAHC. Follow up telephone calls were undertaken June 29, 2007. No additional information was obtained regarding cultural resources within the APE from responding parties.

The EIR/EA included measures for maintenance of the two environmentally sensitive areas (ESA) associated with the two recorded archaeological sites (CA-SMA-162 and CA-SMA-238) within the APE. The measures include: monitoring within the Archaeological Monitoring Area (AMA) adjacent to the ESA boundary in association with a Native American Consultant to ensure that the ESA is not compromised during the removal of the engineered fill embankment; the ESA fence and AMA professionally surveyed and marked; presence of a qualified Archaeological Monitor and a Native American Consultant during subsurface construction within the AMA; monitoring of all earth disturbing construction within the AMA by a qualified Archaeological Monitor with regional experience with prehistoric cultural materials and experience in identifying human bone; and temporarily halting of construction to examine any finds within the AMA and immediately adjacent areas.

Measures were also included for treatment of unexpected discoveries. If buried cultural materials are encountered during construction within the ESA, work shall stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. If human remains are exposed in the ESA during project construction, all work in that area must halt and the San Mateo County Coroner must be contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact the Caltrans District 04 Office of Cultural Resource Studies so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 are to be followed as applicable.

RESPONSES TO COMMENT #142C:
Roger Mascio (dated 10/08/11)

Comment 142C.1:
Did you extend the public comment period beyond Oct. 7th? I am very concerned that the project won't fix the problem and about the aesthetics of the project. The design looks ugly.

Response 142C.1:

The Public Review Period for the DEIR/EA was extended to October 22, 2011. The opinions in this comment are noted and will be considered. No further response is required as the comment does not raise any environmental issues or questions about the adequacy of the EIR/EA.

RESPONSES TO COMMENT #143A:
Raymond Raymos (dated 09/23//11)

Comment 143A.1:
Attached you will find my comments on the subject Caltrans DEIR/EA and cover letter to my comments that I just mailed prior to sending this email.

I attended the public meeting held at the Pacifica Community Center yesterday and it was good having Yolanda there. I had prepared my comments prior to the public meeting and there was no need to change them as a result of attending the meeting. During the meeting there was inquiry as to whether Caltrans would extent the comment period. Yolanda explained that the comment period ending 7 October 2011 was 15 day more than required, but I did not hear any agreement to an extension beyond the current 7 October 2011 deadline. Please provide me with notice of an extension of time for comment should one be given by Caltrans.

Response 143A.1:

The Public Review Period for the DEIR/EA was extended to October 22, 2011.

Comment 143A.2:
From the public meeting it is apparent to me that the DEIR/EA process could have been enhanced had public hearings also been held by the City of Pacifica City Council and Planning Commission on the DEIR/EA.

Response 143A.2:

Thank you for your comment.

Comment 143A.3:
I understood from Eileen Goodwin that the presentation materials would be made available to the public at a website, but I don't remember what website. If you know or could find out, would you please point me to website so I can download the presentation materials?

Again, thank you for your assistance in providing me with the additional information that aided me in my evaluation of the DEIR/EA. You and Yolanda were very professional in assisting me.

Thank you for the opportunity to provide my comments on the referenced DEIR/EA and for being so helpful in providing background information that aided me in my evaluation of the DEIR/EA. I would also like to thank you for having the Open House/Public Meeting at the Pacifica Community Center on 22 September 2011.

I have also sent my comments via e-mail to Mr. Thomas Rosevear (thomas_rosevear@dot.ca.gov) on this date.

Response 143A.3:

Project materials are available for viewing and download on the San Mateo County Transportation Authority (SMCTA) website (http://www.smcta.com/whatsNew/2011_08_09_public-comment-rt1-calera-environmental-report.asp).

Comment 143A.4:
Reference: S.4 PROJECT ALTERNATIVES

Comment 1 -Should not the purpose indicate that it is to improve peak-period travel times along a congested segment of SR 1 with the city of Pacifica to a maximum Level of Service (LOS) D, which is what the City considers an acceptable LOS?

Response 143A.4:

The EIR/EA included a statement of the purpose of the proposed project:

"The purpose of the proposed project is to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along a congested segment of SR 1 within the city of Pacifica."

A maximum LOS was not set as part of the overall purpose.

Comment 143A.5:
Comment 2 -What would Caltrans consider an acceptable LOS?

Response 143A.5:

The EIR/EA states what Caltrans's policy is for level of service (LOS) standards in Section 1.2.2.1, under the description of the current conditions in the project area. This sections states:

> *"The signalized intersections within the city of Pacifica are operated by Caltrans, however it has traditionally been Caltrans' policy to adhere to locally adopted operational performance standards. The City of Pacifica has adopted a standard of LOS D or better for signalized intersections."*

Therefore, LOS D is acceptable to Caltrans for the project area, consistent with the City of Pacifica adopted standard.

Comment 143A.6:
Reference: Table S-1, Section 2.2 – Growth

Comment 3 -Would the Narrow and Landscaped alternatives enhance the economic development potential of what is referred to as the Quarry Site that is adjacent to the ocean side boundary of the project zone?

Comment 4 - If yes to comment 3, then would not this be a growth inducing project?

Response 143A.6:

Please refer to Master Response #13.

Comment 143A.7:
Reference: Table S-1, Section 2.5 – Utilities and Emergency Services

Comment 5 -Will the landscaped median alternative utilize reclaimed irrigation water from the City of Pacifica wastewater treatment plant through the North Coast Water District and if not, why not?

Response 143A.7:

Section 1.4.1 and Section 1.4.2 of the EIR/EA describes the proposed roadway improvements to SR 1/Calera Parkway, the SR 1/Fassler Avenue/Rockaway Beach Avenue intersection, and the SR 1/Reina Del Mar Avenue intersection that are indicated in yellow on Figure 1.4 and Figure 1.5 in the DEIR/EA. The discussion in Section 1.4.1 of the EIR was based upon information from the Draft Project Report (July 2011). The Draft Project Report included a discussion of the improvements associated with the landscaped median, including irrigation sources. The Draft Project Report noted that irrigation water source options for the project include: 1) a future recycled water line that could be constructed north of the Calera Creek Water Recycling Plant; or 2) existing waterlines along the east side of Highway 1 between Fassler Avenue and Reina Del Mar
Avenue. In order to provide a separate water source and meter for median landscaping, the proposed project irrigation system would not connect to the existing Caltrans irrigation system along State Route1 that extends north from the northern project limit at Westport Drive. A landscape maintenance agreement would be in effect before additional planting areas are placed within project limits, and the majority of these new landscaping areas would be sustained through recycled water irrigation and excess storm water runoff, including biofiltration swales.

Comment 143A.8:
Reference: Table S-1, Section 2.6 – Traffic and Transportation

Comment 6 -If there are alternatives or conditions not yet considered by Caltrans in this DEIR/EA document, then would Caltrans revise this section?

Response 143A.8:

Please refer to Master Response #1. Edits and revisions to the text of the EIR/EA are indicated by brackets in the margins throughout this document.

Comment 143A.9:
Reference: Table S-1, Section 2.9 – Hydrology and Floodplain

Comment 7 -Were effects from Climate Change, particularly intensity of storms and rainfall and sea level rise taken into consideration during the preparation of this DEIR/EA and if yes how and where in the DEIR/EA?

Response 143A.9:

Section 3.3 of the EIR/EA includes a discussion of Climate Change. The EIR/EA includes a discussion of adaption strategies in Section 3.3.2.4. “Adaptation strategies” refer to how Caltrans

and others can plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, storm surges and intensity, and the frequency and intensity of wildfires. These changes may generally affect the transportation infrastructure in various ways, such as damaging roadbeds by longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. Executive Order S-13-08 directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level affecting safety, maintenance and operational improvements of the system and economy of the state. Caltrans is an active participant in the efforts being conducted as part of the Executive Order on Sea Level Rise and is mobilizing to be able to respond to the National Academy of Science report on Sea Level Rise Assessment.

Caltrans continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise. Currently, Caltrans is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise and other climate change impacts, Caltrans has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available, Caltrans will be able review its current design standards to determine what changes, if any, may be warranted in order to protect the transportation system from sea level rise.

However, based on the topography in the area, it is not anticipated that sea level rise would impact this portion of SR 1 within the planned timeframe of the improvements. There are numerous geographic features that act as barriers between SR1 and the ocean within the project area, including cliffs, bluffs and hillsides. The Fassler Avenue/SR 1 intersection is located at 40 feet mean sea level (msl), which is the lowest elevation within the project limits. The Reina Del Mar Avenue/SR 1 intersection is at 80 feet msl and the highest point within the project area is at 100 feet msl. The project proposes to widen an existing highway and will not put a new highway or any structures within harms way from sea level rise.

The Caltrans *Guidance on Incorporating Sea Level Rise* is intended to assist project teams to determine whether and how to incorporate sea level rise measures into the design of Caltrans projects. This guidance includes a three part screening criteria to assess whether a project will be impacted by sea level rise. In accordance with the criteria, the lowest part of the project area that is in an area vulnerable to sea level rise will not be impacted by sea level rise until after 2100.[52] The sea level rise projections included in this document note that the sea level could reach up to approximately 4 ½ feet (55 inches) by the year 2100, which is approximately 35 ½ feet lower than the lowest part of the project area.

Comment 143A.10:
Reference: Table S-1, Section 2.10 - Water Quality and Storm Water Runoff

Comment 8 -Will there be monitoring and sampling of the wetlands abutting the ocean side of the project zone as part of the Storm Water Management Plan throughout the period of the construction project of the project?

Comment 9 -Will there be any monitoring done by Caltrans of the highway runoff into the adjoining wetlands post construction of the project?

[52] Caltrans. 2011. *Guidance on Incorporating Sea Level Rise*. May 16, 2011.

Response 143A.10:

The proposed Build Alternatives have specifically been designed to avoid direct impacts to sensitive habitat areas and coastal wetlands (refer to Section 2.16 through 2.19 in EIR/EA). The project also includes measures to avoid and minimize indirect impacts to these coastal resources. The EIR/EA describes in Section 2.16.4, that the design of the project will include implementation of temporary (construction phase) and permanent (operational phase) Best Management Practices (BMPs) to reduce potential impacts to existing water quality from storm water runoff, as necessitated by the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) permit. A Storm Water Pollution Prevention Plan (SWPPP) will be developed, by the Contractor, for the construction period. This will include standard pollution control procedures and site management, such as dust control and street sweeping. In addition, the project will implement permanent design pollution prevention BMPs, which achieve a water quality benefit by: reducing erosion, stabilizing disturbed soil areas, and maximizing vegetated surfaces. These measures will avoid indirect impacts to wetlands in the vicinity of the project. Sampling and analysis will be required at site discharge locations during project construction, as required by the Statewide Construction General Permit (for project disturbing more than 1.0 acre).

Comment 143A.11:
Reference: Table S-1, Section 2.17 – Wetlands and Other Waters

Comment 10 -What indirect impacts on water quality in wetlands and other waters on-site and off-site are possible during and after construction of the project?

Response 143A.11:

Please refer to the response to comment 143A.10 above.

The EIR/EA describes the short-term construction-related impacts from the proposed project in Section 2.21. This section includes a discussion of the short-term effects during construction on water quality. The discussion states that the water quality of various creeks could be affected by construction activities, including excavation and grading activities, which could affect water quality in the form of sedimentation, erosion, and fuels/lubricants from equipment. Because most of the storm drains discharge into the creeks, the water quality of various creeks could be affected by construction activities. The EIR/EA describes in Section 2.16.4, that the design of the project will include implementation of temporary (construction phase) and permanent (operational phase) Best Management Practices (BMPs) to reduce potential impacts to existing water quality from storm water runoff, as necessitated by the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) permit. A Storm Water Pollution Prevention Plan (SWPPP) will be developed, by the Contractor, for the construction period. This will include standard pollution control procedures and site management, such as dust control and street sweeping. In addition, the project will implement permanent design pollution prevention BMPs, which achieve a water quality benefit by: reducing erosion, stabilizing disturbed soil areas, and maximizing vegetated surfaces. These measures will avoid/minimize the potential to degrade water quality.

The project would not result in any direct impacts to coastal wetlands. The project construction would occur within 100 feet of these wetland areas. However, the project proposes and includes the measures described above to minimize potential impacts during construction. Therefore, based on

the nature of these wetlands, their distance from the existing roadway, and the nature of the project, potential indirect impacts were determined not to be significant under CEQA.

Comment 143A.12:
Reference: 1.2 PURPOSE AND NEED FOR THE PROPOSED PROJECT
1.2.2.1 Current Conditions indicates: "The latest traffic analysis (July 2008) shows that the current morning (AM) peak period congestion along SR 1 occurs between 7:00 am and 9:00 am, primarily in the northbound (NB) direction with traffic queues extending up to 1.15 miles from the Reina Del Mar Avenue intersection south to Crespi Drive. Morning queues also extend east on Fassler Avenue as much as 2,500 feet and east on Reina Del Mar Avenue as much as 1,000 feet for local traffic trying to enter SR 1 from these cross streets. The evening (PM) peak period congestion occurs between 4:00 pm and 6:00 pm, primarily in the southbound (SB) direction with traffic queues extending up to 2.06 miles on SR 1 from the Fassler Avenue/Rockaway Beach Avenue intersection to north of Sharp Park Road. The signalized intersections within the city of Pacifica are operated by Caltrans, however it has traditionally been Caltrans' policy to adhere to locally adopted operational performance standards. The City of Pacifica has adopted a standard of LOS D1 or better for signalized intersections. The existing signalized intersection LOS condition at SR 1/ Reina Del Mar Avenue operates at LOS E during the AM peak hour and LOS F during the PM peak hour, while the existing signalized intersection LOS condition at SR 1/Fassler Avenue/Rockaway Beach Avenue operates at LOS F during both the AM and PM peak hours (see Table 1.1). Therefore these intersections currently operate unacceptably, based on the City of Pacifica's performance standards."

Comment 11 -In a more recent Traffic analysis done for the City of Pacifica, as Lead Agency, for the Oddstad Assisted Living Center Draft Environmental Impact Report, State Clearinghouse No 2010112054, Caltrans in a June 30, 2011, SM001389/Sm-01-41 letter to Ms. Kathryn Farbstein of the City of Pacifica, Planning and Economic Development Department indicates the following: "Please re-evaluate the traffic analysis of State Route (SR) 1/Linda Mar Boulevard, Fassler Avenue, and Reina Del Mar Avenue intersections. As shown and as stated in the Traffic Impact Analysis (TIA), we disagree that the Existing, Background, and Cumulative conditions of the study intersections will operate at acceptable level of service (LOS) B to C during both peak periods. The December 2010, Project Report for SR 1/Calera parkway Project from south of Fassler Avenue to south of Westport Drive compare and address the study intersections included in this project's TIA and concluded that the Existing conditions of these intersections operate at LOS F. We are confident the collected traffic counts used in the Oddstad TIA are low and do not represent typical conditions at these intersections during the day and month.

The San Mateo Transportation Authority in conjunction with the Department and City of Pacifica, have a programmed project to widen SR 1 south of Fassler Avenue and north of Reina Del Mar Avenue from four to six lanes. Purpose of this project is to decrease congestion of this section of the highway and improve the Existing conditions of the above intersections that operate at LOS F. If the intersections operate at an acceptable LOS there is no need for this widening project. Please confirm"

Comment 11 Continued:
I contacted Mr. George White, Director, Department of Planning and Economic Development, City of Pacifica and he indicated their contractor, WRA Environmental Consultants, is in the process of answering the Caltrans DEIR inquiry and will provide the response in the FEIR. The DEIR is posted on the City of Pacifica web-site in the environmental documents tab under the Planning Department. The City of Pacifica DEIR brings into question the need for the Caltrans project and also brings into question the reliability of the City of Pacifica DEIR for the Oddstad Assisted Living Center Project.

How does Caltrans reconcile the difference in the LOS's for then intersections within the Caltrans SR 1/Calera Parkway/Highway 1 Widening Project (from South of Fassler Avenue to North of Reina Del Mar Avenue in the City of Pacifica)in these two DEIRs?

Response 143A.12:

Disagreement regarding details of the analysis does not make an EIR inadequate. While other project traffic data (i.e., Oddstad) do show a decline in traffic volumes in recent years due economic conditions, these conditions are considered temporary and a normal part of the economic cycle.

Economic conditions in the San Francisco Bay Area deteriorated between 2008 and 2011 resulting in fewer jobs and increased unemployment. As a consequence, traffic volumes have not increased in the vicinity of the project site. Therefore, use of traffic counts from 2007 without adjustments was considered appropriate and conservative as traffic volumes in the area have not increased since 2007.

Therefore, Caltrans was within its discretion as the Lead Agency to utilize the 2007 traffic counts to help establish the baseline traffic conditions since economic conditions in the Bay Area have deteriorated since 2008, and use of more recent traffic counts would understate existing traffic volumes and present a false sense of available capacity.

The traffic counts collected for the SR 1 Traffic Operations Analysis Report are considered to represent typical economic conditions. Although volumes did decrease during the recent economic downturn, data collected throughout the Bay Area generally confirms that traffic volumes are increasing again, and recent field observations of the study area conducted in the Fall of 2011 confirm that current conditions are similar to the description of existing conditions described in the EIR.

The proposed Calera Parkway/SR 1 project is intended to improve traffic conditions and reduce congestion on this segment of SR 1. The project has been designed and evaluated according to Caltrans standards of providing improvements over a 20-year life span. Based on the long-term projections for the region, the improved conditions in the project area in recent years do not change the overall need for the project.

Comment 143A.13:
Reference: 1.4.8.8 Signal Interconnect & Signal Timing Improvements without Roadway Widening

The current DEIR/EA section 1.4.8.8 in full text in the following:

"This alternative would install signal interconnect cable between the Fassler Avenue/Rockaway Beach Avenue and the Reina Del Mar Avenue signals to coordinate timing of green phases. A variation of this alternative would also include widening to add a third lane in the northbound direction.

The environmental and property right-of-way impacts for this alternative would be minimal. The estimated construction cost for this alternative for signal interconnect only is approximately $0.3 million.14 Signal interconnect would not, however, provide an appreciable benefit due to the distance between the two signals."

Comment 12 -There wasn't much evaluation given to improved traffic control lighting systems at the

intersections. I understand that the existing type of signal control is by setting the timing of the change of the signal control system, which is not generally considered state of the art with the newer smarter or adaptive systems that the computer age that provided. Given Caltrans involvement in the San Mateo County Smart Corridors Project, couldn't Caltrans consider deploying some Intelligent Transportation System (ITS) elements along Highway 1, inclusive of smarter/more adaptive traffic signal systems? If smarter/more adaptive signal systems could be deployed along a Smarter Highway 1 Corridor, then there might less of a need to encroach into or impact the coastal zone.

Comment 13 -Could you please provide answers to the following questions: How much additional benefit (i.e. reduction of LOS at peak hours) would there be with the interconnect cable option? Are there smarter more adaptive signal systems that could be evaluated for application within the project zone and outside the project zone south of the project zone that could affect the traffic volume within the project zone?

Response 143A.13:

Please refer to Master Response #2.

Comment 143A.14:
Reference: 1.4.8.8 Signal Interconnect & Signal Timing Improvements without Roadway Widening Continued:

Comment 14 -Please provide answers to the following questions: What alternative traffic signal systems (ATSS) that adjust, in real time, signal timings based on the current traffic conditions, demand, and system capacity were evaluated? What about ACS Lite, SCATS, LA ATCS, RHODES, etc.? Are the current signal systems at Fassler and Reina del Mar intersections basic fixed timed signals on a time of day cycle? Even if the cost of some smarter more adaptive signal systems are greater than $0.3 million referred to in text, might it not be more cost effective to consider smarter systems particularly in light of the $45-$52 million being considered for the built options? Could smarter signal systems be considered in conjunction with the narrow divider built option if analysis determines smarter signal systems alone could not bring the LOS to an acceptable level? Are ATSS's something that could be coordinated between Caltrans and the City of Pacifica to give the City some control during peak hours and during emergency conditions? Could better signalization at the intersection help alleviate congestion and if yes how much?

Response 143A.14:

Please refer to Master Response #2 regarding signal timing.

Please refer to Master Response #1.

The Lead Agency is responsible for selecting a range of alternatives for examination in the EIR/EA. Section 1.4 of the EIR/EA summarizes the alternatives that were evaluated during the project development phase and briefly describes the reason these alternatives were not considered further. Alternatives suggested in the above comment, which were not evaluated further in the EIR/EA, were found to either be infeasible or to not meet the basic purpose of the project.

Comment 143A.15:
Comment 15 – General to Alternative Section with Pedestrian Overpasses:

Overpasses at Fassler and Reina del Mar intersection should be considered not only as congestion relief measures on Highway 1 but also for safety reasons. Having pedestrian (ADA approved) could enhance traffic flows due to lessening of time for pedestrians to use cross walks at the project zone intersections. Pedestrian overpasses could also offer safer home to school to home routes for Vallemar School and Terra Nova High School.

Response 143A.15:

Please refer to Master Response #9.

Comment 143A.16:
The high school route on Fassler might be able to utilize SamTrans shuttle services up to and from the high school thus lessen VMT on Highway one and also benefit the area by reducing emissions, including Carbon Dioxide emissions.

Response 143A.16:

Please refer to Master Response #3 and Master Response #8.

Comment 143A.17:
Would it be possible to evaluate an alternative that integrates smart signal systems at intersections along with pedestrian overpasses?

Response 143A.17:

Please refer to Master Response #1 and the response to comment 143A.14 above.

Comment 143A.18:
Reference: Section 2.14.5 Climate Change: The existing 2.14.5 section states the following: "Climate change is analyzed in Chapter 3. Neither U.S. EPA nor FHWA has promulgated explicit guidance or methodology to conduct project-level greenhouse gas analysis. As stated on FHWA's climate change website (http://www.fhwa.dot.gov/hep/climate/index.htm), climate change considerations should be integrated throughout the transportation decision-making process – from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will facilitate decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project level decision making. Climate change considerations can easily be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

Because there have been more requirements set forth in California legislation and executive orders regarding climate change, the issue is addressed in the CEQA chapter of this environmental document and may be used to inform the NEPA decision. The four strategies set forth by FHWA to lessen climate change impacts do correlate with efforts that the state has undertaken and is undertaking to deal with transportation and climate change; the strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and reduction in the growth of vehicle hours travelled."

Comment 16 -In the absence of "explicit guidance or methodology" as to how to conduct project-level greenhouse gas analysis from U.S. EPA or FHWA, what guidance or methodology did you employ?

Response 143A.18:

Section 3.3 of the EIR/EA includes a discussion and analysis of climate change. Modeling of project GHG emissions using CT-EMFAC was completed in July 2011. CT-EMFAC is Caltrans primary tool for analyzing GHG emissions.

The results of the modeling are displayed in Table 3.1 and summarized in Section 3.3.2.1. This section states that: *"The proposed project is expected to result in a decrease in GHG emissions when comparing the existing conditions to the future Build conditions. With either of the project Build Alternatives, the average travel speed through the project limits increased from 8-10 mph to 21-24 mph. This increase in speed would lower the modeled GHG emission rate during the peak hours and result in an approximately 12 percent decrease in GHG emissions (see Table 3.1 below)."*

Comment 143A.19:
Reference: Section 3.3.2.3 CEQA Conclusion currently reads: "As discussed in the project analysis above, the Department does anticipate a decrease in CO2 emissions in the project area as a result of the project. However, it is Caltrans' determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and CEQA significance, it is too speculative to make a determination regarding the significance of the project's direct impact and its contribution on the cumulative scale to climate change. Caltrans is firmly committed however to taking measures to help reduce energy consumption and greenhouse gas emissions both at the program level and at the project level."

Comment 17 -Did Caltrans in the preparation of this DEIR/EA utilize the guidance contained in CEQA Guidelines Section 15064.4. Determining the Significance of Impacts from Greenhouse Gas Emissions?

Response 143A.19:

The CEQA Guidelines allow the lead agency to select the model or methodology it considers most appropriate provided it supports its decisions with substantial evidence . . ." Modeling of project GHG emissions using CT-EMFAC was completed in July 2011. CT-EMFAC is Caltrans primary tool for analyzing GHG emissions. Therefore, modeling of GHG emissions for the proposed project was completed pursuant to the requirements of CEQA Guidelines.

Section 3.3 of the EIR/EA includes a discussion of climate change, pursuant to the requirements of the CEQA Guidelines Section 15064.4(b). Please refer to the responses to comments 143A.9 and 143A.18 above.

Comment 143A.20:
Comment 18 – Is the following accurate and if not please provide information as to what is accurate?:
Background for reference in responding to Comment 11 Inquiry to Caltrans: CEQA Guidelines Section 15064.4 – I believe reads as follows: Determining the Significance of Impacts from Greenhouse Gas Emissions read as follows:

(a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:
(1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or
(2) Rely on a qualitative analysis or performance based standards.
(b) A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:
(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effect of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

Response 143A.20:

Caltrans has used the best available modeling data (CT EMFAC) to analyze greenhouse gas emissions related to the proposed project.

Comment 143A.21:
Comment 19 -Caltrans used the CT-EMFAC model to estimate project GHG emissions for the existing conditions (2011) at 126.26 tons CO2, for the future No-Build (2035) at 124.17 tons and for the Future with either Project Build Alternative (2035) at 109.48 tons CO2, as indicated in Table 3.1 on page 191 – Could Caltrans please respond to the following questions:
(1) Why would the 2035 No-Build CO2 emission result in less tonnage of CO2 being emitted than what is being emitted under the existing 2011 conditions, given the projected increases in congestion projected in the traffic sections of this DEIR/EA?

Response 143A.21:

The project traffic impacts are described in Section 2.6.3 of the EIR/EA. The information in this section summarizes and was based primarily on a technical "Traffic Operations Analysis Report" that was prepared for the project in July 2008 and addenda to that report completed in April 2011. The EIR/EA notes in this section that the widening of SR 1 between just south of Fassler Avenue/Rockaway Beach Avenue and just north of Reina Del Mar Avenue from two to three lanes in each direction would provide increased *throughput* capacity through the two study intersections (emphasis added). The information in this section also states that under the year 2015 conditions and the year 2035 conditions, the proposed Build Alternatives would not directly generate additional traffic trips or change the overall distribution of trips in the site area, and therefore, would not

substantially affect the operations of other highway segments or local streets beyond the immediate project site area. The proposed project would improve operations at the Fassler Avenue/SR 1 and the Reina Del Mar/SR 1 intersections, which would improve operations of these roadways.

Section 3.3.2.1 of the EIR/EA includes the GHG emissions analysis for the proposed project. This section states: *"The proposed project would not substantially alter traffic volumes and either of the Build Alternatives would increase travel speeds and reduce travel time through the project corridor.*[53]*"* Therefore, because the proposed project would not directly generate additional traffic trips or alter traffic volumes, it is expected to result in a decrease in GHG emissions when comparing the existing conditions to the future Build Alternatives conditions. In addition, part of the reduction in GHG emissions, as well as all emissions from traffic, is the fact that the future fleets of vehicles are cleaner burning and more fuel efficient. These lower emissions are reflected in future years as shown in the CT-EMFAC model.

Comment 143A.22:
(2) Should the DEIR/EA include an explanation of the limitations of the CT-EMFAC model?

Response 143A.22:

CEQA requires a lead agency to make a good faith effort to identify impacts and gives the lead agency discretion on the approach to analyze impacts. Caltrans has used the best available modeling data (CT EMFAC) to analyze greenhouse gas emissions related to the proposed project.

There are, however, limitations to the CT EMFAC model. CO2 emissions numbers are only useful for a comparison between alternatives. The numbers are not necessarily an accurate reflection of what the true CO2 emissions will be because CO2 emissions are dependent on other factors that are not part of the model such as the fuel mix EMFAC model emission rates are only for direct engine-out CO2 emissions not full fuel cycle; fuel cycle emission rates can vary dramatically depending on the amount of additives like ethanol and the source of the fuel components, rate of acceleration, and the aerodynamics and efficiency of the vehicles.

All models have limitations, but are used as tools for decision making. Emission factors that represent the vehicle fleet, speeds, and environmental conditions associated with a project are needed to perform project-level air quality modeling. The EMFAC model issued by the California Air Resources Board (ARB) is used for this process in California. CT-EMFAC is based on EMFAC 2007. Caltrans and UC Davis have interpreted the EMFAC 2007 model to provide a simplified user interface for project-level emission analysis, including emission factors and emission burden of criteria pollutants typically analyzed and Mobile Source Air Toxics (based on ARB's speciation factors for Total Organic Gases [TOG]). CT-EMFAC was developed for Caltrans by UC Davis and Sonoma Technology Inc.

CT-EMFAC is designed to model criteria pollutants, Mobile Source Air Toxics (MSATs) and carbon dioxide using the latest version of the California Mobile Source Emission Inventory and Emission Factors model, EMFAC2007.[54] Specifically, this tool calculates emission factors and project-level emissions inventories for the following pollutants:

[53] Fehr & Peers. Final Traffic Operations Report, SR 1/Calera Parkway, July 2008.
[54] UC Davis, 2007. The CT-EMFAC: A COMPUTER MODEL TO ESTIMATE TRANSPORTATION PROJECT EMISSIONS, UC Davis-Caltrans Air Quality Project Report. December 10, 2007.

- Six primary criteria pollutants– Total Organic Gases (TOG), Carbon Monoxide (CO), Oxides of Nitrogen (NOx), Oxides of Sulfur (SOx), Particulate Matter 10 microns or less in diameter (PM_{10}), and Particulate Matter 2.5 microns or less in diameter ($PM_{2.5}$);
- One greenhouse gas – Carbon Dioxide (CO_2); and
- Six MSATs– Diesel PM, Formaldehyde, Acetaldehyde, Benzene, 1,3-Butadiene, and Acrolein.

The types of emission processes modeled in this tool are:

- Running exhaust– pollutants emitted from the vehicle tailpipe while it is traveling; and
- Running losses– evaporative TOG emissions that occur when hot fuel vapors escape from the fuel system or overwhelm the carbon canister while the vehicle is operating.

CT-EMFAC also has the capability to calculate idling emissions, which are tailpipe emissions that occur while the vehicle is operating but not traveling. However, given that EMFAC2007 only provides idling emission factors for heavy-duty trucks, idling emission factors and emissions are currently not reported in CT-EMFAC output. In addition, 2005 emission factors have known problems due to problems with EMFAC2007; users should try to avoid doing analyses with a 2005 analysis year.[55]

Section 3.3.2.1 of the EIR/EA has been updated to include additional information regarding CT-EMFAC.

Comment 143A.23:
(3) Does the CT-EMFAC model have the capability to estimate all the Greenhouse Gas Emissions that can be expected during the construction period (i.e. construction equipment, increased congestion during construction period, emissions from produced and processed materials used in construction, emissions from maintenance operations on the added lanes and project structures to 2035, etc.)?

Response 143A.23:

Please refer to Response 143A.19 above.

Project-level CO_2 emissions from highway operation, but not construction, are estimated using the CT-EMFAC tool.[56] The EIR/EA included a discussion of construction GHG emissions in Section 3.3.2.2. GHG emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, on-site construction equipment, and traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. In addition, with innovations such as increasing pavement durability, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events. The proposed project would comply with any State, federal, and/or local rules and regulations developed to regulate emissions from all

[55] Ibid.
[56] Caltrans Division of Environmental Analysis, Air Quality, Air Quality and Analysis Coordination webpage. Last Accessed February 15, 2012. Available at: http://www.dot.ca.gov/hq/env/air/index.htm

construction-related activities. The project also includes measures that will reduce GHG emissions during construction, including the following:

- A transportation management plan (TMP) will be prepared and implemented. Among other benefits, the TMP will reduce traffic congestion during construction.
- Unnecessary idling of internal combustion engines will be strictly prohibited.

Comment 143A.24:
(4) Has Caltrans identified a threshold of significance applicable to the proposed project? If yes, then what is that threshold?

Response 143A.24:

Please refer to the responses to comments 143A.2 and 143A.18 through 143A.23 above. The determination of whether a project may have a significant effect on the environment or not, is up to the judgment of the Caltrans Project Development Team (PDT) based on, to the extent possible, the results of field surveys and technical studies. Because Caltrans has statewide jurisdiction and the setting for projects varies so extensively across the state, Caltrans has not, and has no intention to develop thresholds of significance for CEQA. The determination of significance under CEQA is left to the internal PDT, based on the expertise of environmental staff and other specialists.

Comment 143A.25:
(5) What other models were considered by Caltrans besides the CT-EMFAC model?

Response 143A.25:

For the purposes of evaluating GHG emissions, CT-EMFAC was the only model used, as this is Caltrans primary tool for analyzing GHG emissions.

Comment 143A.26:
(6) Could Caltrans provide, as appendix to the FEIR, the current description of U.C. Davis developed CTEMFAC model methodology and limitations of use for GHG emission for transportation projects?

Response 143A.26:

Please refer to the response to comment 143A.22 above.

Comment 143A.27:
Reference –Section 3.3.2.2 Construction Emissions reads as follows: "GHG emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events. The project includes measures that will reduce GHG emissions during construction, including the following

- A transportation management plan (TMP) will be prepared and implemented. Among other benefits, the TMP will reduce traffic congestion during construction
- Unnecessary idling of internal combustion engines will be strictly prohibited."

Comment 20 –In regard to Section 3.3.2.2 Construction Emissions please respond to the following:

(1) In that the DEIR/EA does not provide a quantification of GHG emissions for the construction phase of the built alternative projects, was this because the model that Caltrans used (CT-EMF) didn't have the capability to estimate these emissions?

Response 143A.27:

Please refer to the responses to comments 143A.23 and 143A.26 above.

Comment 143A.28:
(2) Did Caltrans consider other models that might have the capability to quantify constructions GHGs, such as a Road Construction Emissions Model that has been referred to by the Sacramento Metropolitan Air Quality Management District?

Response 143A.28:

Please refer to the responses to comments 143A.23 and 143A.25 above.

Comment 143A.29:
Comment 20 –In regard to Section 3.3.2.2 Construction Emissions please respond to the following - Continued:

(3) Did Caltrans consider a manual estimation of construction GHG emissions given limitations of CTEMF model?
(4) Can Caltrans provide a quantification of the construction GHG emissions expected during the construction period? If yes, please provide that quantification.

Response 143A.29:

Please refer to the response to comment 143A.27 above.

Comment 143A.30:
(5) What is the period (# of months or years) of construction expected for the built alternatives and when is the earliest start date expected for the project?

Response 143A.30:

Section 1.4.4 of the EIR/EA describes the proposed project cost and schedule. In regards to project construction this section states, *"If approved and funded fully, construction of the project is estimated to commence in spring of 2014. The duration of construction would be approximately two years. The proposed improvements would be constructed in phases. The proposed construction staging area is located along the west side of SR 1, approximately 600 feet south of Reina Del Mar Avenue, within the state right-of-way. Construction equipment used on this project would include scrapers, bulldozers, backhoe loaders, cement trucks, cranes, and asphalt/paving/concrete equipment."*

The information in Section 1.4.4 summarizes and was based upon the Draft Project Report (July 2011). The Draft Project Report described a three-stage construction plan proposed for the project, which included:

- Stage 1: Remove the existing concrete barrier along State Route1 and pave to provide for temporary vehicle access lanes. Shift both NB and SB State Route1 traffic to the east and construct west side improvements.
- Stage 2: Shift both NB and SB State Route1 traffic to the west side improvements constructed in Stage 1. Construct east side improvements.
- Stage 3: Maintain SB State Route1 traffic shifted to the west, but shift NB traffic to the east side improvements constructed in Stage 2. Construct remaining improvements in the median area of State Route1.

More detailed construction staging plans will be developed during final design, subsequent to the completion of the EIR/EA, once design details are known, to ensure that all project components are constructible without creating undue impacts to traffic or public safety. However, the primary major stages are identified above. Additional detail regarding the primary construction phases have been added to the text of the EIR/EA.

Comment 143A.31:
(6) What will the anticipated LOS be during the construction phase of the project at the intersections, on Highway 1 and on the connecting roads impacted by the project?
(7) What will the expected traffic congestion be in terms of minutes delay as a consequence of the construction activities and what will be the expected delay reductions be because of the TMP?

Response 143A.31:

Construction impacts of the project are discussed in Section *2.21 Construction Impacts* of the EIR/EA. The EIR/EA discusses the effects to traffic and transportation during project construction, including street closures in Section 2.21.1.1, based upon information from the Draft Project Report (DPR, July 2011). A Transportation Management Plan Data Sheet was developed for the Draft Project Report which identifies major components of a future Transportation Management Plan (TMP). The TMP Data Sheet development process identifies the potential impacts to traffic and the traveling public such as long-term lane closures, major detours, etc. The Transportation Management Plan will be finalized during the final design phase and will provide additional detail and updated information to the TMP Data Sheet. The Draft Project Report noted (on pages 53 to 54) that the project will be constructed in multiple stages in order to minimize delays and congestion caused by construction. During each construction stage, two through lanes along each direction of State Route1, left turn lanes at the Fassler and Reina Del Mar intersections, and pedestrian and bicycle access would all be maintained. The project roadway construction can be accomplished by shifting and narrowing existing travel lanes/shoulders and using temporary concrete barriers to protect the work zone. The Draft Project Report also noted (on page 52) that impacts to the traveling public will be minimized by performing the majority of the work behind temporary concrete barriers (i.e., K-rails), scheduling temporary lane closures during non-peak commute periods, and closely coordinating with the city of Pacifica.

The existing lane configuration on SR 1will generally be maintained through the project area during construction in order to reduce traffic congestion due to lane changes or closures. During construction there is some natural slowdown of traffic as it passes through the construction zone due

to narrower lane and shoulder widths and this will have a nominal impact on overall travel time through the project area during construction. At times there may be more sever temporary traffic congestion due to unanticipated construction events but these would be short-term and generally resolved within the same day.

The Draft Project Report describes (on page 53) that public information outreach, portable changeable message signs, and a Construction Zone Enhanced Enforcement Program (COZEEP) will be used as required to manage traffic during certain construction activities. In addition, the design and construction of the project will be coordinated with the Caltrans Traffic Manager (DTM) and Caltrans Transportation Management Plan (TMP) Coordinator, consistent with Caltrans policy and procedures. The Draft Project Report also notes that per Caltrans requirements, a TMP will be prepared for the project for use during construction. The Draft Project Report lists measures to be incorporated into the TMP, included but not limited to the following:

- Provide public information campaign and outreach programs.
- Provide orderly construction sequences as a requirement in the contract plans. If the Contractor proposes changes, insure that these changes do not worsen the traffic flow or greatly impact traffic movements.
- Provide advance warning and guide signs.
- Maintain minimum turning-lane storage capacity during construction.
- Provide continuous vehicle access to cross streets, driveways and businesses, and provide for pedestrian and bicycle access.
- Provide a Construction Zone Enhanced Enforcement Program (COZEEP).
- Provide traffic and contractor contingency plans.

As mentioned above, the TMP will be finalized as part of the proposed project, prior to construction. The TMP will be developed, in cooperation with the city of Pacifica, to provide advance notice to motorists, transportation and emergency service providers, and other impacted groups regarding information on construction activities and durations, detours, and access issues during each stage of construction. The TMP will address all traffic-related aspects of construction, including traffic handling during each stage of construction, and will involve noticing of construction-related information to residents and businesses in the area.

Comment 143A.32:
(8) How much GHG emissions and other air emissions of concern do you expect to be reduced by prohibiting unnecessary idling?

Response 143A.32:

Please refer to the response to comment 143A.18 above.

Comment 143A.33:
Reference - 1.4.8.10 School Bus Service to Vallemar Elementary School on Reina Del Mar

Comment 21 -Did Caltrans, SMCTA or the City of Pacifica during the preparation of this DEIR/EA approach the Pacifica School District and/or the Vallemar Traffic Committee about how the school starting times could be changed or staggered to lessen the impact from the nearly 400 students that are transported to and from the school daily (according to a 2/3/10 Memorandum from the Office of the Superintendent, Pacifica School District)? If accommodations could be made with the Pacifica School District and the Vallemar Elementary School that result in less vehicles coming to and from the school does Caltrans believe this would lessen the congestion on Highway 1?

Response 143A.33:

Please refer to Master Response #6.

How much of the LOS at the Reina Del Mar intersection with Highway 1 does Caltrans believe is caused by vehicles coming to and from the Vallemar Elementary School?

Response 143A.34:

Please refer to Master Response #3, #6, and #14.

Comment 143A.35:
General Comment:

Comment 22 – I noticed there isn't discussion about the traffic impact associated with vehicles coming and going from the Terra Nova High School that utilize Fassler and Highway 1. Did Caltrans, SMCTA or the City of Pacifica during the preparation of this DEIR/EA do any analysis of the impact generated by the traffic associated with operations at Terra Nova High School? Does Caltrans believe there are ways to lessen the congestion on Highway 1 if fewer vehicles were to travel to and from Terra Nova High School – if yes - what ways do you envision are possible and LOS at the Fassler intersection with Highway 1 does Caltrans believe is caused by vehicles coming to and from Terra Nova High School?

Response 143A.35:

The volumes included counts and observations as well as future projections. Please refer to Master Responses #3 and #6.

Comment 143A.36:
Reference - 2.15.4 Avoidance, Minimization, and/or Mitigation Measures
The current section indicates: "Although the project would not result in a substantial increase in traffic-related noise, projected noise levels would, however, approach or exceed FHWA's noise abatement criteria at four locations. Two of these locations will approach or exceed FHWA's noise abatement criteria under existing conditions. As a result, the feasibility and reasonableness allowances of noise abatement sound walls were considered, as shown in Table 2.15. The possible locations of these sound walls are also shown on Figure 2.4." … "Based on the studies completed to date, the Department does not intend to incorporate noise abatement in the form of (a) barrier(s) [or berm(s)] along the project alignment. It is recommended that sound wall #1 not be constructed since the estimated construction costs would exceed the total reasonable allowance for every sound wall height configuration, and because this sound wall would benefit only one receiver. Assuming utility relocation costs for sound wall #2 would be approximately $200,000, it is recommended that sound wall #2 not be constructed since the total estimated construction costs would exceed the total reasonable allowance for every sound wall height configuration.22"… "If during final design conditions have substantially changed, noise abatement may be necessary. The final decision of the noise abatement will be made upon completion of the project design and the public involvement processes."

Comment 23 – Please provide a description of the sound attenuation walls it envisioned during its cost estimation referred to in section 2.15.4 above and answer the following: Given the location for

sound attenuation it seems likely the public would be concerned, can Caltrans describe the type and potential impacts of what it currently envisions as possible sound attenuation measures, so the public can have a clearer idea of what Caltrans may be considering?

Response 143A.36:

Soundwalls were evaluated in Section 2.15 of the EIR/EA in conformance with FHWA regulations, however, soundwalls are not proposed. Please refer to Master Response #5 regarding soundwalls.

Comment 143A.37:
Reference – Summary S-1 indicates:

"The California Department of Transportation ("Department" or "Caltrans"), in conjunction with the San Mateo County Transportation Authority (SMCTA) and the City of Pacifica, proposes to widen Highway 1/SR 1/Calera Parkway (hereinafter referred to as "SR 1") in the city of Pacifica from four lanes to six lanes through the project limits."

Comment 24 - The Public Meeting Notice for 22 September 2011 essentially says the same, but uses the word "cooperation" instead of "conjunction". I have also heard the word "sponsorship" used. Caltrans is the Lead Agency for this project, how has the San Mateo County Transportation Authority (SMCTA) and the City of Pacifica worked in "conjunction", "cooperated" with Caltrans, and/or "sponsored" the Calera Parkway project for which the DEIR/EA is prepared?

Response 143A.37:

This comment questions what the agencies roles in the project are. The project would be funded from the San Mateo County Transportation Authority (SMCTA) Measure A and State Transportation Improvement Program (STIP) funds, along with potential federal funding if it becomes available. In 1988, the voters of San Mateo County approved a 20-year half-cent sales tax measure known as Measure A. The approval of Measure A also created the SMCTA to manage and administer the sales tax revenue generated. Measure A funds have been allocated to projects throughout the County, including transit, local streets, para-transit programs and highway improvements. In 2004, San Mateo County voters reauthorized Measure A for an additional 25 years (2009-2033). In order to continue the local sales tax, a new Transportation Expenditure Plan (Plan) was developed by the SMCTA. The Plan reflects the input from the public, elected officials and technical committees. The Metropolitan Transportation Commission, all the cities within the County, and the San Mateo County Board of Supervisors each have approved the Plan. The City of Pacifica approved this Plan on December 8, 2008. The Plan authorizes the SMCTA to issue bonds not to exceed the total amount of the sales tax proceeds.

The proposed project was included in the 1999 PSR, which was prepared by the City of Pacifica and approved by Caltrans.

The proposed project will be funded through Measure A funds, of which the SMCTA administers the sales tax revenue generated. Because the SMCTA will oversee the funding of the project and the City will have discretionary approvals for portions of the project, they are considered responsible agencies under CEQA. Because the project is part of the Measure A program, it is technically being prepared and sponsored by SMCTA and the City.

Since the project is on the state highway system, which is owned and operated by Caltrans, Caltrans is the Lead Agency under CEQA and NEPA.

Chapter 4 of the EIR/EA summarizes the results of Caltrans' and SMCTA's early and continuing coordination with the general public and appropriate public agencies, which is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures and related environmental requirements. In regards to the project team, the EIR/EA notes, *"The project development team for the proposed project includes staff from the SMCTA, as well as staff from the City of Pacifica and the Department. The City is a partner on the project and will be issuing a local Coastal Development Permit and encroachment permits to the Department/SMCTA for all work that extends onto City streets. Regular meetings of the project development team have been held to coordinate project design issues and the environmental analysis."* Therefore, because the City of Pacifica will be issuing permits, and as such, have discretionary approval power over the project, they are considered a responsible agency under CEQA.

Comment 143A.38:
General:
Comment 25 -Is there funding current available to be obligated for this project and if there isn't such funding what is Caltrans best opinion as to when the Calera Parkway Project could be awarded and construction started?

Response 143A.38:

Please refer to Master Response #11.

Comment 143A.39:
Comment 26 -How long is the estimated construction period be from start of construction to completion of construction?

Response 143A.39:

Please refer to the response to comment 143A.30 above.

Comment 143A.40:
General:

Comment 27 -Will the marshalling/storage area for construction materials and equipment be within the project zone indicated in the DEIR/EA and if not where outside the project zone will materials, equipment, and support facilities be located in the City of Pacifica?

Response 143A.40:

Please refer to the response to comment 143A.30 above.

Comment 143A.41:
Reference -2.1.2.2 Consistency with State, Regional, and Local Plans and Programs
Comment 28 -How did Caltrans take into consideration the updating of the City of Pacifica General Plan and Local Coastal Plan that is currently underway, along with other plans and programs that are being updated and/or amended?

Response 143A.41:

Please refer to the responses to comments 143A.24 and 143A.37 above. The City of Pacifica is part of the project development team (PDT) for this project. As described in the response to comment 143A.24 above, the EIR/EA is a combined CEQA and NEPA document prepared according to the Caltrans format for combined environmental documents. Per this format, the EIR/EA included a discussion of the proposed project's consistency with State, regional, and local plans and programs, including the City of Pacifica Local Coastal Plan (LCP) and the Coastal Zone in Section 2.1.2.3 (page 47). This section was included in the EIR/EA because the project's consistency with these plans is required to be to be considered and discussed, pursuant to the Caltrans requirments.

Section 2.1.2.3 of the EIR/EA, therefore, includes the proposed project's consistency information. Land use changes and policy updates as part of the proposed City of Pacific General Plan update are not anticipated to substantially impact the existing SR 1 corridor or the proposed improvements.

Comment 143A.42:
Comment 29 -Did the City of Pacifica when working in conjunction with Caltrans review the DEIR/EA and indicate to Caltrans that the City Council concurred in the consistency determinations?

Response 143A.42:

Please refer to the responses to comments 143A.37 and 143A.41 above. The proposed project will be funded through Measure A funds, of which SMCTA administers the sales tax revenue generated. The SMCTA will oversee the funding of the project and the City will have discretionary approvals for portions of the project. Because the project is part of the Measure A program, it is technically being prepared and sponsored by SMCTA and the City. The City of Pacifica is part of the project development team (PDT) for this project.

Comment 143A.43:
Comment 30 -When was the City of Pacifica provided with the DEIR/EA for review and input to the preparation of the DEIR/EA? When did the City of Pacifica last review (date) the DEIR/EA prior to its release to the public for comment?

Response 143A.43:

Please refer to the responses to comments 143A.37, 143A.41, and 143A.42 above. City staff has been part of the project development team (PDT) for this project and reviewed the EIR/EA prior to public circulation.

Comment 143A.44:
Comment 31 -Who at the City of Pacifica was the principal contact person that Caltrans worked this project in conjunction with?

Response 143A.44:

Please refer to the responses to comments 143A.37 and 143A.41 above. This project has been in the works since 1990 with several City staff being involved. Currently, the Director of Public Works is the contact person representing the City of Pacifica.

Comment 143A.45:
Comment 32 -If the City of Pacifica was a co-sponsor of the Calera Parkway Project what did it contribute to the project?

Response 143A.45:

Please refer to the response to comment 143A.37 above.

Comment 143A.46:
Comment 33 – Would Caltrans be amendable to an extension of the public comment period from the 7 October to a date in the later part of November to allow for more public meetings in and by the City of Pacifica, Lead Agency, and other responsible involves in the Calera Parkway Project for which his DEIR/EA was prepared ?

Response 143A.46:

Please refer to the response to comment 143A.1 above.

RESPONSES TO COMMENT #143B:
Raymond Raymos (dated 08/29/11)

Comment 143B.1:
You are identified as a contact for the subject Draft EIR/EA in the document currently out for public review and comment until 7 October 2011. Would it be possible for the input and output data files and model report from the CT-EMFAC model projecting GHG emissions referred to on page 191 of the document to be provided to the public? If yes, could it be transmitted electronically to me or posted at an identified web-site for public viewing. This would help in my review of Chapter 3 of the subject document. I appreciate whatever you can do in this regard.

Response 143B.1:

The information requested by the commenter was provided on August 30, 2011.

RESPONSES TO COMMENT #144A:
Jim Wagner (dated 10/10/11 and 09/27/11)

Comment 144A.1:
We are retired professional firefighters who have served in Pacifica collectively for over 100 years. We support the Rt. 1 traffic bottle neck solution being considered.

It is imperative that Rt. 1 be widened with improved east-west turning lanes for very sound reasons. safety, in our opinion, is the number one reason this improvement needs to be facilitated as soon as possible. Our firefighters are dedicated, hard working professionals. We understand the consequences that delays in help can cause. The condition on Rt. 1 at this choke point is intolerable.

Everyone has seen the commute traffic congestion. Couple this traffic density with poor road shoulders and you have a problem with emergency vehicles getting through. A break down, accident or flat tire only makes matters worse. We have heard the arguments that "it's only a 15 minute delay". 15 MINUTES! 15 minutes can be the difference between life and death for someone suffering from an accident or heart attack.

For most of the coast, the nearest hospital is north of Pacifica which requires ambulance runs north on Rt. 1. If a fire emergency breaks out during commute times, fire engines are en-route as well. If a large fire is in the north end of Pacifica, equipment has to be sent north to assist or repositioned to the south to provide standby coverage. Firefighters and EMT personnel absolutely cannot afford to be delayed during emergency service calls.

In any event, we believe it irresponsible to wait any longer to implement a Rt. 1]Widening to solve traffic congestion we have seen increase for over 20 years. Rt. 1 is a regional highway and thousands of Pacificans use it as their only way out of town. For emergency personnel, Rt. 1 is our lifeline to protect Pacifica. We do not want to tell any Pacifica resident we were late to a fire or medical emergency because we were stuck in traffic.

Response 144A.1:

Thank you for your comment. Please refer to Master Response #12.

RESPONSES TO COMMENT

The following comments consisted of a form letter is support of the project, which was signed and submitted by each of the following people. In order to avoid duplication, these comments are responded to collectively here.

COMMENT LETTER NO.	COMMENTER	DATE
144B	Jim Wagner	10/13/11
146	Judith Kell	no date
147	Deborah Runne	10/14/11
150	Reena Cimellae	10/11/11
151	Taryn Smith	no date
152	Victoria Gangi	no date
154	Richard Clark	10-11-11
155	1412 Crespi Drive	no date
156	Marilyn St. Germain-Hall	no date
157	Frank Vella	no date
158	O'Neill	no date
159	Pete	no date
160	Serzan Gerhell-Wallace	no date
161	Neil Sofia	no date
162	Mike Ervin	no date
163	Mary T. Brown	09/01/11 & 10/04/11
166	Wanda Kirvin	09/28/11
167	Scott Findlay	09/29/11
168	David Weigert	09/27/11
169	Cheryl Yoes	09/28/11
170	Bill Meyerhoff	no date
171	Melissa Wagner	no date
172	Michelle Moore	08/29/11
173	Kristine Foster	08/24/11
174	Julian Boyle	08/25/11

COMMENT LETTER NO.	COMMENTER	DATE
175	William Moore	no date
176	Cal Hintor	no date
180	Tara Atkins	10/12/11

Comment:
I am writing to strongly encourage you to complete the Calera Parkway Widening Project.

This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions.

We also know businesses have been impacted by the traffic bottleneck. When traffic slows that much, no one wants to stay and shop. They just want to keep moving until they are in a place where they will not risk getting stuck in more traffic. There have been many businesses that have suffered and in some cases closed because it was too challenging for customers to stop and shop there. Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Response:

Thank you for your comment. Please refer to Master Response #12.

RESPONSES TO COMMENT #145:
Lisa McIntyre (dated 10/17/11)

Comment 145.1:
I am writing this letter in support of Pacifica Calera Highway 1 widening.

I live and work in Pacifica. There are many safety risks while this highway remains in its current state. Emergency vehicles are frequently slowed, sometimes stuck, because they cannot get around the traffic on both sides of this road. The cars have nowhere to go. Emergency response is obviously affected. What if we were to have a natural disaster requiring evacuation? Traffic bottleneck would keep people from getting out.

Response 145.1:

Thank you for your comment. Please refer to Master Response #12.

RESPONSES TO COMMENT #148:
Spencer Yoes (dated 10/14/11)

Comment 148.1:
PLEASE WIDEN THE CALERA PARKWAY I

For years, this project has been necessary. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions. In addition, what if we were to have a natural disaster requiring evacuation? It would be very difficult to get out!

The people affected should have more “say so" about this issue!

My family's business has been negatively affected because people do not want to stop and shop. They want to keep moving until they are out from the heavy traffic area

Pacifica deserves better. If we can widen that road, it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Response 148.1:

Thank you for your comment. Please refer to Master Response #12.

RESPONSES TO COMMENT #149:
Pete Yoes (dated 10/14/11)

Comment 149.1:
PLEASE WIDEN THE CALERA PARKWAY!

For years, this project has been necessary. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions. In addition, what if we were to have a natural disaster requiring evacuation? It would be very difficult to get out!

The people affected should have more "'say so" about this issue!

My business has been adversely affected because people do not want to stop in the area and shop. They want to keep moving until they are free from the bottleneck.

Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Response 149.1:

Thank you for your comment. Please refer to Master Response #12.

RESPONSES TO COMMENT #153:
Sue Vaterlaus (no date)

Comment 153.1:
I am writing to strongly encourage you to complete the Calera Parkway Widening Project.

This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions. I have been stuck behind a burning car while no emergency vehicles could get through.

We also know businesses have been impacted by the traffic bottleneck. When traffic slows that much, no one wants to stay and shop. They just want to keep moving until they are in a place where they will not risk getting stuck in more traffic. There have been many businesses that have suffered and in some cases closed because it was too challenging for customers to stop and shop there.

Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Response 153.1:

Thank you for your comment. Please refer to Master Response #12.

RESPONSES TO COMMENT #164:
William Moore (dated 09/29/11)

Comment 164.1:
I am writing to strongly encourage you to complete the Calera Parkway Widening Project.

This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions.

This situation can only get worse with the opening of the tunnel.

Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Response 164.1:

Thank you for your comment. Please refer to Master Response #12.

RESPONSES TO COMMENT #165:
Flo Derby (dated 09/28/11)

Comment 165.1:
I am writing to strongly urge you to move forward with the Calera Parkway Widening Project in Pacifica.

The project has been needed for years and has been studied by the City for at least 15 years, if not longer. Our Emergency Response professionals are often held up frequently in traffic because they can't get around the traffic on both sides of this road. Cars have nowhere to move so that fire trucks, police vehicles and ambulances can pass. There are documented instances where patients have been at further risk due to the delays, police officers have a longer response time during peak traffic hours, and we know that fires quickly bum out of control. Delays are not acceptable.

Business owners have suffered due to traffic delays and some along that particular stretch of road have closed because access to their business has been too challenging.

I believe the quality of life in Pacifica will be greatly enhanced by improvement of this roadway. I am one of those who love the pristine small community atmosphere that Pacifica offers, but I am also willing to concede that the traffic situation is just too dangerous at this point. It would be wise to get ahead of the opening of tunnel, which will surely add more cars to this road during the most difficult peak commute hours.

Please consider proceeding with this project as soon as possible, not only for Pacifica, but for regional traffic improvement as well.

Response 165.1:

Thank you for your comment. Please refer to Master Response #12.

RESPONSES TO COMMENT #177:
Ted Garber (dated 10/25/11)

Comment 177.1:
I am writing in strong opposition to the proposed highway widening project.

I live on Rockaway Beach Avenue and I am concerned about the negative effects upon my and other local residents' travel for the unspecified length of time required for the project.

I also am concerned that less disruptive cures have not been studied and tried (light timing. etc). and no studies have been done to identify causes of traffic.

Response 177.1:

Please refer to Master Response #1 and Master Response #2.

Comment 177.2:
Travel is much easier during periods of no school. How can school traffic be specifically addressed?

Response 177.2:

Please refer to Master Response #14.

Comment 177.3:
I also do not see how the afternoon rush hour traffic can be helped. There will always be a two lane highway at the city's southern boundary that will cause backups. Your plans, at best, would move the bottleneck slightly.

Again, I am strongly opposed to either of the two proposed plans for Highway I widening in Pacifica.

Response 177.3:

Please refer to Master Response #10.

RESPONSES TO COMMENT #178:
Virginia Wick (dated 10/07/11)

Comment 178.1:
I am opposed to the widening of Highway 1 in Pacifica. I live up the hill on Fassler Ave and would be greatly affected, both pro and con. It is such a massive change for such a short distance that I think the costs significantly outweigh the benefits.

Response 178.1:

Please refer to Master Response #11.

RESPONSES TO COMMENT #179:
Edward & Susan Lujan (dated 10/07/11)

Comment 179.1:
We would like to express our concern and dismay with the Highway I widening plan for Vallemar to Rockaway Beach in Pacifica. We don't understand how this expansive widening will help with commute traffic. Going from a 4 lane freeway to a 6 lane highway for 1.3 miles and returning to 4 lanes will not improve traffic conditions. There will still be traffic lights. It will spread out the traffic for 1.3 miles and create a bottleneck as they merge back into 4 lanes. We have lived in Vallemar for 37 years and are very concerned with the future of this area.

Response 179.1:

Please refer to Master Response #10.

4.3 Public Hearing Comments

As discussed in Section 4.1, a public meeting/hearing on the Project and the Draft EIR/EA was held on September 22, 2011. Thirty-six (36) members of the public provided oral and written testimony at the public hearing. A transcript of the public hearing is contained in Appendix F. The comments expressed by speakers at the public hearing, as summarized from the transcript and comment cards, are provided below.

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RESPONSES TO PUBLIC HEARING COMMENT #1:
Julie Thomas

Comment 1.A:
I find this an appalling and frivolous waste of taxpayer money. Where -- you're talking about creating -- it looks like a snake that ate a giant animal, and it's going to be small at one end, huge in the middle and small at the other end. It sounds like the Golder (phonetic) plan, which was a plan to build a six-lane freeway all the way down the coast and build Daly City-style housing all the way through.

Response 1.A:

Your opposition to the project is acknowledged.

Comment 1.B:
California is closing schools. We're closing hospitals. We're closing food programs. We're closing homeless programs. We're closing absolutely everything that people need, but we have the money to spend 50-plus million dollars on this project.

And the other and the other thing is, I have never known Caltrans to come in on budget. Every single project that I have ever heard of has become far above the cost that was told to the public before it was built.

And taxpayers need a break in this state. We do not need this project, which is so small and so ridiculous and such a frivolous waste of taxpayer money. Yes, people need jobs. But let's put them to work building something that people need. Build another -- build another school. Build programs. Build things that people need. Do not build this ridiculous, frivolous highway that nobody needs and that won't provide anything for the people of California.
Thank you.

Response 1.B:

Please refer to Master Response #11.

RESPONSES TO PUBLIC HEARING COMMENT #2:
Jennifer Ball

Comment 2.A:
Okay. I moved here six years ago. My husband said, what do you think about moving to the Bay Area?

And I did a lot of research. You should look at what Pacifica is on the internet, and you will find that this is a town that fights Caltrans for more than 40 years. This town didn't want the tunnel. That tunnel is behind project, it's behind schedule, by a year and a half is my understanding. And you might not blame that on Caltrans, but you hired the people that are doing the tunnel. You fought 380. We fought 380 because you wanted to put it into Vallemar.

My understanding is the same amount of people lived here when this place was incorporated 50 years ago. So why is there so much traffic? It's not us. It's people coming from the south or the north. So we are doing this for other towns. That seems unacceptable to me.

And I support the woman who said we need to support the schools. We do not need to build more in global warming. It's insane. I moved here because Pacifica cares about land like it cares about its children. And it will fight. It will fight to stop you from doing this insane project.

Response 2.A:

Your opposition to the project is acknowledged.

RESPONSES TO PUBLIC HEARING COMMENT #3:
Jim Wagner

Comment 3.A:
Well, number one, I appreciate the passion of the last speaker. It's tough to follow something like that, but I'll attempt to.

I sit on the board of directors for the Chamber of Commerce of Pacifica, and I've been a local businessman for 22 years here. I have also commuted that stretch of highway with children, go to work and back home, so I understand the frustrations involved in trying to navigate that.
But one of the things -- and the primary thing that I'm concerned about is the safety of this town. And, in light of that, I have to read this very quickly.

"We are retired professional firefighters who have served in Pacifica collectively for over 100 years. We support the Route 1 traffic bottleneck solution being considered.
"It is imperative that Route 1 be widened with improved east-west turning lanes for very sound reasons. Safety, in our opinion, is the number one reason this improvement needs to be facilitated as soon as possible. Our firefighters are dedicated, hard-working professionals. We understand the consequences that delays in help can cause. The condition on Route 1 at this choke point is intolerable.

"Everyone has seen the commute traffic congestion. Couple this traffic density with poor road shoulders and you have a problem with emergency vehicles getting through. A breakdown, accident or flat tire only makes matters worse. We have heard the arguments that it's only a fifteen-minute

delay. Fifteen minutes. Fifteen minutes can be the difference between life and death for someone suffering from an accident or heart attack.

"For most of the coast, the nearest hospital is north of Pacifica, which requires ambulance runs north on Route 1. If a fire emergency breaks out during commute times, fire engines are en route as well. If there's a large fire in the north end of Pacifica, equipment has to be sent north to assist or repositioned to the south to provide standby coverage. Firefighters and EMT personnel absolutely cannot afford to be delayed during emergency service calls.
"In any event, we believe it is irresponsible to wait any longer to implement a Route 1 widening to solve traffic congestion we have seen increase over the last 20 years.
"Route 1 is a regional highway, and thousands of Pacificans use it as their only way out of town.
"For emergency personnel, Route 1 is our lifeline to protect Pacifica. We do not want to tell any Pacifica resident we were late to a fire or medical emergency because we were stuck in traffic.
"Signed, Jim Bonner, battalion chief, Pacifica Fire Department, retired, 38 years of service. Bob Trapp, battalion chief, Pacifica Fire Department, 11 retired, 33 years of service." And Steve Engler.

Response 3.A:

Please refer to Master Response #12.

RESPONSES TO PUBLIC HEARING COMMENT #4:
Susan Vellone

Comment 4.A:
Good evening. My name is Susan Vellone. I'm the past president of the Pacifica Chamber of Commerce. I just want to give a little bit of a business perspective on my side.

As a business owner in Pacifica for 32 years, I've been flustered by the terrible traffic jams in mornings and late afternoons. Clients have been frustrated, knowing that they will not be able to make their appointments on time and have to reschedule for a later date. This is a direct financial impact on me and my staff and many other service industry businesses that work on time schedules. No client, no money, no tax revenue for the City. That's what happens. When somebody doesn't show up, that's like me walking up to you; you open up your wallet, and I pullout the hundred dollar bill. It does hurt. There is a financial impact. We cannot afford to fall behind with this lost revenue. My additional concern, as a wife of a first responder, is the reduced city financial support for the fire and police department within our city. This has caused staff reduction, fewer fire engines, police units, and lengthened response time. Reducing traffic congestion during peak hours will improve the flow of traffic and save lives.

On the environmental issues, City Council is keen on eliminating the carbon footprint within our community. There were concerns when Walgreens moved into our city. Questions were asked, if delivery trucks could turn off their engines and not idle. This would keep carbon monoxide from flowing into our clean ocean air. Traffic in the morning and evening, leaving and returning in our community, add up to approximately three hours of cars idling in this segment of this highway.

Response 4.A:

Please refer to Master Response #12.

Comment 4.B:
And, additionally, I have one question to this might be deferred to the legal department. We know that if impacted properties will be moved, that they will get fair market value. Will they also lose future revenue? Will they get a settlement on loss of future revenue?

Response 4.B:

Please refer to Master Response #7.

RESPONSES TO PUBLIC HEARING COMMENT #5:
Eileen Corey

Comment 5.A:
First off, I'd like to say thank you to the strong women that spoke in the beginning, because they were right. I live in Vallemar with my father, who is a beautiful elder that I look after. And they've lived there -- my parents lived there for over 40 years.
This is a very bad idea. We already live with congestion. And all the people that are saying they're going to save time, I suggest this: Set your clock 20 minutes early. Okay? It's not that hard. It doesn't take a genius.

The other thing that is blowing my mind about this whole thing is they're talking about 2035. Come on. Are we going to even be here in 2035, the way things are going? The last developer that ran through this town wanted to remove part of a mountain in Rockaway and put a fancy hotel. Hello, tsunami.

So what I'm saying to everyone: Quit looking to the future to be saved. The only thing -- the only people that are going to save you is yourselves.
And we need to start really honoring what we have. Pacifica is known for the beauty of nature. You want to be saved financially?

Response 5.A:

Your opposition to the project is acknowledged.

Comment 5.B:
You know, start advertising in the City, start making nicer places for them to come to see. Make nice bike paths.

Response 5.B:

As described in Section 1.4.1.1 of the EIR/EA, the project will include reconstruction and upgrades to the existing bicycle and pedestrian pathways along the project corridor. The existing Class I bicycle/pedestrian path adjacent to SR 1, north of Reina Del Mar Avenue will be upgraded by widening the path from eight feet to 10 feet, by increasing the separation between the edge of path and edge of traveled way from nine feet to 16 feet, and by installing a fence to provide a physical separation between the bicycle path and the highway. The existing sidewalk and paved path that currently extends from Reina Del Mar Avenue south to the Harvey Way frontage road on the east side of the highway would be replaced with a new sidewalk. A new sidewalk would be constructed along the east side of Harvey Way to complete the pedestrian connection between Fassler Avenue

and Reina Del Mar Avenue. The sidewalk would be upgraded by placing it further from the new edge of traveled way of the SR 1 northbound lanes.

Comment 5.C:
And the other thing I want to address, too, is the fact that all these meetings are costing taxpayers. I'm really curious who is paying for this stuff. Who is paying for this? Sorry. I love employing people, I really do, but not for frivolous things. This is not going to solve anything.

Response 5.C:

Please refer to Master Response #11. Funding for the project design and EIR/EA process is provided by public funds administered by the SMCTA.

Comment 5.D:
Also, nobody has addressed the fact that there is a school full of children three blocks away.
This is a freeway. I don't care how anybody wants to say it. It will have direct impact on the air these kids have to breathe.
As well as the people that live in Vallemar. We already suffer a lot from traffic congestion. I deal with it. I am directly impacted. We live six blocks away from the highway. So, if I can deal with it, everyone else needs to buckle up and say, Tough patootie. This is life. Deal with it. Life is hard. You got to get used to it.

And the environment is important, because you know what? We're the environment. Without it, we're screwed.

And I'm really tired of all of this being saved by development. Get a life, people. We don't need development. We need to be taking out our lawns, riding more bicycles, getting healthy. And instead of all these parents that car their kids to school, make them walk. I walked two miles to school a day. Okay? I'm healthy and I'm 57.
Bring it on.

Response 5.D:

Air emissions are evaluated in Section 2.14, which was based on a technical Air Quality study (refer to Appendix G.1). Chapter 3 of the EIR/EA includes a description of the impacts of the proposed project and the CEQA significance. The discussion in Section 3.2.1.14 states: "*The proposed project is in conformance with the Clean Air Act and the State Implementation Plan. Construction of the proposed project would not cause or contribute to violations of carbon monoxide (CO) standards. Construction of the proposed project would not substantially increase MSAT emissions within the project limits. Regional MSAT emissions would not change due to the project. Refer to Section 2.14 Air Quality, of this document.*"

Comment 5.E:
This is a bad idea. It will end up just causing more of a bottleneck.

Response 5.E:

Please refer to Master Response #10.

Comment 5.F:
It will cause "freeway" noise and more congestion for people that live in Vallemar.

Response 5.F:

Noise impacts are evaluated in Section 2.15, which was based upon a technical noise study (refer to Appendix G.11). Chapter 3 of the EIR/EA includes a description of the impacts of the proposed project and the CEQA significance. The discussion in Section 3.2.1.15 states:

> *"The Caltrans Traffic Noise Analysis Protocol (TNAP) states that a traffic noise impact may be considered significant under CEQA if the project is predicted to result in a substantial increase in traffic noise. A substantial noise increase is defined as an increase of 12 dBA Leq(h) above existing conditions. The results of the traffic noise modeling indicate that the project will typically result in increases of zero (0) to two (2) dBA Leq(h) throughout the study area. The highest increases would be two (2) dBA Leq(h), which would not be a perceptible increase. Therefore, traffic noise impacts of the proposed project are considered less than significant under CEQA. Refer to Section 2.15, Noise, of this document."*

The project traffic impacts are described in Section 2.6.3 of the EIR/EA. This section of the EIR/EA summarizes and was based primarily on a technical Traffic Operations Analysis Report that was prepared for the project in July 2008 and Addenda to that report completed in April 2011, which are included in the EIR/EA in Appendix G.13, pursuant to CEQA Guidelines Section 15147. Based on the information in the Traffic Operations Analysis Report, EIR/EA notes in this section that the widening of SR 1 between just south of Fassler Avenue/Rockaway Beach Avenue and just north of Reina Del Mar Avenue from two to three lanes in each direction would provide increased *throughput* capacity through the two study intersections (emphasis added). The project need is to alleviate a localized bottleneck only within the project reach, which is projected to deteriorate over the design life of the project. Because the project would not change the number or configuration of lanes on SR 1 to the north or south of the project area, the project Build Alternatives are not anticipated to change regional trip distribution or volumes on SR 1 segments north and south of the project area. The information in this section also states that under the year 2015 conditions and the year 2035 conditions the proposed Build Alternatives would not directly generate additional traffic trips or change the overall distribution of trips in the site area, and therefore, would not substantially affect the operations of other highway segments beyond the immediate project site area and would not substantially affect the operations of local streets in the area. The proposed project would improve operations at the Fassler Avenue/SR 1 and the Reina Del Mar/SR 1 intersections, which would improve operations of Fassler Avenue and Reina Del Mar Avenue. The project would change the demand served within the project area[57], but not the demand amount. In other words, the project would serve more amounts of traffic, but the total amount of traffic would not change as a result of the project.

[57] Demand served is the percentage of total travel demand that is able to make it through a particular facility. For example, if 2,000 vehicles per hour arrive at an intersection with a capacity to serve only 1,500 vehicles per hour, the intersection is able to "serve" 75 percent of the demand.

RESPONSES TO PUBLIC HEARING COMMENT #6:
Bill Collins

Comment 6.A:
I'm sorry that the sponsors of this meeting spent the first 40 minutes, once again, trying to sell this project on us. I've been to all three meetings, and you always try to sell this and we have to sit and listen to this. I thought we were here I mean, I read the EIR. I don't need somebody to tell me about the project again.

But you're not listening to us. At the first meeting, almost seven months ago, my neighbors took the time to offer alternatives. I was proud of you. You had a lot of good alternatives, and I thought, wow, there's a lot of good thinking in this room.

And tonight you saw them on the board. You didn't see carpooling, by the way, but you saw the others listed and dismissed -- it was a whole ten seconds -- with no analysis, no cost/benefit studies at all. And that's an insult to my neighbors that took the time to suggest those ideas.

Response 6.A:

Please refer to Master Response #1 and Master Response #8.

Comment 6.B:
So -- you know, for example, the flex-a-lane. The EIR says, Well, we don't want to pay somebody to move the cones during the day, so we're not going to do that. So hire somebody. Hire somebody.

Response 6.B:

This comment expresses an opinion regarding a reversible lane and suggests that the proposed project should be replaced with a lesser alternative which does not add any travel lanes, but only provides moveable cones or barrier/reversible lane. The EIR/EA summarizes the Moveable Cones or Barrier/Reversible Lane alternative that was considered and studied during the development of the proposed project. This alternative would involve installing a moveable concrete barrier to provide three lanes in the peak direction and one lane in the off-peak direction. Variations of this alternative include using moveable cones instead of a barrier and widening SR 1 to five lanes with movable cones or a barrier (providing a 3/2 lane split).

The five-lane with movable barrier variation would likely provide adequate traffic capacity and meet the purpose of the project. However, this alternative would likely still result in impacts to sensitive species habitat (California red-legged frog and San Francisco garter snake) west of SR 1. This alternative would result in some additional hydrology and water quality impacts due to an increase in impervious area and would have potential increased noise from moving a moveable barrier. This alternative could have similar right-of-way impacts as the proposed Build Alternatives, since it may require acquisition of property/right-of-way from the properties along SR 1.

This alternative was primarily rejected because it would be very difficult to implement at the signalized intersections, and may result in a safety concern due to the complexity of signage and/or striping required. There would also be traffic impacts in the off-peak direction if a fifth lane is not added.

This alternative would require a steady revenue stream to pay for the ongoing operations and maintenance costs. The moveable barrier would need to be shifted at least twice per day, and perhaps up to four times per day. This operation is relatively labor-intensive and requires specialized equipment that would have to be purchased and maintained. A qualified, ongoing labor force would have to be funded and maintained to operate the equipment and conduct the lane changes. Because this design would require both an initial capital investment for the roadway widening and specialized equipment and ongoing operational cost, the long-term cost of this alternative would be much higher than the proposed Build Alternatives. For these reasons, this alternative was not considered for further study in the EIR/EA.

Comment 6.C:
So that's the way our suggestions are dismissed. And I think it's an affront to the public.
I think you're not listening to us. So you can have 20 meetings and you can tell the board how many public meetings you had, but you're really not listening to us.
I want to see the studies of those alternatives you dismissed. And if you don't have them, you need to do them. If you have them, I'd like to see them.
Thank you.

Response 6.C:

Please refer to Master Response #1.

RESPONSES TO PUBLIC HEARING COMMENT #7:
Chris Porter

Comment 7.A:
Hi. I'm Chris Porter. I am the president of the Chamber of Commerce this year, and I'm also the general manager of one of the largest companies in this city, Recology of the Coast, that has 19 diesel trucks on the road every day. Okay.
I'm constantly -- I have a letter to the editor that was in the paper yesterday. I'm going to read that.
"I am constantly amazed by the letters and blogs from the people against the widening of Highway 1. A very vocal minority of people always say no. The gang of no makes a lot of noise." And I've heard that already tonight.
I live less than five miles from my office. I live in mid Linda Mar, and I travel to Park – to Sharp Park. It takes me 30 minutes to get less than five miles. That's ridiculous. And anyone who says I should leave earlier to go to work -- I'm at work from 7:00 to 7:00 every day. So I have a job.
"The Pacifica Chamber of Commerce supports this Highway 1 widening. Let's for once be ahead of the traffic problem that the tunnel will exacerbate during commute time. About half of all Pacifica commuters are stuck in this traffic jam every day. Add to this the bottleneck of all the commuters from Moss Beach down to Half Moon Bay.
"The Route 1 traffic solution is merely designed to expand turning so the north-south commute works better. This solution also features deacceleration lanes and acceleration lanes so those making turns get out of the main traffic stream.
"Every other town in this state works to make its residents' commutes easier. Do readers of this letter prefer to sit in traffic, waste gas, hurt air quality, miss appointments, get your children to school late, or have Pacifica proactively solve a problem that has been building for over the past 20 years?"
The garbage trucks, I believe, in traffic, do more to hurt the environment than moving along.

Response 7.A:

Thank you for your comment. Please refer to Master Response #12.

RESPONSES TO PUBLIC HEARING COMMENT #8:
Mitch Reid

Comment 8.A:
Hi, I'm Mitch Reid. I live about a block away from here. Let me start off by saying that I am for a solution. I am for adding emergency lanes. I think we need a little more extra lanes for that aspect.

Response 8.A:

Please refer to Master Response #4.

Comment 8.B:
But I am against the two limited alternatives that we're being forced to accept. I believe that there are other alternatives out there.

Response 8.B:

Please refer to Master Response #1.

Comment 8.C:
I have some concerns about what is listed in the document already. And right now what I'm very concerned about are the two sound walls, one in front of the Shell station and one where the Indian cafe is. Now, they're not shown in the document except for Page 131, which just shows a slight visualization of it.

Now, this has a visual impact. They have great slides and images of other stuff, but they don't show us what the two biggest visual impacts will show in this town. What will this city look like if we have wider highways and two giant sound walls down at Rockaway Beach? We need to know what those sound walls will look like.

Now, clearly, it says in the document these are potential and possible. There is nothing in the document that says that these sound walls won't be built. They can be built after we make comments on this document. We have not been properly shown this.

Response 8.C:

Soundwalls were evaluated in Section 2.15 of the EIR/EA in conformance with FHWA regulations, however, soundwalls are not proposed. Please refer to Master Response #5 regarding soundwalls.

The EIR/EA included a discussion and visual simulations of the features associated with the proposed project in Section 2.7 Visual/Aesthetics. However, the soundwalls were not included in the description or visual simulations because the project does not propose noise reduction measures in the form of soundwalls along the project alignment. The text of the EIR/EA has been updated to clarify that soundwalls are not proposed.

Comment 8.D:
Now, the other aspect is, I'm for a solution. I would like to see the light at Vallemar eliminated. I proposed, in the scope meeting, undergrounding – not an overpass, undergrounding the road at Vallemar so bikes, pedestrians and strollers can get under the highway. And also, by eliminating it, there's less cars idling.

Response 8.D:

Please refer to Master Response #9.

Comment 8.E:
And I believe that we have to look at the cost of this and not just outright reject this on cost. Because let's look at the cost of the tunnel. It's about 300 million. Now, what I'm talking about is about a 300-foot-long underground thing underneath the highway. I don't think it would be that expensive. I would like to see that explored first. I think it would help the environment and the city.
Thank you.

Response 8.E:

Please refer to Master Response #9 and #11.

RESPONSES TO PUBLIC HEARING COMMENT #9:
Pete Pereira

Comment 9.A:
Yeah. Pete Pereira.
My thinking is that they have gone far enough with this, really. They should really fix the highway from where the freeway ends to Vallemar Boulevard. Get the traffic through here.

Response 9.A:

The purpose of the EIR/EA is to evaluate the impacts of the proposed project to the existing environment within the project area. The proposed improvements/plans for SR 1 beyond the project area are outside the scope of the EIR/EA analysis.

Other possible future improvements to other portions of SR 1 are unknown at this time, and any analysis of potential impacts resulting from highway improvements elsewhere would be purely speculative. As described in Section 1.2.3 of the EIR/EA, the project has independent utility, which means that the proposed improvements have logical starting and ending points, and that the proposed improvements can be implemented within the project limits, and completion of other projects would not be required in order to realize the operational benefits of the proposed improvements.

Comment 9.B:
And then as far as putting a they're talking about putting a median barrier in the middle, with planting. Don't do that. Because you know what happens when you do that? They got to stop and they got to work on this, and they got people working there. And all through the day and night and stuff, you always got traffic congestion. Because that -- besides, it's expensive to keep up that thing.

Response 9.B:

This comment expresses an opinion that under the Landscaped Median Alternative, more maintenance will be required and the maintenance will interfere with traffic. Section 1.4.1 and Section 1.4.2 of the EIR/EA describes the proposed roadway improvements to SR 1/Calera Parkway, the SR 1/Fassler Avenue/Rockaway Beach Avenue intersection, and the SR 1/Reina Del Mar Avenue intersection that are indicated in yellow on Figure 1.4 and Figure 1.5 in the EIR/EA. The discussion in Section 1.4.1 and 1.4.2 of the EIR was based upon information from the Draft Project Report (July 2011). The Draft Project Report included a discussion of the improvements associated with the landscaped median, including the proposed planting scheme. The Draft Project Report noted that the general planting scheme for this median would ideally provide a visual oasis of vegetation to help break up the northbound and southbound paved sections of SR 1, but still provide views toward the Pacific Coast for travelers on the east (northbound) side of SR 1. As such, the planting scheme should include more naturalistic planting with scattered tree groupings and low ground cover to preserve the views while enhancing the visual character of the surroundings. Median maintenance access areas are proposed as part of the landscaped median alternative to minimize traffic disruptions during routine landscape maintenance. A landscape maintenance agreement would be in effect before additional planting areas are placed within project limits.

Comment 9.C:
Put a rubber cement barrier and let the traffic go through here and – my thinking is that the main thing is get the traffic through and get it fixed for the next 30 years. And the way you do that is fix it from where the freeway ends to where Vallemar Boulevard is, and you'll get the traffic through there. Thank you.

Response 9.C:

Please refer to the response to comment 9.A above.

RESPONSES TO PUBLIC HEARING COMMENT #10:
Bill Meyerhoff

Comment 10.A:
Hi. Bill Meyerhoff, board of directors, Chamber of Commerce. Also, repair facility owner.
I'm a product of the Terra Nova High School, local school system. Had a wonderful auto shop teacher that taught me a lot of life lessons. One of the most important things he taught me was safety first. And my focus on this project is safety. You know, we have wonderful police and fire services in Pacifica, with dedicated, committed employees. It just doesn't do us much good if they can't get to those in need. You know, this project is funded now. I'd hate to see us lose this funding and end up with nothing. As I understand, in -- a half-cent sales tax was implemented in 1998 to pay for transportation. I understand that Pacifica also voted in 2004 to extend that half-cent sales tax, with a 75 percent "yes" vote. Thus, the funding. I think that we need to move forward rather than ignore the serious traffic problem we have. We need this project now. We need it for our safety. We need it for our citizens' sanity.
Thank you.

Response 10.A:

Please refer to Master Response #12.

RESPONSES TO PUBLIC HEARING COMMENT #11:
Mike Hicks

Comment 11.A:
Yes, my name is Mike Hicks. And I've been commuting down to Silicon Valley for the last 18 years from here. I've gone from 7:00 o'clock in the morning to 8:00 o'clock in the morning to 9:00 o'clock in the morning. I notice that, basically, when the school is in is when the traffic backs up. Otherwise, when school is out, it's not a problem.

Response 11.A:

Please refer to Master Response #14. Traffic analysis completed for the EIR/EA was prepared according to Caltrans methodology and the requirements of CEQA and NEPA (refer to the Traffic Operations Analysis Report in Appendix G.13 of the EIR/EA).

Comment 11.B:
Hey, I'm all for widening the highway. I think everyone can say that can be a good thing to do, but this is total overkill. Now, I commute down to Silicon Valley, past 18 years, and I go down De Anza-Mathilda Boulevard, which is the main Sunnyvale boulevard from 280 to 101. I do that every day. It's four miles. It's 14 stoplights. There is Homestead Highway. There is tens of thousands of people that use that commuting that go to Google, Yahoo and Apple.

I can get through there, 13 to 14 minutes. Today I timed it, and I left at 5:00. It took me 13 minutes. I can't understand why there is two damn stoplights up there, and it takes me more than that just to get through Sunnyvale -- or Pacifica. And the reason why is because the Sunnyvale Department of Transportation have got that coordinated where all the lights will turn green, where you can constantly flow through. Why in the heck can't we get those two stoplights coordinated so you can flow through like De Anza-Mathilda Boulevard?

Response 11.B:

Please refer to Master Response #2.

Comment 11.C:
Now, there's another question. They have Highway 85. They spent over $50 million in 1995 putting in another lane there. But all that did was just stack up the cars, vertically to horizontally. And anyone who goes down to Silicon Valley knows you can go faster from 280 to 101 using the surface, Mathilda-De Anza.
You want to talk about emergencies, Jim or whoever you are? Don't use 85 to get a cop or an ambulance through there. Take it through De Anza-Mathilda. You'll go through there just like -- just like a breeze.
So, to me, I think it's overkill, for $50 million, to put this freeway in here.

Response 11.C:

Please refer to Master Response #11.

RESPONSES TO PUBLIC HEARING COMMENT #12:
Mike Ferreira

Comment 12.A:
Good evening, folks. My name is Mike Ferreira. I live in Moss Beach, but I'm here tonight in the capacity of conservation chair for the Loma Prieta chapter of the Sierra Club.
I spoke at the March meeting, and I expressed that the Sierra Club has -- is skeptical about widening a project such as this. And I would have to say, now that I see this, I think we've gone well beyond skepticism.

We will comment in writing by October 7th as to our objections to some of the aspects. But, for tonight, I think I really need to bring forward our disappointment in some of the process issues. The very fact that there have not been any public meetings, City of Pacifica, whereby the citizens can speak to their council or planning commissioners to give voice regarding this project. I've asked people in this town to tell me when there was a council meeting where they could do that, and the only thing that comes close to that is 1999. I find that utterly frustrating.

Because our club has paid attention to Pacifica because it has good environmental citizens. We participate in the endorsement process. We endorse candidates, after interviewing. Have them fill out questionnaires. And we've already asked about this.
And I am immensely disappointed, the club is immensely disappointed, that October 7th is right around the corner and we have not heard officially from the City of Pacifica what its position is. Pacifica has permit authority, under the Coastal Act, for the portion of this project that is in their local coastal program. Your city should be engaged, publicly and with you, on this project.
That's my primary comment for tonight. We will comment further by October 7th.
Thank you.

Response 12.A:

A properly noticed public meeting/hearing was held on September 22, 2011.

RESPONSES TO PUBLIC HEARING COMMENT #13:
Tod Schlesinger

Comment 13.A:
Yeah, Tod Schlesinger, Linda Mar.
So a few facts and some questions. Because the emotion is nice, but that isn't going to get the job done. So let's deal with some facts. Is it true or not true that the money that was allocated for improvements to Highway 1 was originated in 1988? That's my understanding. So you do the math. You got 22 -- this is 23 years later. This is no different than the quarry, the old wastewater treatment plant. Nothing gets done.
So let's look at some alternatives, to mitigate. Because, remember, the tunnel is going to be done before we're going to be done, to get -- if we're done in 2015. It's my understanding is that if this project goes, it will go in 2015.

But here is my questions. Are we going to close the Fairway crossing? It's dangerous. It doesn't serve any purpose. Are we going to agree that at some point we may utilize the two bus turnouts, one in front of Eureka Square and one in front of Sharp Park, going north and south, that could be

ingress and egress? Are we going to fix the Manor overcrossing? Are we going to have the onramp at Milagra?

Response 13.A:

Please refer to Master Response #1 and #11. The purpose of the EIR/EA is to evaluate the impacts of the proposed project to the existing environment within the project area. The proposed improvements/plans for SR 1 beyond the project area are outside the scope of the EIR/EA analysis.

Other possible future improvements to other portions of SR 1 or Fassler Avenue are unknown at this time, and any analysis of potential impacts resulting from highway improvements elsewhere would be purely speculative. As described in Section 1.2.3 of the DEIR/EA (pages 7-8), the project has independent utility, which means that the proposed improvements have logical starting and ending points, and that the proposed improvements can be implemented within the project limits, and completion of other projects would not be required in order to realize the operational benefits of the proposed improvements.

Comment 13.B:

And are we going to coordinate with the school district to get rid of the ridiculous entitlement? Ron Paul just said "endless entitlement." You can't have it, people. You cannot have endless entitlement. You can't have people in Manor and Fairway bringing their kids down to Linda Mar and vice versa. It's ridiculous. It's an entitlement that has to go. It's contributing to the traffic, and there's no benefit.

Response 13.B:

Please refer to Master Response #6.

Comment 13.C:
So the questions I'm asking are: Is there a backup plan to mitigate some of the traffic in the event we don't get this? Are we going to close the Fairway crossing? There's no need for it.

Response 13.C:

Please refer to the response to comment 13.A above.

Comment 13.D:
Are we going to coordinate the signals?

Response 13.D:

Please refer to Master Response #2.

Comment 13.E:
Are we going to work with the schools?

Response 13.E:

Please refer to Master Response #6.

Comment 13.F:
Are we going to do the Milagra onramp?

Response 13.F:

Please refer to the response to comment 13.A above.

Comment 13.G:
Are we going to do the rest of the things that we could have and should have done? And then we wouldn't have had this huge impact.
You know, it's the old FRAM filter story, people. You pay $5 for the FRAM filter; you're fine. You don't; it costs you $5,000 to fix your car.
So who do we have to blame for this fiasco? Only ourselves.
Thank you.

Response 13.G:

Please refer to Master Response #1.

RESPONSES TO PUBLIC HEARING COMMENT #14:
Laurie Goldberg

Comment 14.A:
Wow. Tod, you really made sense tonight. That was really good. I like that.
I do not like this project. I do not want to see it happen. I think it is a waste of money, like a lot of people said.
I don't like all these suit people. I'm not sure where all these suit people live. I doubt it's in Pacifica. And all this money for these people to be here and cookies and water, whatever.

Response 14.A:

Please refer to Master Response #11.

Comment 14.B:
I live in Vallemar. I -- it's amazing. I don't know where some of these people who are talking come from. Because when school is out during the summer, there is no traffic problem in the morning. And there's little traffic, probably, in the evening. A lot of it has to do with the schools.

Response 14.B:

Please refer to Master Response #14.

Comment 14.C:
The timing of the lights is awful. It's terrible. Why are we not talking about that?

Response 14.C:

Please refer to Master Response #2.

Comment 14.D:
We're wasting money on this being shoved down our throat. I don't know why Caltrans wants to do this. I'm sure the Chamber of Commerce has their own personal feeling about this. They probably want development so we can have more people in Pacifica.
Susan Vellone talked about businesses. Well, she's way in the back -- I think the Park -- in back of the Park Pacifica area. So if she had a business in Rockaway Beach, close by, where they had to move it, I'm sure she would not be supporting this. I'm sure she wouldn't be happy about it.

Response 14.D:

Please refer to Master Response #11.

Comment 14.E:
I really -- and I agree with the gentleman talking about we haven't talked about carpooling. In 2030, how do we even know what kind of cars we're going to be driving? What kind of transportation are we going to be doing? We don't even know. We might be having cars that float in the air. I mean, how do we -- in 2030, we do not know what our transportation is going to be like.

Response 14.E:

Please refer to Master Response #8.

Comment 14.F:
So I think it's ridiculous to say that this is going to be the be-end, end-all for Pacifica. And I -- I really hope that -- like someone said, the City needs to get more involved, the City Council and -- like Tod was talking about, we have the lights, the schools.
Tod, I was proud of you. You really made sense tonight.

Response 14.F:

Thank you for your comment.

Comment 14.G:
There's just a lot of issues that -- just a lot of issues that are not being talked about. They're trying to round this freeway through, and I don't want to see retaining walls or sound walls put up. How disgusting. So that's all I have to say.

Response 14.G:

Soundwalls were evaluated in Section 2.15 of the EIR/EA in conformance with FHWA regulations, however, soundwalls are not proposed. Please refer to Master Response #5 regarding soundwalls.

The EIR/EA included a discussion and visual simulations of the features associated with the proposed project in Section 2.7 Visual/Aesthetics. However, the soundwalls were not included in the description or visual simulations because the project does not propose noise reduction measures in the form of soundwalls along the project alignment. The text of the EIR/EA has been updated to clarify that soundwalls are not proposed.

The locations of the proposed retaining walls were graphically represented on Figure 1.4 and Figure 1.5 in the EIR/EA. The EIR/EA included a discussion and visual simulations of the features

associated with the proposed project in Section 2.7 Visual/Aesthetics. The proposed retaining walls were also included on the visual simulations in the EIR/EA. The proposed retaining wall along the west side of SR 1, south of Fassler Avenue was shown on Key View #2 (Photo 13). The proposed retaining wall on the east side of SR 1 along Harvey Way was shown on Key View #4 (Photo 16) and Key View #4 (Photo 17). The proposed retaining wall along the west side of SR 1, north of San Marlo Way was shown on Key View #4 (Photo 16), Key View #4 (Photo 17), Key View #5 (Photo 18), and Key View #5 (Photo 20). The proposed retaining wall along the embankment northwest of the Reina Del Mar Avenue intersection was shown on Key View #7 (Photo 23).

Chapter 3 of the EIR/EA includes the CEQA evaluation and discussion of the significance of impacts of the proposed project. Section 3.2.1 describes the less-than-significant environmental effects of the proposed project. Section 3.2.1.7 describes the significance determination for visual/aesthetics. This section states,

> *"While the project would have some visual impacts, they would not result in a significant impact under CEQA because: 1) they would not constitute a substantial adverse effect on a scenic vista; 2) they would not substantially damage scenic resources, including, but not limited to trees, rock outcroppings and historic buildings within a state scenic highway; 3) the loss of the vegetation would not substantially degrade the existing visual character or quality of the area; and 4) the project would not introduce a new source of substantial light or glare into the area."*

Therefore, the EIR/EA discloses that the proposed project will have a less-than-significant effect under CEQA and NEPA on the visual/aesthetics within the project area.

RESPONSES TO PUBLIC HEARING COMMENT #15:
Sabrina Brennan

Comment 15.A:
Hi. I'm Sabrina Brennan, and I live in Moss Beach. And I'm new to learning about this project, although I understand it's been dragging on for many years for you Pacificans.
So I have some questions tonight.
And I also want to mention that I am here as a representative of the Coastside Bicycle coalition. And I'm going to hold up our new banner. We're going to be at the Half Moon Bay International Marathon tomorrow and also on Saturday. You are invited to join the bicycle coalition. You can find us on Facebook.
And I'd like to start by addressing the woman who works for Recology. And I believe she mentioned she's the president of the Chamber currently. I have a suggestion for her. I understand she has a hard time getting to work in the morning, and I suggest that she ride a bicycle.
Right now in Pacifica there is a need for improved bicycle trails. And it doesn't look like this plan really addresses those issues, and I'm concerned about that.
I asked one of the presenters, before the meeting started, if there are any plans for a striped bike line in this megafreeway project. And I learned that actually there is no plans whatsoever for a bike lane. find that a little bit hard to believe, but apparently that's the case.
So that's an area where I think there could be improvement. And I think that that can happen with or without this project. Hopefully without.

Response 15.A:

As described in Section 1.4.1.1 of the EIR/EA, the project will include reconstruction and upgrades to the existing bicycle and pedestrian pathways along the project corridor. The existing Class I bicycle/pedestrian path adjacent to SR 1, north of Reina Del Mar Avenue will be upgraded by widening the path from eight feet to 10 feet, by increasing the separation between the edge of path and edge of traveled way from nine feet to 16 feet, and by installing a fence to provide a physical separation between the bicycle path and the highway. The existing sidewalk and paved path that currently extends from Reina Del Mar Avenue south to the Harvey Way frontage road on the east side of the highway would be replaced with a new sidewalk. A new sidewalk would be constructed along the east side of Harvey Way to complete the pedestrian connection between Fassler Avenue and Reina Del Mar Avenue. The sidewalk would be upgraded by placing it further from the new edge of traveled way of the SR 1 northbound lanes.

Comment 15.B:
So I'm going to start with my questions. So I'm curious about the origin of this project. I don't expect anybody to answer these questions right now. I'm just going to ask them. So I'm wondering where the City Council stands on the project.

Response 15.B:

Please refer to Master Response #11. This comment questions where the City Council stands on the project. The City of Pacifica is a responsible agency under CEQA for this project, and subsequent to any decision by Caltrans as the lead agency, the City will make its own decisions about the project. The Calera Parkway Project was specifically identified in the list of projects for Measure A when it went to the voters of San Mateo County in 1988. The Pacifica City Council will make the decision on the project after the release of the Final EIR. It is anticipated that additional public hearings by the Planning Commission and/or City Council will occur at that time. Specifically, the City will need to address the project's consistency with the Local Coastal Program (LCP), and will need to consider the use of City land for the project. This opinion is noted. No further response is required as the comment does not raise any environmental issues or questions about the adequacy of the EIR/EA.

Comment 15.C:
Next question: Have the planners considered a trail project as an alternative to highway widening? It seems to me that a trail project would help alleviate some of the traffic congestion, and it should be looked at as an alternative to the project.

Response 15.C:

Please refer to Master Response #1.

Comment 15.D:
I noticed in some of the documents in the EIR -- in the draft EIR that a roundabout was included -- or two roundabouts were included and some options.

Response 15.D:

The EIR/EA summarizes the Roundabout alternative that was considered and studied during the development of the proposed project. This alternative would install roundabouts in place of signals at either one or both intersections. Roundabouts with two and three lanes were analyzed for this

alternative (refer to Figure 1.12 in the EIR/EA). Additional right-turn bypass lanes would be needed. This alternative could ease the stop-and-go traffic associated with a traffic signal. The EIR/EA determined that the two-lane roundabouts at either or both intersections would not provide enough capacity to improve traffic congestion through the project area. Three-lane roundabouts with supplemental right-turn bypass lanes would provide sufficient capacity to meet future traffic projections but would be substantially more complicated to navigate for vehicles, pedestrians, and bicyclists.

This alternative was primarily rejected because of the significant additional cost and right-of-way impacts that would be necessary at the two intersections to accommodate the three-lane roundabouts, as well as the highly complicated traffic flow and potential bicycle and pedestrian safety problems that would be created by such large roundabouts. The two-lane roundabouts would have less significant impacts but would not provide a substantial traffic benefit and could even cause traffic congestion to worsen.

This alternative would result in impacts to sensitive species habitat (California red-legged frog and San Francisco garter snake) and cultural resource sites west of SR 1, as well as jurisdictional wetlands west and east of SR 1 and sensitive cultural resource sites west of SR 1. This alternative could result in greater aesthetic impacts due to the potential footprint area necessary to accommodate the large roundabouts at Fassler Avenue and Reina Del Mar Avenue. This alternative would result in greater hydrology and water quality impacts due to an increased amount of impervious area over the Build Alternatives.

Comment 15.E:
Frontage road was an option.

Response 15.E:

The EIR/EA summarizes the Frontage Road on West Side of SR 1 alternative that was considered and studied during the development of the proposed project. One version of this alternative would construct a two-way frontage road through the Quarry property on the west side of SR 1, from Dondee Way to Reina Del Mar Avenue. The frontage road would create an alternate connection to SR 1 between the Rockaway Beach area and the Vallemar neighborhoods.

This alternative would result in greater environmental impacts than the proposed Build Alternatives to sensitive species habitat (California red-legged frog and San Francisco garter snake) west of SR 1, and to wetlands west of SR 1. This alternative could also affect sensitive cultural resource sites west of SR 1. This alternative design would result in aesthetics impacts due to the installation of a new roadway in a currently undeveloped area and would result in similar hydrology and water quality impacts due to an increase in impervious areas. This alternative could also result in impacts from exposure to possibly contaminated soils during construction and temporary increases in noise levels at San Marlo Way due to construction. This alternative would result in right-of-way impacts because it requires acquisition of property/right-of-way from the Quarry Site between San Marlo Way and Reina Del Mar Avenue.

The estimated construction cost of this alternative is approximately $8 million. This alternative would provide only minimal traffic benefit and was primarily rejected because of the extensive environmental impacts to sensitive species habitat.

Frontage roads were also considered as part of a grade-separation alternative; however, these roads would have additional right-of-way (property) impacts, as well as impacts to sensitive resources.

Comment 15.F:
Various other things that were not even talked about tonight. Maybe those were talked about at previous meetings. But I would be interested in learning more about that.

Response 15.F:

Please refer to Master Response #1.

Comment 15.G:
Why isn't the bike lane included? That's the question.

Response 15.G:

Please refer to the response to comment 15.A above.

Comment 15.H:
What about ride-sharing as an alternative? Where are the plans for ride-sharing?

Response 15.H:

Please refer to Master Response #8.

Comment 15.I:
And what about the plans for providing safe crossings for bicycles and pediatricians? I understand right now there is no plan for an overcrossing or an undercrossing.
Thank you.

Response 15.I:

Please refer to Master Response #9.

RESPONSES TO PUBLIC HEARING COMMENT #16:
Courtney Conlon

Comment 16.A:
Good evening. My name is Courtney Conlon. I'm the CEO of the Pacifica Chamber of Commerce. And I would just like to say that we definitely support well-thought-out plans that give a vision and a relevancy to Pacifica.

I have lived here myself 33 years. I live in the middle -- the back of the Valley, between Linda Mar and Park Pacifica. And I have been caught in traffic, just like all of us, coming from the south end of town. All the way through -- once I get through, probably, Fairway Park. And if I had gotten to work 15 minutes earlier, yes, that would have been probably a good thing.

But traffic from 7:30 until 9:00 o'clock every morning, guaranteed -- when school is in, you can be guaranteed that you're going to be lagging and behind schedule. And when I look right at the car next to me talk about this being okay. We talked it being an economic issue. Yes, we do believe –

the Chamber of Commerce, we do believe this is definitely an economic issue. We also believe it's a safety issue. We also definitely believe it's an environmental issue. Cars that are sitting, idling. The emissions that they release into the ozone. Come on, folks. This is where we really have to understand what is going on.

And then let's talk about a health issue. I worked at Seton Medical Center for nine years, and the people that would come in from stress-related activities. Road rage is one of them. And the road rage that people experience when they are late, when their kids are late for school, when they're late for appointments, when they know that they're missing out on something that they -- yes, they should have left maybe a half hour earlier, but things happen in the morning sometimes that you just can't get out.

And I just want to say that I did write a letter in my column this morning, too, in the Pacifica Tribune -- and I'm just going to read you some excerpts -- that on behalf of the Pacifica Chamber of Commerce board of directors and myself, that "the widening of Highway 1" in finding a long-term solution is "between Rockaway and Vallemar" is about time. It is something that is needed.
Those of us that have vision for Pacifica the tunnel will be coming in the next year or so. After that, the walking trail. The amount of people that will be coming to Pacifica during the summer, when school is out - - think about it, folks. We're going to be impacted.

So let's take advantage of an opportunity of funds that have been put aside for this highway widening. Thank you.

Response 16.A:

Please refer to Master Response #12.

RESPONSES TO PUBLIC HEARING COMMENT #17:
Aaron Reif

Comment 17.A:
Hi. I'm Aaron Reif. I live right here on the top is where I live. This hits me close to home. And we talk about road rage, I live that far away. Sure. I live in Rockaway. I'm about-- one block away. I'm about one block away from the highway here.
All right. So, look, I'm the problem. The reason you can't get across the highway is because I'm a pedestrian, and I'm trying to get across that street like five times a day. I'm running, riding my bicycle. You know, things that everyone should be doing, but they're not. And I know because I'm out there.
The reason your kids can't ride to school is because this road right here is super-dangerous, this path for them to take. So you can't cross them across the street.
I feel like, you know, who are the people in charge? You don't even know my town or my neighborhood. Do you live anywhere near here? I cross the street all the time.
This is a monstrosity. It does not belong near my house. I have been here for 20 years. I went to high school here. I am going to die in this house in 50 years. This road is still going to be the same, I promise you.

Response 17.A:

Your opposition to the project is acknowledged.

Comment 17.B:
Future pedestrian impact with more lanes to cross.

Response 17.B:

As described in Section 1.4.1.1of the EIR/EA, the project will include reconstruction and upgrades to the existing bicycle and pedestrian pathways along the project corridor. The existing Class I bicycle/pedestrian path adjacent to SR 1, north of Reina Del Mar Avenue will be upgraded by widening the path from eight feet to 10 feet, by increasing the separation between the edge of path and edge of traveled way from nine feet to 16 feet, and by installing a fence to provide a physical separation between the bicycle path and the highway. The existing sidewalk and paved path that currently extends from Reina Del Mar Avenue south to the Harvey Way frontage road on the east side of the highway would be replaced with a new sidewalk. A new sidewalk would be constructed along the east side of Harvey Way to complete the pedestrian connection between Fassler Avenue and Reina Del Mar Avenue. The sidewalk would be upgraded by placing it further from the new edge of traveled way of the SR 1 northbound lanes.

Section 1.4.1.2 of the EIR/EA describes the proposed improvements to the intersection within the project area. This section states that: *"The existing intersection traffic signal equipment at both the SR 1/Fassler Avenue/Rockaway Beach Avenue and the SR1/Reina Del Mar Avenue intersections would be replaced with new signals to match the new intersection geometry."*

Comment 17.C:
Personal Impact – work done at night will be too disruptive to my sleep.

Response 17.C:

This comment expresses an opinion regarding the timing of construction. Section 2.21 of the EIR/EA describes the construction impacts associated with the proposed project. In regards to noise the EIR/EA states in Section 2.21.4.1, *" . . . most construction phases would generate average noise levels that would be about five to 13 dBA Leq (hr) higher than ambient day-time or night-time traffic noise."* Section 2.21.4.2 of the EIR/EA includes measures to reduce the potential for noise impacts resulting from project construction, including MM-CON, which states, *"Avoid nighttime construction work within 225 feet of sensitive land uses where feasible."* Sensitive land uses are defined on page 90 of the DEIR/EA as nearby residences.

Comment 17.D:
Study in 2005 and 2007 for traffic count – 7-years old!

Response 17.D:

This comment expresses an opinion that the traffic data utilized for the proposed project was too old. The traffic information is Section 2.6 of the EIR/EA was based primarily on a technical Traffic Operations Analysis Report that was prepared for the project in July 2008 and Addenda to that report completed in April 2011. In accordance with Section 15151 of the CEQA Guidelines, disagreement regarding details of the analysis does not make an EIR inadequate. While other project traffic data (i.e., Oddstad) do show a decline in traffic volumes in recent years due economic conditions, these conditions are considered temporary and a normal part of the economic cycle. Caltrans elected to use 2007 traffic counts to avoid underestimating the project's potential traffic impacts as explained below.

Economic conditions in the San Francisco Bay Area deteriorated between 2008 and 2011 resulting in fewer jobs and increased unemployment. As a consequence, traffic volumes have not increased in the vicinity of the project site. Therefore, use of traffic counts from 2007 without adjustments was considered appropriate and conservative as traffic volumes in the area have not increased since 2007.

Therefore, Caltrans was within its discretion as the Lead Agency to utilize the 2007 traffic counts to help establish the baseline traffic conditions since economic conditions in the Bay Area have deteriorated since 2008, and use of current 2011 traffic counts would understate existing traffic volumes.

The traffic counts collected for the SR 1 Traffic Operations Analysis Report are considered to represent typical economic conditions. Although volumes did decrease during the recent economic downturn, data collected throughout the Bay Area generally confirms that traffic volumes are generally increasing again, and recent field observations of the study area conducted in the Fall of 2011 confirm that current conditions are similar to the description of existing conditions described in the EIR.

The proposed Calera Parkway/SR 1 project is intended to improve traffic conditions and reduce congestion on this segment of SR 1. The project has been designed and evaluated according to Caltrans standards of providing improvements over a 20-year life span. Based on the long-term projections for the region, the improved conditions in the project area in recent years do not change the overall need for the project.

RESPONSES TO PUBLIC HEARING COMMENT #18:
Connie Kelley

Comment 18.A:
Just so everybody knows, I really resented being called the gang of no. I really resent that. And I don't think we're a minority, either.
I live in Rockaway Beach. I have a few things to say.
How do you think six lanes will make it easier for fire and emergency vehicles? Because you'll just have more cars in the way.

Response 18.A:

Section 2.5 of the EIR/EA includes a discussion of the project area utilities and emergency services. Project-related effects to these resources are discussed in Section 2.5.2. Because project construction would maintain access through the area with the same number of lanes as currently existing, emergency vehicle access through the site would be similar to existing conditions, with only incremental delays resulting from narrower lanes and curvatures around barriers. In addition, because the peak congestions periods would be reduced after completion of the project, the emergency response times would be reduced. The discussion regarding project-related effects to emergency service provider's states:

> *"Prior to project construction, emergency service providers would be contacted to ensure that proper emergency access is maintained. Construction activities would occur in stages in order to minimize disturbance and maintain circulation and access through the project area on SR 1. Emergency services would indirectly and incrementally benefit from the proposed*

project in that, by reducing peak commute period congestion, emergency vehicle response times would be reduced."

The potential for the project to induce more traffic growth is discussed in Section 2.2.2 and in Section3.2.1.2 of the EIR/EA.

Comment 18.B:
What happened to the frontage road?

Response 18.B:

This comment expresses an opinion that the proposed project should be replaced with a lesser alternative which does not add any travel lanes, but only provides frontage roads to allow for alternative access through town. The EIR/EA summarizes the Frontage Road on West Side of SR 1alternative that was considered and studied during the development of the proposed project. This alternative would construct a two-way frontage road through the Quarry property on the west side of SR 1, from Dondee Way to Reina Del Mar Avenue. The frontage road would create an alternate connection to SR 1 between the Rockaway Beach area and the Vallemar neighborhoods.

This alternative would result in greater environmental impacts than the proposed Build Alternatives to sensitive species habitat (California red-legged frog and San Francisco garter snake) west of SR 1, and to wetlands west of SR 1. This alternative could also affect sensitive cultural resource sites west of SR 1. This alternative design would result in aesthetics impacts due to the installation of a new roadway in a currently undeveloped area and would result in similar hydrology and water quality impacts due to an increase in impervious areas. This alternative could also result in impacts from exposure to possibly contaminated soils during construction and temporary increases in noise levels at San Marlo Way due to construction. This alternative would result in right-of-way impacts because it requires acquisition of property/right-of-way from the Quarry Site between San Marlo Way and Reina Del Mar Avenue.

The estimated construction cost of this alternative is approximately $8 million. This alternative would provide only minimal traffic benefit and was primarily rejected because of the extensive environmental impacts to sensitive species habitat.

Frontage roads were also considered as part of a grade-separation alternative; however, these roads would have additional right-of-way (property) impacts, as well as impacts to sensitive resources.

Comment 18.C:
I have lived in various places, virtually all over United States in my life. I have been in Pacifica for 23 years. And I really don't see the need for this.
I drive and I take that every day. And you know what? It doesn't seem to matter whether I – what time I leave. I still get to work at the same time. And it's always within the same time period. But it makes a difference, my attitude, when I'm sitting in traffic. And I can wait that five minutes.

Response 18.C:

Your opposition to the project is acknowledged.

Comment 18.D:
But I don't understand why they don't have a frontage road that local traffic, parents, could use to get up to Vallemar and up to -- around the Sharp Park area. So, when it's bad, the people who had – all those people that they figure to come through the tunnel just because there's now a tunnel -- I don't know how we're going to get all that much more traffic.

Response 18.D:

Please refer to the response to comment 18.B above.

Comment 18.E:
I -- I just don't understand this. And I don't -- Chamber of Commerce we don't vote for. We didn't vote for this project. We do vote for the people that vote for other people, and I will remember this. The speeds -- at least I -- you know, I ended up with a truck in my yard, 15 feet from my bedroom. You know, and they don't even monitor the vehicles that are out there now. They have -- a lot of trucks come roaring down Fassler that are not supposed to be there. Tractor-trailer, overloaded dump trucks, which end up next to me in bed almost. I mean, I really don't appreciate that.
The tunnel will not cause an increase in cars. I go up and down the coast. I have Moss Beach, everywhere, all along the coast.

Response 18.E:

Please refer to the response to comment 18.C above.

Comment 18.F:
So, anyway, firefighters will do better with a frontage access that can be designated emergency road when needed.

Response 18.F:

Please refer to the response to comment 18.B above.

Comment 18.G:
You know what? I don't want any of my friends to stay at any of those hotels if they start doing construction. And I don't think anybody would want to stay any of those hotels. Let alone, who wants to go to a business when you got construction dust floating all over you?
I'm sorry. No, no, no. I am in the gang of no.

Response 18.G:

Thank you for your comment.

Comment 18.H:
Cloverleaf insane, 30 foot wide median – wasteful. This project would destroy all local businesses.

Response 18.H:

Please refer to Master Response #7.

RESPONSES TO PUBLIC HEARING COMMENT #19:
Gil Anda

Comment 19.A:
Good evening. I'm Gil Anda, and my family owns a lot that is going to be acquired in the event that the highway is widened. And it has been encumbered since 1978. And, as far as I'm concerned, that means that way back then, the necessity was, you know, noticed, that we needed that property for the highway widening.

And one unique thing about this highway that differentiates it from -- you know, like over 101: This section of highway doesn't have any alternative frontage roads to go in case it gets blocked.
And I can remember two incidences, where a friend of mine was three hours late coming to dinner because there was an accident. And then also this one time I was like halfway down Sharp Park Road and traffic was completely stopped, and I heard a siren. And it was an ambulance. And it was coming right down the middle of traffic. Everybody kind of had to move zipperlike, you know, out of the way. So I don't doubt the necessity of fixing the situation.

Response 19.A:

Thank you for your comment. Please refer to Master Response #12.

Comment 19.B:
One other thing I would like to point out is that among the arguments used against it was generated traffic, induced traffic. This comes from a couple of studies. I believe it's Sightline Institute and Victoria Institute.

Response 19.B:

The project traffic impacts are described in Section 2.6.3 of the EIR/EA. The EIR/EA notes in this section that the widening of SR 1 between just south of Fassler Avenue/Rockaway Beach Avenue and just north of Reina Del Mar Avenue from two to three lanes in each direction would provide increased *throughput* capacity through the two study intersections (emphasis added). The project need is to alleviate a localized bottleneck only within the project reach, which is projected to deteriorate over the design life of the project. Because the project would not change the number or configuration of lanes on SR 1 to the north or south of the project area, the project Build Alternatives are not anticipated to change regional trip distribution or volumes on SR 1 segments north and south of the project area. The information in this section also states that, under the year 2015 conditions and the year 2035 conditions, the proposed Build Alternatives would not directly generate additional traffic trips or change the overall distribution of trips in the site area, and therefore, would not substantially affect the operations of other highway segments beyond the immediate project site area and would not substantially affect the operations of local streets in the area. The proposed project would improve operations at the Fassler Avenue/SR 1 and the Reina Del Mar/SR 1 intersections, which would improve operations of Fassler Avenue and Reina Del Mar Avenue. The project would change the demand served within the project area[58], but not the demand amount. In other words, the

[58] Demand served is the percentage of total travel demand that is able to make it through a particular facility. For example, if 2,000 vehicles per hour arrive at an intersection with a capacity to serve only 1,500 vehicles per hour, the intersection is able to "serve" 75 percent of the demand.

project would serve more amounts of traffic, but the total amount of traffic would not change as a result of the project.

Comment 19.C:
Yes, by all means, I think that this should be examined when we do an EIR. But it should be applied evenly across the board to our alternatives like, you know, synchronized traffic lights. I don't know if they're being applied right now or not.

Response 19.C:

Please refer to Master Response #2.

Comment 19.D:
But, in other words, what induced traffic is it asks the question, is this highway going to become obsolete anytime soon. And so -- you know, we should ask that question in an EIR. We should ask it of all the alternatives. And, as far as I'm concerned, this is becoming obsolete as it is, and it will definitely become even more -- ever more obsolete because we -- you know, as somebody pointed out, it's not just Pacifica traffic. It's traffic from north and south of Pacifica.

Response 19.D:

Please refer to the response to comment 19.B above.

Comment 19.E:
And one last thing. Someone mentioned, you know, why are we wasting money on this -- okay. Let me go quickly. Earlier today Barack Obama stood by this bridge. It's a capital project. It's something that will be used to help bring this country out of a recession. And this is a capital project. And I stand with Barack Obama with that. Thank you.

Response 19.E:

Please refer to Master Response #11.

RESPONSES TO PUBLIC HEARING COMMENT #20:
Dana Martise

Comment 20.A:
I am opposed to the widening of Highway 1. Building more roadway does not solve traffic problems. I lived in Atlanta from 1968 to '78 and then again from '87 to '95. When I lived there the first time, Atlanta had beautiful neighborhoods because it made a concerted effort to conserve its trees and keep as much greenery as possible. When I moved back, Atlanta was well on its way to becoming the L.A. of the East. It could not chop down its trees fast enough to make room for more housing and more roads.

In particular, Georgia 400 was built. Since Atlanta was expanding so rapidly, Georgia 400 was going to alleviate the congestion coming from people living in popular northern suburbs. The road was built through some of the loveliest neighborhoods in Atlanta. The congestion was not alleviated. More people moved into the northern suburbs, and the road continued to be jam-packed with cars. Road widening does not solve traffic problems. In the short term, it creates more traffic as the widening takes place. Once completed it invites more cars onto the road, so you wind up where you

started. Road widening is regressive. We need a progressive plan to move more efficiently into the future.

Response 20.A:

The project traffic impacts are described in Section 2.6.3 of the EIR/EA. The EIR/EA notes in this section that the widening of SR 1 between just south of Fassler Avenue/Rockaway Beach Avenue and just north of Reina Del Mar Avenue from two to three lanes in each direction would provide increased *throughput* capacity through the two study intersections (emphasis added). The project need is to alleviate a localized bottleneck only within the project reach, which is projected to deteriorate over the design life of the project. Because the project would not change the number or configuration of lanes on SR 1 to the north or south of the project area, the project Build Alternatives are not anticipated to change regional trip distribution or volumes on SR 1 segments north and south of the project area. The information in this section also states that, under the year 2015 conditions and the year 2035 conditions, the proposed Build Alternatives would not directly generate additional traffic trips or change the overall distribution of trips in the site area, and therefore, would not substantially affect the operations of other highway segments beyond the immediate project site area and would not substantially affect the operations of local streets in the area. The proposed project would improve operations at the Fassler Avenue/SR 1 and the Reina Del Mar/SR 1 intersections, which would improve operations of Fassler Avenue and Reina Del Mar Avenue.

The project would change the demand served within the project area[59], but not the demand amount. In other words, the project would serve more amounts of traffic, but the total amount of traffic would not change as a result of the project.

Comment 20.B:
The original widening of Highway 1 bisected the town of Pacifica, helping to turn Palmetto Avenue into a ghost street and making Pacifica just a means to get somewhere else. Half Moon Bay has been able to maintain its image as a charming destination spot, while Pacifica is the middle part of getting from Point A to Point B.

Response 20.B:

Thank you for your comment.

Comment 20.C:
No more widening, please. Other solutions to congestion on Highway 1 should be considered. Thank you.

Response 20.C:

Please refer to Master Responses #1-13.

[59] Demand served is the percentage of total travel demand that is able to make it through a particular facility. For example, if 2,000 vehicles per hour arrive at an intersection with a capacity to serve only 1,500 vehicles per hour, the intersection is able to "serve" 75 percent of the demand.

RESPONSES TO PUBLIC HEARING COMMENT #21:
Mary Keitelman

Comment 21.A:
Hi. Let's see. I request that a more serious look at the citizen requests for alternatives be addressed. So I would like for a cost/benefit analysis of these following items – which I'm going to list some of them; there is others – be done by an outside consultant firm that is a recognized professional in these types of studies.
And those types of things that we don't really hear here are added bus service around the commute hours. I actually commute to Oyster Point every day, 13 miles. I'd love to use public transit, and I don't because there's not enough options around the time. Basically, there is one time and that's it. You miss it and it's another hour. I would like to see that same service.
I would like a cost study/benefit analysis for seniors and children as well. Our community is aging. Baby boomers want a place that is livable.

Response 21.A:

Please refer to Master Response #8.

Comment 21.B:
I would like to see small covered bus stop shelters, with little benches, to make the bus commute easier and more comfortable and ordinary to use instead of an inconvenience, standing in the rain.

Response 21.B:

Section 1.4 of the EIR/EA describes the proposed improvements to the project area. Section 1.4.1.2 of the EIR/EA describes the improvements proposed at the SR 1/Fassler Avenue/Rockaway Beach Avenue and SR 1/Reina Del Mar Avenue intersections. This section states that for the SR 1/Fassler Avenue/Rockaway Beach Avenue intersection:

> *"A sidewalk bulb-out would be constructed on the east side of SR 1 between Fassler Avenue and the Harvey Way frontage road to provide better access for the bus stop and improved sight distance south on SR 1 for the Fassler Avenue signalized stop bar."*

No other transit stop improvements are proposed under the project.

Comment 21.C:
I'd like to see school scheduling. I live in the back of the Valley, and the commute is there isn't a problem when the schools are out. So just to echo what others have said.

Response 21.C:

Please refer to Master Response #6.

Comment 21.D:
I would like to see some competent traffic light timing performed. We live close to Silicon Valley. I'm sure there's enough talent nearby to find that.
I would like to see that turn signal rule for commute hours addressed.

Response 21.D:

Please refer to Master Response #2.

Comment 21.E:
I like the idea mentioned earlier about an underground area for bikers and walkers.

Response 21.E:

Please refer to Master Response #9.

Comment 21.F:
I would like to see bike paths throughout. As we age, we are not going to be in our cars. Especially when we get really old. We're still going to want to get out to our doctors, our lawyers, our friends, our library, the parks, out -- I would like to make one final comment. I'm not having enough time to do everything. I'll send it -- formal communication in writing.

Response 21.F:

As described in Section 1.4.1.1of the EIR/EA, the project will include reconstruction and upgrades to the existing bicycle and pedestrian pathways along the project corridor. The existing Class I bicycle/pedestrian path adjacent to SR 1, north of Reina Del Mar Avenue will be upgraded by widening the path from eight feet to 10 feet, by increasing the separation between the edge of path and edge of traveled way from nine feet to 16 feet, and by installing a fence to provide a physical separation between the bicycle path and the highway. The existing sidewalk and paved path that currently extends from Reina Del Mar Avenue south to the Harvey Way frontage road on the east side of the highway would be replaced with a new sidewalk. A new sidewalk would be constructed along the east side of Harvey Way to complete the pedestrian connection between Fassler Avenue and Reina Del Mar Avenue. The sidewalk would be upgraded by placing it further from the new edge of traveled way of the SR 1 northbound lanes.

Comment 21.G:
This -- if we have enough -- more bus service, that will be long-term jobs for the community, which will add to the quality of life. Anybody who drives a bus, it's a decent job. And it's somebody who is going to live nearby.
That same goes for all those bus shelters. Those are construction and maintenance jobs. Those add to the health of the community. What -- people are saying six lanes, but it's more like twelve.

Response 21.G:

Please refer to Master Response #8 and the response to comment 21.B above.

RESPONSES TO PUBLIC HEARING COMMENT #22:
John Curtis

Comment 22.A:
Hi. Thank you.
First of all, I'm insulted by Caltrans presenting us with a plan that is really only a variation. One is what color of park benches do we really want versus the other, the whole landscaping issue.

Essentially, what they're doing is presenting you with two freeway plans and saying, if you don't take this, then you get nothing and it's going to be your fault. It's that easy out.
It's that same arrogance that compelled Caltrans, during the Devil's Slide cascades, and led the public to have to take Measure T to the vote. And, by the way, Pacifica did vote for the tunnel. It took decades to stop Caltrans on 380 in this town and get it unadopted. There is a long litany of abuses.
I would like to correct something that I think a lot of people aren't clear about. The council -- City Council is very limited at this point -- and the Planning Commission -- about what they can do and say as an official body, because they are not the lead agency. The EIR has not been certified. There will come a time, but it's not right now – I don't believe so -- in normal process.
The thing that -- a couple of things that bother me here is, you'll notice that they're bridging -- by the way, we fought the 380 because we didn't want to be just an off ramp to Half Moon Bay, you know, just to breeze on through, which was basically what happened with the northern portion of town and the freeway that killed Sharp Park.

Response 22.A:

Thank you for your comment.

Comment 22.B:
This is going to severely hurt businesses of Rockaway Beach, making it very difficult for anyone to turn in that want to manipulate their way in there. I can't understand why the Chamber is slitting the throat of some of their members. For what reason? I don't get it.

Response 22.B:

Please refer to Master Response #7.

Comment 22.C:
You notice that the plan bridges a portion of the wetland and then puts these massive retaining walls along the west side of the road.

Response 22.C:

The EIR/EA includes a discussion of impacts to natural communities in Section 2.16.3.1, which is based upon the Natural Environmental Study (NES). This section defines natural communities of concern as shinning willow riparian forest, aquatic, or seasonal wetlands. This sections states, "*A cantilevered bridge would be constructed over a seasonal aquatic habitat west of SR 1 that is currently shaded by trees. Although the cantilevered roadway section of the culvert area would create some shading, this would not be a substantial change because the aquatic habitat is shaded and no vegetation is growing in this area under existing conditions.*" This section concludes that the project, including the cantilevered bridge, will not result in direct impacts to natural communities of concern.

The locations of the proposed retaining walls were graphically represented on Figure 1.4 and Figure 1.5 in the EIR/EA. The EIR/EA included a discussion and visual simulations of the features associated with the proposed project in Section 2.7 Visual/Aesthetics. The proposed retaining walls were also included on the visual simulations in the EIR/EA. The proposed retaining wall along the west side of SR 1, south of Fassler Avenue was shown on Key View #2 (Photo 13). The proposed retaining wall along the west side of SR 1, north of San Marlo Way was shown on Key View #4

(Photo 16), Key View #4 (Photo 17), Key View #5 (Photo 18), and Key View #5 (Photo 20). The proposed retaining wall along the embankment northwest of the Reina Del Mar Avenue intersection was shown on Key View #7 (Photo 23).

Chapter 3 of the EIR/EA includes the CEQA evaluation and discussion of the significance of impacts of the proposed project, pursuant to the CEQA Guidelines Section 15126 and Section 15126.2(a). Section 3.2.1 describes the less-than-significant environmental effects of the proposed project. Section 3.2.1.7 describes the significance determination for visual/aesthetics. This section states,

> *"While the project would have some visual impacts, they would not result in a significant impact under CEQA because: 1) they would not constitute a substantial adverse effect on a scenic vista; 2) they would not substantially damage scenic resources, including, but not limited to trees, rock outcroppings and historic buildings within a state scenic highway; 3) the loss of the vegetation would not substantially degrade the existing visual character or quality of the area; and 4) the project would not introduce a new source of substantial light or glare into the area."*

Therefore, the EIR/EA discloses that the proposed project will have a less-than-significant effect on the visual/aesthetics within the project area.

Comment 22.D:
Now, when this all first started, I had talked to Joe Hurley years ago about an alternative that I thought would work.
The real problem here, by the way, is not Fassler. It's Reina del Mar. And anyone who's a commuter knows that you can't pulse enough people through the intersection. That's why people are trying to get down Fassler and -- okay.
So, my point is, there are alternatives.

Response 22.D:

Please refer to Master Response #1.

Comment 22.E:
I tried to get the Calera creek daylighted as part of this project, because that's the way God created it, to restore habitat. They said, for a while, this was not happening. After a while, they said, well, there's no habitat now.

Response 22.E:

Figure 1.9 in the EIR/EA includes a graphical representation of one of the project alternatives that was considered during project development but eliminated from further discussion. This alternative included widening SR 1 from four to six lanes for 1.3 miles extending from 1,500 feet south of Fassler Avenue to 2,300 feet north of Reina Del Mar Avenue similar to the proposed Build Alternatives. Restoring the Calera Creek undercrossing was also initially explored under this alternative. This alternative is described in the EIR/EA in Section 1.4.8.3. In regards to the restoration of Calera Creek under this alternative the EIR/EA states: *"The variation of this alternative which explored restoration of the Calera Creek crossing would affect jurisdictional wetlands and sensitive cultural resource sites."* In addition, the restoration of the Calera Creek undercrossing is not commensurate with the project-related impacts, nor would it meet the objectives and purpose of the proposed project. For these reasons, the restoration was not considered further.

Furthermore, the USFWS has issued a Biological Opinion (BO), pursuant to Section 7 consultation under the Federal Endangered Species Act (FESA), for this project and has generally agreed with these findings.

Figure 1.11 in the EIR/EA includes a graphical representation of one of the project alternatives that was considered during project development but eliminated from further discussion. This alternative would shift the SR 1 alignment west on top of the existing embankments at Reina Del Mar Avenue creating a grade separated interchange to separate SR 1 from Reina Del Mar Avenue and would require the use of retaining walls to minimize impacts. This design alternative also included creek crossing restoration. This alternative is described in the EIR/EA in Section 1.4.8.5. The restoration of the Calera Creek crossing under this alternative would affect jurisdictional wetlands and sensitive cultural resource sites. In addition, the restoration of the Calera Creek undercrossing is not commensurate with the project-related impacts, nor would it meet the objectives and purpose of the proposed project. For these reasons, the restoration was not considered further. Furthermore, the USFWS has issued a Biological Opinion (BO), pursuant to Section 7 consultation under the Federal Endangered Species Act (FESA), for this project and has generally agreed with these findings.

Comment 22.F:
Yet Fish and Wildlife met with the City of Pacifica. I was there. Several people, council members and other people in the audience, were there. And they determined there is significant habitat over there and made the police station put that habitat in. So what's being done here is things are being manipulated .

Response 22.F:

Numerous meetings and conversations have taken place with staff of the California Coastal Commission, U.S. Fish & Wildlife Service (USFWS), and other agencies regarding this project. Chapter 4 of the EIR/EA summarizes the results of Caltrans' and SMCTA's efforts to fully identify, address and resolve project-related issues through early and continuing coordination. The EIR/EA includes a list of the consultation meetings that have been held with staff from responsible agencies for the proposed project, including the USFWS, California Department of Fish and Game, and the California Coastal Commission. These meetings were held to consult with agency staff regarding sensitive environmental resources near the site, to clarify agency review processes for this project, and to obtain input from the agencies regarding potential mitigation and avoidance measures.

These meetings provided confirmation to the project team regarding the processes for agency reviews, the technical approach for analyzing potential impacts to coastal wetlands and sensitive habitat areas. A tentative agreement was also obtained regarding the approach for analysis of special-status species impacts, as well as the approach for compensatory mitigation (refer to Chapter 4 of the EIR/EA).

To date, the California Coastal Commission has not taken an "official" position on this project. Approvals will be required separately from the California Coastal Commission. The USFWS recently issued a biological opinion (BO) for the project, which concurs with the biological assessment (BA) and preservation measures to avoid impacts to sensitive species and habitat.

RESPONSES TO PUBLIC HEARING COMMENT #23:
Kathryn Slater Carter

Comment 23.A:
All right. My name is Kathryn Slater Carter, and I want to thank everyone for attending this public hearing and having the public hearing. I've been to previous hearings on this. I will note that I was not notified of this hearing except by Mary Keitelman, who sent me an e-mail.

Response 23.A:

The notice for the September 22, 2011 public meeting was a combined Notice of Availability of the Draft Environmental Impact Report/ Environmental Assessment (EIR/EA) and Public Meeting. This notice was posted for viewing and download on the San Mateo County Transportation Authority (SMCTA) website on August 2, 2011 (http://www.smcta.com/whatsNew/2011_08_09_public-comment-rt1-calera-environmental-report.asp). The notice was mailed to all business and residences within 500 feet of the project, as well as all those who attended and submitted a comment at the March 3rd and June 22nd, 2010 meetings on August 4, 2011; a second mailer for the notice was sent out September 14, 2011. The notice was also published in the San Mateo Times on August 8th, the San Francisco Chronicle on August 10th, the Half Moon Bay Review on August 10th, and the Pacifica Tribune on August 10th, August 24th, September 14th, and September 21st. A news release was also put out on August 8th and September 16th.

Comment 23.B:
I have commuted this route since I moved to Montara in 1978, working in Daly City. I own an office building in the north end of Pacific Manor.
I think there is a bunch of red herrings about this being the only alternative for safety. And I agree with Mitch and many of the other speakers. I think that the alternative of bad or worse is asking for a third choice.

Response 23.B:

Please refer to Master Response #1.

Comment 23.C:
I think we need to make it scenic. I'm surprised that the Chamber of Commerce is talking is allowing sound walls and retaining walls. This is not scenic.

Response 23.C:

Soundwalls were evaluated in Section 2.15 of the EIR/EA in conformance with FHWA regulations, however, soundwalls are not proposed. Please refer to Master Response #5 regarding soundwalls.

The EIR/EA included a discussion and visual simulations of the features associated with the proposed project in Section 2.7 Visual/Aesthetics. However, the soundwalls were not included in the description or visual simulations because the project does not propose noise reduction measures in the form of soundwalls along the project alignment. The text of the Final EIR/EA has been updated to clarify that soundwalls are not proposed.

The locations of the proposed retaining walls were graphically represented on Figure 1.4 and Figure 1.5 in the EIR/EA. The EIR/EA included a discussion and visual simulations of the features associated with the proposed project in Section 2.7 Visual/Aesthetics. The proposed retaining walls were also included on the visual simulations in the EIR/EA. The proposed retaining wall along the west side of SR 1, south of Fassler Avenue was shown on Key View #2 (Photo 13). The proposed retaining wall on the east side of SR 1 along Harvey Way was shown on Key View #4 (Photo 16) and Key View #4 (Photo 17). The proposed retaining wall along the west side of SR 1, north of San Marlo Way was shown on Key View #4 (Photo 16), Key View #4 (Photo 17), Key View #5 (Photo 18), and Key View #5 (Photo 20). The proposed retaining wall along the embankment northwest of the Reina Del Mar Avenue intersection was shown on Key View #7 (Photo 23).

Chapter 3 of the EIR/EA includes the CEQA evaluation and discussion of the significance of impacts of the proposed project Section 3.2.1 describes the less-than-significant environmental effects of the proposed project. Section 3.2.1.7 describes the significance determination for visual/aesthetics. This section states,

> *"While the project would have some visual impacts, they would not result in a significant impact under CEQA because: 1) they would not constitute a substantial adverse effect on a scenic vista; 2) they would not substantially damage scenic resources, including, but not limited to trees, rock outcroppings and historic buildings within a state scenic highway; 3) the loss of the vegetation would not substantially degrade the existing visual character or quality of the area; and 4) the project would not introduce a new source of substantial light or glare into the area."*

Therefore, the EIR/EA discloses that the proposed project will have a less-than-significant effect on the visual/aesthetics within the project area.

Comment 23.D:
And I do know about visibility of businesses. And we businesses will die if people can't see it and can't access it adequately. It has enough problems as it is.

Response 23.D:

Please refer to Master Response #7.

Comment 23.E:
Why not engage the same consultants who have been working on the midcoast? And their recommendation has been to put in -- instead of stoplights, to put in roundabouts all the way from Moss Beach through EI Granada and possibly into Half Moon Bay, instead of stoplights. That keeps the traffic moving and allows people to to move along.

Response 23.E:

This comment expresses an opinion regarding roundabouts and suggests that the proposed project should be replaced with a lesser alternative which does not add any travel lanes, but only provides roundabouts at the project intersections. The EIR/EA summarizes the Roundabout alternative that was considered and studied during the development of the proposed project. This alternative would install roundabouts in place of signals at either one or both intersections. Roundabouts with two and three lanes were analyzed for this alternative (refer to Figure 1.12 in the EIR/EA). Additional right-turn bypass lanes would be needed. This alternative could ease the stop-and-go traffic associated

with a traffic signal. The EIR/EA determined that the two-lane roundabouts at either or both intersections would not provide enough capacity to improve traffic congestion through the project area. Three-lane roundabouts with supplemental right-turn bypass lanes would provide sufficient capacity to meet future traffic projections but would be substantially more complicated to navigate for vehicles, pedestrians, and bicyclists.

This alternative was primarily rejected because of the significant additional cost and right-of-way impacts that would be necessary at the two intersections to accommodate the three-lane roundabouts, as well as the highly complicated traffic flow and potential bicycle and pedestrian safety problems that would be created by such large roundabouts. The two-lane roundabouts would have less significant impacts but would not provide a substantial traffic benefit and could even cause traffic congestion to worsen.

This alternative would result in impacts to sensitive species habitat (California red-legged frog and San Francisco garter snake) and cultural resource sites west of SR 1, as well as jurisdictional wetlands west and east of SR 1 and sensitive cultural resource sites west of SR 1. This alternative could result in greater aesthetic impacts due to the potential footprint area necessary to accommodate the large roundabouts at Fassler Avenue and Reina Del Mar Avenue. This alternative would result in greater hydrology and water quality impacts due to an increased amount of impervious area over the Build Alternatives.

Comment 23.F:
My experience, like others, is that the northbound morning congestion is the worst during school. Perhaps some special turn lane to get people into the school from the highway and then back out again would help.

Response 23.F:

Please refer to Master Response #14.

Comment 23.G:
But what I see the plans are is that you're going to have people racing to get from the three lanes into the two lanes so they can be fastest. This is simply going to be a wider parking lot.

Response 23.G:

Please refer to Master Response #10.

Comment 23.H:
I suggest also that folks here, including the City Council, write to the Coastal Commission and support limited growth for the San Mateo County Local Coastal Program update which is in process. It's supposed to be finishing right now. It will take the housing down from upwards of 200 houses a year down to 40 a year. This will help with the traffic problems too. Don't continue the original bad plan.
Thank you.

Response 23.H:

Thank you for your comment.

RESPONSES TO PUBLIC HEARING COMMENT #24:
Dinah Verby

Comment 24.A:
Hi, Dinah Verby. I live in Vallemar. I am admittedly coming into this process fairly late, I think, compared to a lot of you.
And I still have not completed my review of this draft EIR, but I do have a lot of concerns. One of them being for the businesses, for our local businesses. Because I was really troubled by the response I heard earlier about the impact of revenue loss on some of our local businesses who will be impacted by this project.

And the response was, they're going to have to wait until the project is over -- which I believe is going to be at least two years or longer -- before they can even submit a claim for potential lost revenues. Well, I don't believe most businesses will be able to survive for two years and wait and see if they might be compensated later on. And, if I were a business, I would really, really be seriously concerned about that.

Response 24.A:

Please refer to Master Response #7.

Comment 24.B:
Other issues I have are, again, with the process. I mean, I know there have been some public meetings. I'm also concerned that there does not appear to be a point in the process that I know of, before certification of the final EIR, where our city will weigh in as a city, as a -- an elective body, with comments. Whether they have technical jurisdiction, whether they're the lead agency or not, I really think that our city representatives owe it to the public to conduct a public hearing.

Response 24.B:

The City of Pacifica is a responsible agency under CEQA for this project, and subsequent to any decision by Caltrans as the lead agency, the City will make its own decisions about the project. It is anticipated that additional public hearings by the Planning Commission and/or City Council will occur at that time. Specifically, the City will need to address the project's consistency with the Local Coastal Program (LCP), and will need to consider the use of City land for the project.

Comment 24.C:
And, for that reason, one of my main comments tonight is I would like to request that the public comment period for this project be extended. Not only because there are a lot of folks who really are still clueless and have no idea what's going on but because I really do believe that our elected city officials should be weighing in on this process. To say that this is the biggest project that is going to be hitting our city in decades and to say that there is there is nothing to be done until after this process is finished and the EIR is certified is extremely troubling to me.

Response 24.C:

The Public Review Period for the DEIR/EA was extended to October 22, 2011. Please refer to the response to comment 24.B above.

Comment 24.D:
I myself have not decided whether we need to widen the highway, but I am concerned that there are better alternatives.

Response 24.D:

Please refer to Master Response #1.

Comment 24.E:
I'm aware of a study, a conflicting traffic study, which shows traffic levels at B and C during morning and evening peak hours. And that's the Oddstad Assisted Living Center project. That says, to me, that there's a conflict in the data that is being relied on. There is a serious inaccuracy in the data that is being relied on to support the whole premise of this project. That definitely needs to be studied further. Thank you.

Response 24.E:

Disagreement regarding details of the analysis does not make an EIR inadequate. While other project traffic data (i.e., Oddstad) do show a decline in traffic volumes in recent years due economic conditions, these conditions are considered temporary and a normal part of the economic cycle.

The Economic conditions in the San Francisco Bay Area have deteriorated between 2008 and 2011 resulting in fewer jobs and increased unemployment. As a consequence, traffic volumes have not increased in the vicinity of the project site. Therefore, use of traffic counts from 2007 without adjustments was considered appropriate and conservative as traffic volumes in the area have not increased since 2007.

Therefore, Caltrans was within its discretion as the Lead Agency to utilize the 2007 traffic counts to help establish the baseline traffic conditions since economic conditions in the Bay Area have deteriorated since 2008, and use of current 2011 traffic counts would understate existing traffic volumes.

The traffic counts collected for the SR 1 Traffic Operations Analysis Report are considered to represent typical economic conditions. Although volumes did decrease during the recent economic downturn, data collected throughout the Bay Area generally confirms that traffic volumes are generally increasing again, and recent field observations of the study area conducted in the Fall of 2011 confirm that current conditions are similar to the description of existing conditions described in the EIR.

The proposed Calera Parkway/SR 1 project is intended to improve traffic conditions and reduce congestion on this segment of SR 1. The project has been designed and evaluated according to Caltrans standards of providing improvements over a 20-year life span. Based on the long-term projections for the region, the improved conditions in the project area in recent years do not change the overall need for the project.

RESPONSES TO PUBLIC HEARING COMMENT #25:
William Leo Leon

Comment 25.A:
Hello. I'm Leo. I just want to say that I'm in favor of finding solutions both for traffic congestion in Pacifica but also for the entire coast. And what that means is -- like most people, I worked my whole working life. But the last three years of my career I was fortunate to work in EI Granada, living in Pacifica. So I kind of had the reverse commute, from Pacifica to El Granada.
But many times, because -- I was retired as a Postmaster. We would have meetings in San Francisco. And I would be coming up from EI Granada through Pacifica, where I originated, born in San Francisco. And what I noticed was single-driver cars lined up all the way up Devil's Slide, coming into Pacifica during the commute time and then backing up from Fassler all the way down to Linda Mar Boulevard.

The reason I say that is because I really think we need to look at the traffic from a regional standpoint. We're trying to fix a regional problem with a local solution. We really need to have the whole region participate in this solution. And we need to know the traffic contribution from the south and from Pacific separately and independently so that we can determine what kind of actions we need to take, intelligently, and what kind of initiatives to come up with. We can't just rely on a local traffic study. We have to expand our view and have a more realistic view of what the situation is.

Response 25.A:

This comment expresses an opinion regarding traffic projections. The traffic projections were based on the best information available and evaluation of past traffic data. SR 1 is a regional facility that serves other areas, besides the city of Pacifica, and as such, the traffic on SR 1, including future traffic, comes from other areas in the region, outside of Pacifica. For this reason, projected growth rates were not limited to the projections for the immediate area of Pacifica.

Much of the land uses in San Mateo County that contribute traffic to the project area portion of SR 1 lie in the “Coastside” subarea of the County, defined by the Association of Bay Area Governments (ABAG) as the city of Half Moon Bay, the city of Pacifica, unincorporated areas around Half Moon Bay, and the county “remainder” (i.e., rural, unincorporated areas of the County not associated with specific cities or towns). This is primarily due to residential uses to the south and employment in the San Francisco area to the north.

Comment 25.B:
As the earlier speaker alluded to, I'm aware of a peer review traffic study, much more current than what we're relying on here. A peer review -- so it has been looked at that has improved levels of traffic service. That tells me we need more current data. We need to expand.

Response 25.B:

Disagreement regarding details of the analysis does not make an EIR inadequate. While other project traffic data (i.e., Oddstad) do show a decline in traffic volumes in recent years due economic conditions, these conditions are considered temporary and a normal part of the economic cycle.

Economic conditions in the San Francisco Bay Area have deteriorated between 2008 and 2011 resulting in fewer jobs and increased unemployment. As a consequence, traffic volumes have not

increased in the vicinity of the project site. Therefore, use of traffic counts from 2007 without adjustments was considered appropriate and conservative as traffic volumes in the area have not increased since 2007.

Therefore, Caltrans was within its discretion as the Lead Agency to utilize the 2007 traffic counts to help establish the baseline traffic conditions since economic conditions in the Bay Area have deteriorated since 2008, and use of current 2011 traffic counts would understate existing traffic volumes.

The traffic counts collected for the SR 1 Traffic Operations Analysis Report are considered to represent typical economic conditions. Although volumes did decrease during the recent economic downturn, data collected throughout the Bay Area generally confirms that traffic volumes are generally increasing again, and recent field observations of the study area conducted in the Fall of 2011 confirm that current conditions are similar to the description of existing conditions described in the EIR.

The proposed Calera Parkway/SR 1 project is intended to improve traffic conditions and reduce congestion on this segment of SR 1. The project has been designed and evaluated according to Caltrans standards of providing improvements over a 20-year life span. Based on the long-term projections for the region, the improved conditions in the project area in recent years do not change the overall need for the project.

Comment 25.C:
Now, as far as the EIR, I think it's kind of in conflict with itself. I'm just going to read one portion of S.3.
Okay. S.3. "Improve peak-period travel times along" Highway 1, "at a reasonable cost, while avoiding or minimizing impacts." One of the problems with EIR is it doesn't give you the dimensions. Currently, the roadway is 66 feet. One alternative is 128 feet wide. The other is 144.

Response 25.C:

Thank you for your comment.

Comment 25.D:
So, what I'm saying, basically, is how can we add cost to a project and increase the take of habitat and business space and roadway frontage for the sake of a median? It just doesn't make sense. Why would we do that?

Response 25.D:

Please refer to Master Response #7 regarding the project’s effect on businesses.

The proposed Build Alternatives have specifically been designed to avoid direct impacts to sensitive habitat areas and coastal wetlands (refer to Section 2.16 through 2.19 in DEIR/EA). The project also includes measures to avoid and minimize indirect impacts to these coastal resources. In addition, the project has been designed to minimize impacts to coastal views (refer to Section 2.7 and Appendix G.14 of the DEIR/EA)

Comment 25.E:
All of Highway 1 is under consideration as a scenic highway. Do we need to be planting trees or shrubs?

Response 25.E:

In Section 2.7 of the EIR/EA, which is based on a *Visual Impact Assessment* (VIA) completed for the project in January 2011, the existing visual and aesthetic environment of the project area is described, as well as the potential impacts to the existing environment resulting from implementation of the proposed Build Alternatives. This section also includes measures to minimize adverse visual project impacts, which consist of adhering to the design requirements in cooperation with the Caltrans District 04 Landscape Architect. The measures are described in Section 2.7.4 of the EIR/EA. As shown in the site photos and photo simulations in Section 2.7 of the EIR/EA, the project area is a developed highway corridor and includes a mix of residential and commercial uses, intermixed with undeveloped parcels and mature vegetation. Overall, the VIA found that, while the project Build Alternatives would result in additional pavement to provide the additional lanes, the project would not significantly change the visual character of the roadway corridor. In addition, while the project would remove mature trees and vegetation along SR 1, the project includes replanting and would improve views and access to the coast.

Implementation of the minimization measure guidelines will reduce impacts of the project. Many of the minimization measure guidelines are specifically being proposed as part of project features to avoid adverse impacts.

The project will also include development of a corridor design concept in cooperation with the Caltrans District 04 Landscape Architect. The corridor design concept will incorporate the design guidelines including: aesthetic treatment of structures; median planting; and replacement planting, which will be implemented per Chapter 29 (Highway Planting) of the *Department's Project Development Procedures Manual* and Chapter 900 (Landscape Architecture) of the *Department's Highway Design Manual*. The design guidelines will be designed and implemented with the concurrence of the Caltrans District 04 Landscape Architect.

RESPONSES TO PUBLIC HEARING COMMENT #26:
Alice Whealey

Comment 26.A:
I live in Pedro Point. I was forced to take my child to Vallemar, first year I moved here, because Cabrillo was not open. I have also commuted along the road. So I know what I'm talking about. The congestion on Highway 1 is caused mainly by the traffic lights from Linda Mar to Reina del Mar, not by the width of the road. This is shown by the fact that traffic moves along much better once the cars head north of Reina del Mar, even where the road is only four lanes. So adding lanes on either side is not going to solve your problem.

Response 26.A:

Please refer to Master Response #9.

Comment 26.B:
It's absurd to spend this much money and cause this much environmental and social disruption to simply add a lane on either side. If you're going to spend that much money or possibly more -- and cause that much disruption, it should be a project that will actually relieve congestion. And that would require getting rid of some of the traffic lights.

Response 26.B:

Please refer to Master Response #11 and Master Response #9.

Comment 26.C:
If Caltrans refuses to get rid of the lights -- especially at Reina del Mar , if not some of the other intersections -- a school bus would be a much cheaper and better solution.

Response 26.C:

Please refer to Master Response #3.

Comment 26.D:
As everyone has observed already, traffic is far better when school is not in session and parents are not competing with commuters to get along Highway 1.
Someone also brought up the issue of taking away this you know, the possibility or the – being forced to parents having to take their kids all the way across the city, causing problems to commuters as well as themselves.

Response 26.D:

Please refer to Master Response #14.

Comment 26.E:
So, all of the alternatives. I heard frontage road. I don't know much about that.

Response 26.E:

The EIR/EA summarizes the Frontage Road on West Side of SR 1alternative that was considered and studied during the development of the proposed project. Because of the sensitive habitat areas along the western side of SR 1, this alternative would construct a two-way frontage road through the Quarry property on the west side of SR 1, from Dondee Way to Reina Del Mar Avenue. The frontage road would create an alternate connection to SR 1 between the Rockaway Beach area and the Vallemar neighborhoods.

This alternative would result in greater environmental impacts than the proposed Build Alternatives to sensitive species habitat (California red-legged frog and San Francisco garter snake) west of SR 1, and to wetlands west of SR 1. This alternative could also affect sensitive cultural resource sites west of SR 1. This alternative design would result in aesthetics impacts due to the installation of a new roadway in a currently undeveloped area and would result in similar hydrology and water quality impacts due to an increase in impervious areas. This alternative could also result in impacts from exposure to possibly contaminated soils during construction and temporary increases in noise levels at San Marlo Way due to construction. This alternative would result in right-of-way impacts because

it requires acquisition of property/right-of-way from the Quarry Site between San Marlo Way and Reina Del Mar Avenue.

The estimated construction cost of this alternative is approximately $8 million. This alternative would provide only minimal traffic benefit and was primarily rejected because of the extensive environmental impacts to sensitive species habitat.

Frontage roads were also considered as part of a grade-separation alternative; however, these roads would have additional right-of-way (property) impacts, as well as impacts to sensitive resources.

Comment 26.F:
But definitely a school bus would be a far superior, cheaper alternative, if you're going to be cheap.

Response 26.F:

Please refer to Master Response #3.

Comment 26.G:
But, if you want to spend a lot of money, you need to do something about the lights.

Response 26.G:

Please refer to Master Response #2 and Master Response #9.

Comment 26.H:
Adding lanes on either side is not going to relieve your congestion.

Response 26.H:

The traffic and transportation information is Section 2.6 of the EIR/EA was based primarily on a technical Traffic Operations Analysis Report that was prepared for the project in July 2008 and Addenda to that report completed in April 2011. The Traffic Operations Analysis Report included a discussion of the travel demand forecasting methodology, which involved reviewing previous studies, available forecasting models, historical traffic counts, and land use projections to develop forecasts for future traffic conditions. The traffic operations analysis addressed intersection operations at the two key study intersections. All analyses were conducted using procedures and methodologies contained in the *Highway Capacity Manual*. The analysis measured the AM and PM peak hour traffic operations for the study intersections and study portions of SR 1. The future traffic was analyzed under both Construction Year (2015) and Future Year (2035) scenarios using the microsimulation model.

As stated in Section 1.2.1 of the EIR/EA, the purpose of the proposed project is to improve traffic operations by decreasing traffic congestion and improving peak-period travel times along a congested segment of SR 1 within the city of Pacifica.

The Traffic Operations Analysis Report concluded that with the proposed Build Alternatives, in year 2035, travel times would generally decrease by nearly 60 percent in the AM peak hour and over 70 percent in the PM peak hour. Queuing would be largely reduced, and intersection approach queues at SR 1 / Fassler Avenue would generally clear each cycle. This information was incorporated into

the EIR/EA in Section 2.6.3.3. Therefore, the Build Alternatives would improve travel times along this section of State Route and thus, meet the purpose of the proposed project.

Comment 26.I:
And, of course, as everyone has pointed out, it causes a lot of environmental and social disruption.

Response 26.I:

Please refer to Master Response #7 regarding the project's effect on businesses.

The proposed Build Alternatives have specifically been designed to avoid direct impacts to sensitive habitat areas and coastal wetlands (refer to Section 2.16 through 2.19 in EIR/EA). The project also includes measures to avoid and minimize indirect impacts to these coastal resources. In addition, the project has been designed to minimize impacts to coastal views (refer to Section 2.7 and Appendix G.14 of the EIR/EA)

RESPONSES TO PUBLIC HEARING COMMENT #27:
Pete Shoemaker

Comment 27.A:
I think we have a problem we have to deal with. I think doing nothing is not an option. We can't stick our heads in the sand. We need a process that is sane, that is reasonable and lets people think that they're being well represented. I want to focus on that.
So just a question. The -- Caltrans is the agency that is responsible for issuing the EIR report, correct? Caltrans is the issuing agency of the EIR? Caltrans is also the certified agency of that same report, correct?

Does anybody else here see a conflict of interest? If I was in an election, would you have would you feel comfortable at that point with people in the election counting the votes? This violates any kind of reasonable sense of fair play, and it -- can you see, from our point, that we feel like our comments are just going to be like, you know, invalid or not viable? And so the process itself, if it continues this way, is just going to raise the hairs on everybody's head. So it violates any sense of reasonableness that the same agency that certifies this thing -- and it feels very much like a ramrod. If you're going to do that to us, you're going to get really big, strong, organized opposition to it.

Response 27.A:

As stated in Section S.1 of the EIR/EA Summary, the EIR/EA, the California Department of Transportation ("Department" or "Caltrans"), in conjunction with the San Mateo County Transportation Authority (SMCTA) and the City of Pacifica, proposes to widen Highway 1/SR 1/Calera Parkway (hereinafter referred to as "SR 1") in the city of Pacifica from four lanes to six lanes through the project limits. And as stated in Section S.4 of the EIR/EA Summary, "the project is subject to federal, as well as SMCTA and state environmental review requirements because the SMCTA proposes the use of federal funds from the Federal Highway Administration (FHWA) and/or the project requires a FHWA approval action. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA)." The SMCTA and City of Pacifica are local sponsoring agencies, and the Department is the lead agency under CEQA and NEPA, in accordance with the requirements of these laws.

The proposed project is located along SR 1, which is part of the state highway system, and is owned and operated by Caltrans. For this reason, the project falls under Caltrans jurisdiction. Because the project area is within Caltrans jurisdiction, Caltrans will be carrying out the project, and as such, has been designated the lead agency in accordance with the criteria under CEQA.

Because Caltrans has been designated as the lead agency in accordance with the criteria under CEQA, Caltrans is responsible for preparing the environmental document, as well as carrying out or approving the proposed project, per the definition of a lead agency under CEQA.

The EIR/EA included an introduction page behind the cover titled *General Information About This Document*, which describes that subsequent to the commenting period, Caltrans, as assigned by the Federal Highway Administration, may: (1) give environmental approval to the proposed project, (2) undertake additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project. Section 1.3 of the EIR/EA described the next steps in the environmental process:

> "*After the public circulation period, all comments will be considered and the Department, SMCTA, and the City of Pacifica will identify a preferred alternative. The Department will certify that the project complies with CEQA, prepare findings for all significant impacts identified, prepare a Statement of Overriding Considerations for impacts that will not be mitigated below a level of significance (if necessary), and certify that the findings and Statement of Overriding Considerations have been considered prior to project approval. The Department will then approve the project and file a Notice of Determination with the State Clearinghouse that will identify whether:*
>
> - *Findings were made;*
> - *The project will have significant impacts;*
> - *Mitigation measures were included as conditions of approval;*
> - *Statement of Overriding Considerations was adopted.*
>
> *Similarly, if the Department, as assigned by FHWA, determines that NEPA action does not significantly affect the environment, the Department will issue a Finding of No Significant Impact (FONSI) in accordance with NEPA."*

The City, in conjunction with the SMCTA has put this project forward for review and consideration by Caltrans; however, the SMCTA and the City have not taken a formal position on this project or a vote to approve or deny the project at this time. The SMCTA and City of Pacifica are responsible agencies under CEQA for this project, and subsequent to any decision by Caltrans as the lead agency, the SMCTA and City will make their own decisions about the project. It is anticipated that additional public hearings by the SMCTA Board and the City Planning Commission and/or City Council will occur at that time. Specifically, the City will need to address the project's consistency with the Local Coastal Program (LCP), and will need to consider the use of City land for the project.

Comment 27.B:
So nobody wants it. We've been through it too many times.
So I need to have you address this process to us. Common sense. Person to person. Sit down and have a beer with me. Because this is a fair process because -- and Pacifica (inaudible) Planning Commission and the city. And, yes, we do have a voice. And then we can probably work something out and sanity will prevail. Otherwise, we're going to have a pitched battle that you know how it's going to go. And Caltrans does not have a good record on pitched battles here.

Nobody wants it. And so talk to us – person to person, adult to adult -- why this is a fair and reasonable process, and we'll get somewhere.

Response 27.B:

Please refer to Master Response #11 regarding project cost and the response to comment 27A above. The opposition to the project is noted.

RESPONSES TO PUBLIC HEARING COMMENT #28:
Steve Sinai

Comment 28.A:
Hello. I'm Steve. I'll go really fast.
I just want to say that I support this project. It doesn't necessary have to be a widening. Whatever works is fine.
But of all the alternatives I've been hearing -- I know that you can't have 80 buses going through with full -- you know, full carpools aren't going to work. Nobody works 9:00 to 5:00 anymore. Issues like that.
Building trails? We have enough trails. How is that going to reduce the traffic?

Response 28.A:

Please refer to Master Response #8 and Master Response #12.

Comment 28.B:
I -- personally, I live north of the problem. I will not go south during commute hours, which means I won't purchase Denny's or I won't go buy two dozen doughnuts at the doughnut shop at Linda Mar for my coworkers.
You know, it's just been years and years and years since we've done anything to help businesses in this town. I have been -- there are a lot of the same people -- I think there are a lot -- I see the same people who were complaining just several years ago about how fast traffic was on Highway 1 now saying traffic is not a problem at all. I'm hearing people saying things like, there's no traffic going through coming through the tunnel, so we don't need this. Other people are saying, oh, traffic is going to be jammed coming through the tunnel. Y ou know, just the nonsense with all of this stuff. Most people read the EIR, and a lot of their concerns are addressed in that. A lot of the alternatives that I'm hearing were already taken care of.
Again, we can't -- we need to do something to improve this town. We just laid off a bunch of city employees. You know, we can't just go bankrupt.
That's it. Thanks.

Response 28.B:

Please refer to Master Response #12.

RESPONSES TO PUBLIC HEARING COMMENT #29:
Julie Lancelle

Comment 29.A:
Hi. Thanks very much.

I just wanted to just give a little history. Someone said something about how this project kind of was based on a project from 1988. But, actually, the project in 1988 was an extension of the freeway all the way through Rockaway Beach Avenue, with an off ramp and onramp to accommodate a big development there. So this is different than that project. Thank God.
And -- but, nonetheless, I want to -- I want to just say the following. You know, I - - I would like to see Caltrans and the Transportation Authority work with the local community and take some of this vast amount of money and spend it on facilitating a public process in Pacifica to engage and discuss the issue. This highway has always been a big issue for us, and I think we can figure it out. A lot of good ideas have come up tonight. But we do need to have a process. We always seem to be at the effect of decisions that are made for us with regard to this. And I really want to ask Caltrans and the Transportation Authority to engage us in something that may be new for them but I think would be very productive. There have been, in other communities, at other times, community dialogues, which are very inexpensive compared to the project price tag, to address the issues that people are bringing up tonight.

Response 29.A:

This comment requests that Caltrans and the SMCTA provide additional opportunity for the public to participate in the alternative selection and design process. This request is noted and will be considered by Caltrans and the project design team.

Chapter 4 of the EIR/EA summarizes the results of Caltrans' and SMCTA's efforts to fully identify, address and resolve project-related issues through early and continuing coordination with the general public and appropriate public agencies. In the summary discussion of the coordination, outreach, and public participation, the EIR/EA notes that an Environmental Scoping Meeting was held at the Pacifica Community Center on March 3, 2010. The purpose of this meeting was to present an overview of the project and solicit input regarding the environmental analysis from members of the public. The Scoping Meeting was attended by approximately 100 persons. Notices for the Scoping Meeting were mailed to residences and businesses within 500 feet of the project area on February 17, 2010. The notices for the meeting were published in the Pacifica Tribune on February 17th, February 24th, and March 3rd, and in the San Mateo County Times on March 3, 2010. On February 24, 2010, graphics of the conceptual plans were posted on the SMCTA web site for the public to access and review; this information was updated on March 1, 2010. The project information phone line was activated on February 19, 2010. There is no requirement under CEQA that detailed project information and analysis should be available at this meeting; on the contrary, the purpose is to obtain input from the public which will be included in the EIR analysis.

The EIR/EA also notes in Chapter 4 that an additional informational meeting was held at the Pacifica City Council Chambers on June 22, 2010, at the request of many members of the public at the scoping meeting. The main purpose for this meeting was to provide the public with more detail regarding the alternatives for the project that had been considered and the reasons those alternatives were not being evaluated further. Notices for this second meeting were also mailed to residences and businesses within 500 feet in the project area, as well as attendees of 2004 Scoping meeting, attendees of the August 27, 2008 Strategic Plan Pacifica Community meeting, attendees of the March 3, 2010 Scoping meeting and anyone that submitted a comment at the meetings. Notices of the meeting were also published in the San Francisco Chronicle on May 21st, the San Mateo Times on May 22nd, the Half Moon Bay Review on May 26th, June 2nd, June 9th, June 16th, and in the Pacifica Tribune on May 26th, June 2nd, June 9th, and June 16th. Approximately 100 people attended the second informational meeting on June 22, 2010. Graphics of the alternatives and a matrix summarizing the alternatives were posted on the SMCTA web site on June 2, 2010 for the public to

access and review. The project information phone line and e-mail autoreply was activated on May 20, 2010. At this meeting, the project sponsor and the consultant team presented an overview of the alternatives and answered questions from the public regarding the alternatives and the environmental analysis process.

In addition, the public scoping comment period was extended until July 22, 2010 to allow additional time for the public to submit comments after the second informational meeting in June.

Comment 29.B:
Because we do actually have a safety problem on Highway 1, on that stretch between Fassler and Reina del Mar. I don't know how many of you were out and about when there was the flood suddenly on Highway 1. I know I was in the Linda Mar Valley that day, and every road going out of Linda Mar was stopped. There was no way to get out. The traffic was completely stopped on Highway 1. And all I had to do was think about whether this was really a disaster, you know, how screwed I would have been and everyone else who was out -- you know, on the roads that day.
So we do need to do something about the shoulders there. There needs to be a solution. You know, because the shoulders right now are so small that they can't accommodate emergency vehicles. So that's a real problem.

Response 29.B:

Please refer to Master Response #4.

Comment 29.C:
The school transportation solutions, we all -- people have commented on the difference during the summer. The schools make a difference. We need to really engage and collaborate with the whole community and the school community to develop these solutions that people have brought up tonight. And this is a unique opportunity. It's not an engineering problem. It's a human problem that we need to solve. Thank you.

Response 29.C:

Please refer to Master Response #3 and Master Response #6.

RESPONSES TO PUBLIC HEARING COMMENT #30:
Therese Dyer

Comment 30.A:
Okay. It seems like at these congregations we always get the same people. All the faces are familiar, you know. I guess all the nobies show up, and the yesbies either approve it or stay home.
But I'm one of the yesbies. And I don't usually agree with Julie Lancelle, but I do tonight.
Whatever she said. Okay.

Now, for all of you that live in Vallemar, Rockaway Beach or wherever your home is located, I invite you to come up to 1408 Crespi Drive, where I live. And I'll give you cookies and coffee and see how long it takes you to get from my house back to wherever you're going. Because I'm glad I'm not a commuter, I'll tell you. It's terrible.

And right now we're being selfish for our own personal views, where we live or where we work or what's inconvenient for us or what is good for the frogs or the snakes. We don't take the whole

community in challenge. And, you know, we're like a 30,000 population. So I don't know where the rest of them are. They couldn't fit in here anyway. But they do write letters to the editor and other things.

And I'm a "yes" on this. If -- there were a lot of comments tonight, positive. And I'm sure they're going to get back with you. But I'm just wondering how much money -- it's cost-productive -- that we're spending on tonight and all the other nights that we show all the film and everything else. These gentlemen are not donating their time. They're experts. And that's who we should be going to for answers. And if they don't have them, well, then the cart -- the cart's before the horse. Because they should have asked the people before they drew up the plans.

Response 30.A:

Please refer to Master Response #12.

Comment 30.B:
I have a question regarding the landscaping over highway looks terrible, how about a concrete wall or design low growing shrubbery. How much does it cost to maintain all the cypress trees and quick growing shrubs?

Response 30.B:

The project will also include development of a corridor design concept in cooperation with the Caltrans District 04 Landscape Architect. The corridor design concept will incorporate the design guidelines including: aesthetic treatment of structures; median planting; and replacement planting, which will be implemented per Chapter 29 (Highway Planting) of the *Department's Project Development Procedures Manual* and Chapter 900 (Landscape Architecture) of the *Department's Highway Design Manual*. The design guidelines will be designed and implemented with the concurrence of the Caltrans District 04 Landscape Architect. A landscape maintenance agreement would be in effect before any additional planting areas are placed within the project area.

RESPONSES TO PUBLIC HEARING COMMENT #31:
Todd Bray

Comment 31.A:
So the traffic guys are aware of RKH Associates. They're like -- they do traffic stuff. You guys are -- the Caltrans guys are familiar with that. I was talking with Mr. Hopper, the "H" of that company, because they've just completed studies in 2011. I noticed, through your presentations tonight, your most current data is only 2007. So they've just done this thing in 2011, and it was Level of Service E. So I think that's something you should think about.

Response 31.A:

This comment expresses an opinion that the traffic data utilized for the proposed project was too old. The traffic information is Section 2.6 of the EIR/EA was based primarily on a technical Traffic Operations Analysis Report that was prepared for the project in July 2008 and Addenda to that report completed in April 2011. Caltrans elected to use 2007 traffic counts to avoid underestimating the project's potential traffic impacts as explained below.

Economic conditions in the San Francisco Bay Area deteriorated between 2008 and 2011 resulting in fewer jobs and increased unemployment. As a consequence, traffic volumes have not increased in the vicinity of the project site.

Caltrans was within its discretion as the Lead Agency to utilize the 2007 traffic counts to help establish the baseline traffic conditions since economic conditions in the Bay Area have deteriorated since 2008, and use of current 2011 traffic counts would understate existing traffic volumes.

The traffic counts collected for the SR 1 Traffic Operations Analysis Report are considered to represent typical economic conditions. Although volumes did decrease during the recent economic downturn, data collected throughout the Bay Area generally confirms that traffic volumes are generally increasing again, and recent field observations of the study area conducted in the Fall of 2011 confirm that current conditions are similar to the description of existing conditions described in the DEIR.

The proposed Calera Parkway/SR 1 project is intended to improve traffic conditions and reduce congestion on this segment of SR 1. The project has been designed and evaluated according to Caltrans standards of providing improvements over a 20-year life span. Based on the long-term projections for the region, the improved conditions in the project area in recent years do not change the overall need for the project.

Comment 31.B:
I would also like to ask you to continue the public comment period for an extra four weeks or so, to allow the City to find out exactly what it is in all of this process here. Because it's -- the EIR identifies it as a cosponsor, but there's no paperwork to back that up whatsoever. So I'm asking, along with a couple of other people, to continue the process, the comment process, for a month or so.

Response 31.B:

The Public Review Period for the DEIR/EA was extended to October 22, 2011. The City, in conjunction with the SMCTA has put this project forward for review and consideration by Caltrans; however, the SMCTA and the City have not taken a formal position on this project or a vote to approve or deny the project at this time. The SMCTA and City of Pacifica are responsible agencies under CEQA for this project, and subsequent to any decision by Caltrans as the lead agency, the SMCTA and City will make their own decisions about the project. It is anticipated that additional public hearings by the SMCTA Board and the City Planning Commission and/or City Council will occur at that time. Specifically, the City will need to address the project’s consistency with the Local Coastal Program (LCP), and will need to consider the use of City land for the project.

RESPONSES TO PUBLIC HEARING COMMENT #32:
Remi Tan

Comment 32.A:
Yeah, I think Caltrans needs to look at these alternatives that they have dismissed a little more closely. It seems like there is a lot less costly solutions to widening the highway that may work. And the first thing I can think of is adding more buses. And when I read that EIR, I couldn't believe they came up with something like 80 buses an hour, which is a bus every, you know, 20 seconds. I mean, just even consider that. It's a joke. But I think they need to actually consult with a transit engineer who understands public transportation.

Because it seems like, if you do six buses an hour, ten minutes between buses, or even 12 an hour, which is five minutes per bus, you could get a lot of commuters out of the cars. Because the bus is very convenient and a lot cheaper than driving, with gas at $4 an hour [sic], or parking down at whatever BART station. That is something to consider.

Response 32.A:

Please refer to Master Response #8.

Comment 32.B:
The other thing to look at is the school district. That school, Vallemar, down in Reina del Mar -- the school starts exactly at the peak of rush hour, where everybody is leaving, trying to get to work in San Francisco, predominantly, at 9:00 o'clock. So we need to work with the school district to try to shift the timing of the school start time out of that peak hour. And that is the only school that starts around 8:19 to 8:30. The other schools start at 9:00 o'clock, IBL and Cabrillo. So it's something we need to work with the community, with Vallemar school community and the district, to get that working.

Response 32.B:

Please refer to Master Response #6.

Comment 32.C:
And this doesn't cost any money. Either of those two solutions don't cost any money. Buses with enough ridership will pay for itself. Talking to the school district, nothing.

Response 32.C:

Please refer to Master Response #1, #6, and #8.

Comment 32.D:
The other thing is, you know, you can look at timing the lights and getting it off this five-minute light cycle. That stops traffic for a very long time. I've seen them slip light cycles one minute. As long as the traffic moves, the parents can get into the school -- you know, in and out pretty easily. So you ought to try that and look at synchronizing the traffic lights. You go to San Francisco. You got -- down on Oak Street they're synchronizing. You can drive all the way halfway across town without stopping.

And these are cheap, easy solutions before having to widen the highway out to three lanes, which you know it's not going to work because past Reina del Mar it goes back to two and three and then two, down to one.

Response 32.D:

Please refer to Master Response #2 and Master Response #10.

RESPONSES TO PUBLIC HEARING COMMENT #33:
Dan Haggerty

Comment 33.A:
Good evening, everyone. Dan Haggerty from El Granada. I've lived there in El
Granada for 22 years now and made the trip up and down this spot that we're talking about many times. Been stuck in traffic.
I -- I personally believe that there should be further studies on alternate traffic relief. I'm a construction worker, and I certainly value a construction job, in fact, right now. But I think that there is quite another -- quite a large amount of other projects that could also be construction-related that can also relieve traffic on Highway 1.
One, for example, could be, you know, better bicycle connectivity, trails, to get more people off the road.

Response 33.A:

As described in Section 1.4.1.1 of the EIR/EA, the project will include reconstruction and upgrades to the existing bicycle and pedestrian pathways along the project corridor. The existing Class I bicycle/pedestrian path adjacent to SR 1, north of Reina Del Mar Avenue will be upgraded by widening the path from eight feet to 10 feet, by increasing the separation between the edge of path and edge of traveled way from nine feet to 16 feet, and by installing a fence to provide a physical separation between the bicycle path and the highway. The existing sidewalk and paved path that currently extends from Reina Del Mar Avenue south to the Harvey Way frontage road on the east side of the highway would be replaced with a new sidewalk. A new sidewalk would be constructed along the east side of Harvey Way to complete the pedestrian connection between Fassler Avenue and Reina Del Mar Avenue. The sidewalk would be upgraded by placing it further from the new edge of traveled way of the SR 1 northbound lanes.

Comment 33.B:
And, you know, possibly a public transportation bus system that can load up bicycles, you know, and can ride there, load up and then get on and, you know, do the travel and get off. And you got a ride for the last mile, to wherever your destination is.
So I think that studies along those lines should be, you know, given more attention.
Thank you.

Response 33.B:

Please refer to Master Response #8.

RESPONSES TO PUBLIC HEARING COMMENT #34:
David Colt

Comment 34.A:
Bulls_ _ _ school buses.

Response 34.A:

Please refer to Master Response #3.

RESPONSES TO PUBLIC HEARING COMMENT #35:
Glenn Baker

Comment 35.A:
I'm for a 3 lane road. It looks pretty good on paper. Take out some of trees I don't think need this too much. Trees need to have a lot of room.
My niece is ____ in Half Moon Bay and to El Granada. Do
you think you need another look or will
I think is late but what ____ is?
I don't know

Response 35.A:

The above comment card was submitted at the public hearing on September 22, 2011; however, all of the writing on the comment card was not legible. Caltrans contacted the commenter via e-mail and phone on March 23, 2012 in an effort to obtain his comments. Caltrans did not receive a response back. As such, an accurate response to the issues brought up cannot be provided.

RESPONSES TO PUBLIC HEARING COMMENT #36:
Bettie A. Montague

Comment 36.A:
Not in my town Caltrans – This ain't no L.A.! So please dump the widening project. No more government waste like this -! Quit boondoggles and wasting taxpayers money on pure bullpoop!!
I say absolutely no to your proposed Highway widening project. It's a boondoggle and costs way too much - $50 million + and will get even more expensive as time goes by.
It's especially insane in this down economy – Get Real Please!

Response 36.A:

Please refer to Master Response #11.

Comment 36.B:
It's bad for the environment and threatens wetlands and endangered species.

The proposed Build Alternatives have specifically been designed to avoid direct impacts to sensitive habitat areas and coastal wetlands (refer to Sections 2.16 through 2.19 in DEIR/EA). The project also includes measures to avoid and minimize indirect impacts to these coastal resources. In addition, the project has been designed to minimize impacts to coastal views (refer to Section 2.7 and Appendix G.14 of the DEIR/EA)

Comment 36.C:
It impacts residences and businesses along Highway 1 in Pacifica in a negative way.

Response 36.C:

Please refer to Master Response #7.

Comment 36.D:
It will be dangerous for pedestrians and bicyclists – it's too dangerous for pedestrians.

Response 36.D:

As described in Section 1.4.1.1of the EIR/EA, the project will include reconstruction and upgrades to the existing bicycle and pedestrian pathways along the project corridor. The existing Class I bicycle/pedestrian path adjacent to SR 1, north of Reina Del Mar Avenue will be upgraded by widening the path from eight feet to 10 feet, by increasing the separation between the edge of path and edge of traveled way from nine feet to 16 feet, and by installing a fence to provide a physical separation between the bicycle path and the highway. The existing sidewalk and paved path that currently extends from Reina Del Mar Avenue south to the Harvey Way frontage road on the east side of the highway would be replaced with a new sidewalk. A new sidewalk would be constructed along the east side of Harvey Way to complete the pedestrian connection between Fassler Avenue and Reina Del Mar Avenue. The sidewalk would be upgraded by placing it further from the new edge of traveled way of the SR 1 northbound lanes.

Section 1.4.1.2 of the EIR/EA describes the proposed improvements to the intersection within the project area. This section states that: *"The existing intersection traffic signal equipment at both the SR 1/Fassler Avenue/Rockaway Beach Avenue and the SR1/Reina Del Mar Avenue intersections would be replaced with new signals to match the new intersection geometry."*