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STAFF REPORT: REGULAR CALENDAR

APPLICATION NO.: 3-95-80

APPLICANT: CALTRANS (California Department of Transportation)

PROJECT LOCATION: On State Highway One at Pico Creek (Postmile 54.8), approximately 3 miles south of the community of San Simeon, San Luis Obispo County

PROJECT DESCRIPTION: Replace deteriorating bridge with new five-span bridge structure approximately 46 feet easterly (inland) of existing bridge on a parallel alignment; realign approach roadways for approximately 1200 feet north of the bridge and 1800 feet south of the of the bridge to accomodate the new alignment; demolish old bridge.

Lot area: 16.9 acres
Pavement coverage: 4.7 acres
Length of new bridge: 716 ft.
Width of new bridge: 40 ft.
Travel lanes: two 12 ft. lanes with 8 ft. shoulders
Ht. above Creek: Approx. 50 ft.
Total project length: Approx. 3718 ft. (includes approaches)

LOCAL APPROVALS RECEIVED: none required (see Staff Note below)

SUBSTANTIVE FILE DOCUMENTS: San Luis Obispo County Local Coastal Program (North Coast Area Land Use Element); Coastal Development Permit for the Carmel River Bridge Replacement (3-95-38); combined federal consistency certification and coastal development permit for Pescadero Creek Bridge on S.R. 1 in San Mateo County (CC-29-87 and CDP 3-87-299); Coastal Development Permit for the abandonment of a portion of Rockview Drive in Santa Cruz County (CDP 3-86-168).

SUMMARY OF STAFF RECOMMENDATION: Staff recommends that the Commission approve the project as conditioned, for the following reasons:

Caltrans has identified Pico Creek Bridge as being structurally deficient due to advanced corrosion of structural steel and the concrete deck. This bridge is an integral component of State Highway One, which serves as a major transportation corridor and recreational route for the central coast. In order to maintain this portion of Highway One in safe condition, Caltrans proposes to construct a new bridge approximately 46 feet upstream of the existing bridge, within the existing Caltrans right-of-way.

SUMMARY OF STAFF RECOMMENDATION: (Continued)

The coastal issues involved include construction impacts to environmentally sensitive habitat areas and marine resources within the Pico Creek flood plain; protection of archaeological resources in construction areas; public access across Highway One; bicycle and pedestrian access across the bridge; and impacts of the new bridge on scenic resources.

Caltrans has employed specific design criteria to avoid construction activities within Pico Creek (with the exception of a temporary equipment crossing), and has proposed mitigation measures which will protect special-status species within the project area during construction, prevent secondary adverse impacts to creek habitats, and revegetate disturbed areas with appropriate native plants. The recommended conditions of approval require compliance with these mitigation measures, and supplement them in a manner which will ensure project consistency with Coastal Act standards protecting environmentally sensitive habitats and marine resources.

Mitigation measures effectively protecting the archaeological resources in the project vicinity have been provided, and are to be enforced by the recommended conditions of approval as well as a Memorandum of Agreement. This MOA, developed between the applicant, the State Historical Preservation Office, and the Advisory Council on Historic Preservation, includes a pre-excavation agreement with a representative from the Chumash community.

Visual resources, although temporarily impacted during construction, will be similar to existing conditions once the old bridge has been removed and the proposed revegetation has become established, and are therefore not considered significant.

Motor vehicle and bicycle access across the bridge will be improved over existing conditions, as the new bridge will have two twelve foot wide travel lanes with 8 foot shoulders, while the existing bridge has 11 foot wide travel lanes with no shoulders or sidewalks. In order to provide for safe pedestrian access across the bridge, and ensure project consistency with Coastal Act standards for maximum and safe public access to and along the coast, a condition of approval which requires a separated pedestrian walkway on the bridge, or alternative means of a lateral pedestrian access route across the Pico Creek floodplain, separate from the roadway, is recommended.

The San Simeon Community Services District, and other representatives of the San Simeon community, have requested that Caltrans provide a signalized pedestrian intersection immediately south of the bridge, to allow the residents and visitors of this community to safely cross Highway One. This request has been objected to by Caltrans due to safety and operational concerns. In order to meet the Coastal Act standards requiring the provision of maximum public access opportunities consistent with public safety needs, Commission staff recommends a condition of approval which requires Caltrans to incorporate into final grading plans a 5 foot wide bench at the southern and northern abutments of the new bridge in order to allow for the establishment of pedestrian undercrossings.

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution:

I. Approval with Conditions.

The Commission hereby grants a permit, subject to the conditions below, for the proposed development on the grounds that the development will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3 of the Coastal Act, and will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

II. Standard Conditions.

Attached as Exhibit A.

III. Special Conditions.

1. Site Preparation and Construction Requirements. All site preparation and construction activities shall be consistent with the mitigation measures contained in the Negative Declaration/Finding of No Significant Impact dated May 30, 1995. PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, the permittee shall submit written evidence to the Executive Director that the construction contractor(s) have been briefed on all mitigation measures and coastal development permit conditions.
2. Construction Phasing Plan. PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, the permittee shall provide, for Executive Director review and approval, a written plan and supporting graphics outlining phasing and construction sequence; seasonal considerations; and timing and location of equipment staging areas, temporary security fencing, concrete washdown facility, and any similar elements which would effect water quality or biological resources within the project area.
3. Disposal of Spoils. Permittee shall take care to avoid sidecasting of excavated spoils which would directly spill into or likely erode into the marine environment. PRIOR TO COMMENCEMENT OF GRADING, permittee shall specify the disposal site(s) for both excess spoils and removed pavement; if the disposal site(s) are within the Coastal Zone, such disposal method shall be subject to review and approval by the Executive Director PRIOR TO TRANSPORT. This requirement applies even if all excess materials are placed on a designated on-site spoils disposal area. Marine disposal is not authorized by this permit.
4. Biological Monitor. PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, the applicant shall identify, by written letter, the name(s) and credentials of biologic monitor(s) acceptable to the permittee and Executive Director, that will be present on site during all staging and construction activities to ensure effective implementation of the required mitigation measures.

5. Marine/Wetland Resource Protection. PRIOR TO TRANSMITTAL OF THE COASTAL DEVELOPMENT PERMIT, the permittee shall submit, for Executive Director review and approval, a pollution prevention plan which identifies the specific components that will be implemented during project staging and construction to prevent sediments, petroleum products, cement, and any other project materials or debris from entering coastal waters. This plan shall also identify urban pollutant reductions measures (e.g., oil/water separators) to be incorporated in drainage facilities for the new bridge and approach roadways.

6. Revegetation Plan. PRIOR TO THE TRANSMITTAL OF THE COASTAL DEVELOPMENT PERMIT, the permittee shall submit, for Executive Director review and approval, a detailed revegetation program detailing the procedures for implementing the proposed vegetation replacement plan contained in the Negative Declaration/Finding of No Significant Impact dated May 30, 1995, and the submitted landscape plans (as revised to accommodate the pedestrian underpasses required by Special Condition 5). This program shall identify the offsite revegetation area required to meet the mitigation ratios prescribed by the U.S. Fish and Wildlife Service, and shall include appropriate maintenance and monitoring provisions for all revegetation areas, including, but not limited to:

- a. temporary fencing to protect planted areas;
- b. use of on-site seed and salvage of on-site native plants where possible to minimize the risk of introducing hybrid varieties from commercial sources;
- c. eradication of invasive non-native plant species within the project area (e.g., Hottentot fig);
- d. salvage of suitable topsoil from construction and staging areas to be used in planting areas and avoidance of imported soil types or mulch which would trend to support weedy, non-native vegetation;
- e. periodic monitoring for, and eradication of, invasive pest species (e.g., Hottentot fig, Pampas grass); and
- f. implementation schedule for carrying out the above measures, including the submission of brief annual progress reports, for a period of five years following replanting, for Executive Director review.

7. Public Access. PRIOR TO THE TRANSMITTAL OF THE COASTAL DEVELOPMENT PERMIT, the permittee shall submit, for Executive Director review and approval, final plans which provide for the following public access features:

- a. Pedestrian access across the bridge. The replacement bridge shall include at least one pedestrian walkway, at least 5 feet in width, or the minimum required under the ADA, raised above the roadway surface or physically separated from motor vehicle traffic, preferably on the west (seaward) side of the bridge. As an alternative to a separated

pedestrian walkway, the permittee may submit, for Executive Director review and approval, an alternative means of providing safe lateral pedestrian access across the Pico Creek flood plain. A determination by the Executive Director on the need for permit amendment would be based on the locational impacts of such a proposal, as noted by Special Condition 10.

- b. Pedestrian access under the bridge. Final grading plans shall incorporate a bench at each bridge abutment, which allow for the eventual establishment of pedestrian undercrossings at both the northern and southern ends of the new bridge, of widths consistent with ADA requirements. Minor revisions to the submitted landscape plan which takes this requirement into account shall be provided as part of the revegetation program required by Special Condition 6.
- c. Bicycle access. The 8 foot wide paved shoulders shall be permanently available for bicycle use.
- d. Visual access. The solid (unperforated) portions of the bridge railings shall not extend more than 32 inches above the bridge deck. The solid portion of the rail should be topped with a metal handrail or equivalent feature which will provide for pedestrian and bicycle safety while allowing visual access from the roadway to the scenic corridor. Other rail designs which provide an equivalent degree of visual access may be employed, subject to review and approval of the Executive Director.
- e. Maintenance of Pico Avenue accessway. Staging and construction activities shall not interfere with the existing coastal access point at the western end of Pico Avenue; vehicle parking and public access shall be maintained at all times.

8. Archeaological Resource Protection. All staging and construction activities shall be consistent with the mitigation measures and the pre-excavation agreement contained in the Memorandum of Agreement developed to protect archeaological resources at the project site, as signed by the Federal Highway Administration, Caltrans, the State Historical Preservation Officer, and the Advisory Council on Historic Preservation.

9. Debris Removal. PRIOR TO PROJECT CONCLUSION, all construction materials, debris, and remnants of the dismantled bridge shall be removed from the site, with the exception of the pier #4, which will be removed down to the approximate water level of the lagoon to minimize disturbance to the lagoon.

10. Project Limits. This permit does not authorize any development, including the off-site revegetation proposed, outside of the Highway 1 right-of-way. Such development shall require separte coastal development permit review. An exception may be made for the provision of public access facilities required by Special Condition 7, subject to the concurrence in each case by the Executive Director and any effected property owners(s).

11. Other Approvals. PRIOR TO THE COMMENCEMENT OF CONSTRUCTION, the permittee shall submit, for Executive Director review, evidence of the following agency approvals, or evidence that such approvals are not required:

- a. U.S. Army Corps of Engineers (Section 404 permit);
- b. U.S. Fish and Wildlife Service (Incidental Take Permit);
- c. Department of Fish and Game (Section 1601 Streambed Alteration Agreement); and
- d. Regional Water Quality Control Board (Section 401 Water Quality Certification and Storm Water Pollution Prevention Plan).

12. Completion Report. Upon completion of project construction and following monitoring efforts required above, permittee shall submit to the Executive Director a final report on the project. The final report shall describe the effects of the project on Pico Creek, the progress of revegetation, the success of lateral and vertical coastal access improvements, and shall identify any adverse impacts that have not been mitigated. If determined to be necessary by the Executive Director, remedial action may be required for any unmitigated impact, and may require supplemental coastal development permit review.

IV. Findings and Declarations.

The Commission hereby finds and declares:

1. Project Location and Description.

The purpose of the project is to replace the existing Pico Creek Bridge, on which State Highway Route 1 crosses the Pico Creek flood plain. The project site is located approximately 3 miles south of the community of San Simeon and Hearst Castle State Park, in San Luis Obispo County (see location map attached as Exhibit B). Just south of the project is the community of San Simeon Acres, which supports both residential and visitor serving developments on the west and east side of Highway 1.

According to the project report and California Environmental Quality Act documents prepared by Caltrans, the existing bridge has deteriorated to the degree that its structural integrity cannot be maintained. Problems cited include deterioration of the structural steel and the concrete deck, as well as bridge deck uplifting as a result of rust expansion and advanced corrosion. Accordingly, there is a high priority for replacement by a new bridge.

In addition to the new bridge, the project also includes the construction of new roadway approaches; demolition of the existing bridge; removal of existing footings and other material from the Pico Creek flood plain; and restoration of the coastal sage scrub, coastal strand, and wetland vegetation that will be impacted as a result of project implementation.

The new five-span bridge will be about 716 feet long with a roadway 40 feet in width, and will span the Pico basin, which is a wide, relatively flat floodplain defined by steep banks rising nearly 50 feet above the basin. The new bridge will be located approximately 46 feet upstream (east) of the existing bridge, within the existing Highway 1 right-of-way, which has been determined by Caltrans to be the least environmentally damaging alignment. It requires four support columns within the floodplain, but no work will be required within Pico Creek (a temporary equipment crossing of the creek will be constructed). Approximately 1200 feet of roadway south of the bridge, and 1800 feet of roadway north of the bridge will be realigned to accommodate the new bridge. Traffic will continue to use the existing bridge during construction. Upon completion of the new bridge, the old structure will be removed, with the exception of one "in creek" column which will be cut-off at average creek water level to prevent creek disturbance. The project involves grading approximated to be 1500 cubic yards of cut and 4600 cubic yards of fill.

2. State/County Jurisdiction.

The subject project is located partly on lands subject to the Commission's original jurisdiction, and partly on lands subject to the County of San Luis Obispo's jurisdiction under the certified Local Coastal Program. The majority of the bridge work falls within the Commission's original jurisdiction, while the bridge abutments and approach roadways lie within the County's permit jurisdiction, appealable to the Commission (Exhibit D).

In applying for a coastal development permit for this project, Caltrans requested that San Luis Obispo County and the Coastal Commission coordinate their review through a single coastal development permit review process. In a letter dated October 26, 1995, the County of San Luis Obispo agreed that a single coastal development permit for the entire project, issued by the Coastal Commission, would be appropriate, and relinquished their coastal permit jurisdiction for this project to the Commission (Exhibit E). In relinquishing permit authority over the subject project, the County of San Luis Obispo requested that the Commission pay special attention to the issues of archaeological resource protection, and the provision for public access to the beach in the village of San Simeon Acres. These issues are addressed in the following findings.

Coastal Commission issuance of a single permit for functionally related development, when components of the development span jurisdictional boundaries, is consistent with previous Commission actions on permits involving such circumstances. For example, the Commission issued a single permit for a road abandonment in Santa Cruz County which fell within both the County's permit jurisdiction and the Commission's original jurisdiction (Coastal Development Permit No. 3-86-168). A letter supporting this process, prepared by Commission staff counsel in 1984, is attached as Exhibit F.

3. Environmentally Sensitive Habitat Area and Marine Resource Protection.

The following Coastal Act sections protecting environmentally sensitive habitat areas and marine resources apply to the subject project:

Section 30230. Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30232. Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

Section 30240. (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Impacts to wetlands, coastal sage scrub habitats, and waters of Pico Creek that are utilized by sensitive animal species, as well as to other native plant communities including coastal strand, grasslands, and riparian woodlands will result from the bridge replacement project, as documented by the Negative Declaration prepared for this project, certified by Caltrans on May 30, 1995. Caltrans investigated three alternative alignments for the project during CEQA review, and found the proposed alignment to involve the least amount of adverse impacts to these sensitive habitat areas.

To minimize and mitigate adverse impacts to these habitat areas and the special status species present, Caltrans developed the mitigation measures in consultation with the U.S. Fish and Wildlife Service, which include: fencing of environmentally sensitive habitat areas and both sides of Pico Creek; constructing a temporary equipment crossing that completely spans Pico Creek; avoiding any construction activities from taking place within Pico Creek; preventing construction of the bridge column closest to Pico Creek during the tidewater goby's breeding season (April/May); constructing bridge abutments and the southernmost support column after the California red-legged frog breeding season (February-April); cutting off the existing in-stream column at

normal creek elevation to minimize creek disturbance; relocating sensitive species to an area outside the construction zone; constructing and installing bridge columns in a manner which will avoid the lowering of creek levels by more than one foot and prevent siltation; reuse of wetland soils in construction area for revegetation; and replacing habitat at a ratio of 3:1 for permanently lost wetlands and coastal sage scrub, 2:1 for temporary impacts to wetlands and coastal sage scrub, and 1:1 for temporary impacts to coastal strand.

Habitat replacement mitigation will take place on site utilizing temporary impact areas and areas exposed by the removal of the existing bridge and road approaches. Additional wetland revegetation will occur where an existing artificial berm on the downstream side of the bridge will be removed.

Additional acreage will be necessary in order to ensure the success of the above proposed mitigation for wetlands and coastal sage scrub. Two locations, Villa Creek and Cayucos Creek, have been preliminarily identified as providing a similar coastal lagoon setting where wetland and coastal sage scrub habitat restoration would benefit sensitive species.

The following special conditions have been attached to this permit to ensure that the proposed habitat protection and replacement will be consistent with the Coastal Act standards identified above:

- o Special Condition 1 requires that construction contractor(s) are briefed on all mitigation measures and coastal development permit conditions, to ensure that they are effectively implemented and will adequately protect coastal resources. consistent with Coastal Act standards.
- o Special Condition 2 requires the submission of a Construction Phasing Plan which provides specific information regarding the timing of construction and the exact locations of staging areas, wash down facilities, habitat protection fences, and other project elements which may effect coastal resources. This condition is designed to meet Coastal Act requirements preventing impacts to special status species during their respective breeding seasons, and minimizing adverse impacts to environmentally sensitive habitat areas caused by the intrusion of construction activities and materials.
- o Special Condition 3 requires the permittee to avoid sidcasting of excavated spoils, specify the disposal site(s), prohibits marine disposal, and notes that disposal methods shall be subject to review and approval by the Executive Director for both excess spoils and removed pavement. This condition prevents adverse impacts of spoils disposal on environmentally sensitive habitats and the marine environment, as required by the Coastal Act Sections identified above.

- o Special Condition 4 requires a biological monitor to be retained on site during all staging and construction activities in order to provide appropriate guidance if special circumstances affecting sensitive habitats or special status species arise during project implementation, as well as to ensure effective implementation of the mitigation measures identified above. This condition will ensure project consistency with Coastal Act standards protecting environmentally sensitive habitat areas and marine resources throughout project implementation.
- o Special Condition 6 requires the offsite revegetation area to be identified, for Executive Director review and approval, prior to issuance of the permit, in order to ensure that project impacts on sensitive habitats and biological productivity are appropriately mitigated. This will provide project consistency with Coastal Act standards requiring the maintenance of biological productivity in coastal wetlands and the continuance of significant habitat areas. This condition also requires the submission of a revegetation program detailing planting, monitoring, maintenance, and reporting procedures in order to ensure successful establishment of replacement habitat and prevent significant disruptions to environmentally sensitive habitat areas as a result of project implementation.
- o Special Condition 9 calls for the removal of all construction materials, debris, and remnants of the dismantled bridge (with the exception of the pier #4, which will be removed down to the approximate water level of the lagoon to minimize disturbance to the lagoon). This will enhance the proposed mitigation measures effectiveness of providing adequate and appropriate replacement habitat, and will maintain habitat values within the project vicinity.
- o Special Condition 10 identifies that off-site revegetation shall require separate coastal development permit review in order to ensure that the revegetation proposed to mitigate for impacts to sensitive habitats and special status species is effectively implemented, as well as to maintain consistency with Coastal Act permitting requirements.
- o Special Condition 12 calls for the submission of a final report upon completion of project construction, which describes the progress of revegetation, and provides for remedial action if determined to be necessary by the Executive Director. Again, this condition will ensure effective implementation of the proposed mitigation measure, and safeguard against unforeseen problems, in order to provide an end result which meets coastal act requirements protecting environmentally sensitive habitat areas and marine resources.

In addition to the direct adverse impacts to environmentally sensitive habitat areas addressed above, the following effects of project implementation may result in secondary adverse impacts to sensitive habitats and marine resources: soil erosion; installation of the temporary creek crossing; use of temporary construction access roads; excavation of bridge column footings; and water pollution from construction materials and roadway runoff.

In order to minimize and mitigate these impacts, Caltrans has proposed to implement the following precautions: protection of Pico Creek from pollution with fuels, oils and other harmful materials; minimizing the muddying and silting of Pico Creek; constructing temporary pollution control measures such as dikes, basins, ditches, and applying straw and seed; treating any slopes constructed prior to September 1 with erosion control by September 15; filtering or retaining wash water in a settling pond; preventing oily or greasy substances from being placed where they may enter Pico Creek; prohibiting fresh cement from entering Pico Creek; preparation and implementation of a Storm Water Pollution Prevention Plan; entering into, and complying with, a Streambed Alteration Agreement with the Department of Fish and Game; obtaining a Water Quality Certification/Waiver from the Regional Water Quality Control Board; prohibiting piles or fill from being placed within Pico Creek; using a coffer dam during construction of the temporary equipment crossing spanning Pico Creek and relocating Tidewater Gobies from this area prior to installation; and preventing equipment and personnel from entering or operating in Pico Creek.

Special Conditions 1, 4, and 12, addressed above, have been designed to guarantee the effective implementation of these mitigation measures. Special Condition 11, which notes the requirement for a Streambed Alteration Agreement with the Department of Fish and Game, and a Water Quality Certification from the Regional Water Quality Control Board including a Storm Water Pollution Prevention Plan, will also insure implementation of the proposed mitigation and prevent adverse impacts of soil erosion on the biological productivity of Pico Creek. Special Condition 4 requires measures to prevent construction materials from entering coastal waters and damaging marine resources, as well as the incorporation of urban pollutant measures (e.g., oil/water separators) in final project plans in order to minimize adverse impacts to marine resources caused by the discharge of polluted runoff (non-point source pollution) from roadways.

Conclusion: The subject project as submitted, has effectively identified potential impacts to environmentally sensitive habitats and marine resources in the project vicinity. Caltrans has proposed appropriate mitigation measures which strive to reduce these impacts to an insignificant level. These mitigation measures however, do not provide a level of detail to ensure project consistency with Coastal Act Sections 30230, 30231, 30232, and 30240. To provide compliance with Coastal Act requirements protecting the functioning and continuance of environmentally sensitive habitats, and the biological productivity of coastal waters, these mitigations have been supplemented and reinforced by the Special Conditions identified above; only as conditioned can this project be found to be consistent with applicable Coastal Act policies.

4. Public Access and Recreation.

The following sections of the Coastal Act, regarding public access and recreation, apply to the subject project:

Section 30210. In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30212. (a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:

- (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,
- (2) adequate access exists nearby, or,
- (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

(b) For purposes of this section, "new development" does not include:

- (1) Replacement of any structure pursuant to the provisions of subdivision (g) of Section 30610...

Section 30610 (g) only exempts projects which constitute the replacement of structures destroyed by a disaster from providing public access to and along the coast. This is not the case for the subject bridge replacement. As a result, the subject project must be found to be consistent with the public access requirements of Section 30212.

State Highway Route 1 at the project site provides essential automobile, bicycle, and pedestrian access to and along the coast. There is an official coastal access route to the beach at the western end of Pico Avenue, which is currently the only established route to the beach immediately west of the bridge. No access to the beach is available from the northern side of the basin, although unofficial trails on the west side of the highway which lead to rocky shoreline outcroppings are used by fisherman (personal communication with Darryl Mullikan, District Maintenance Chief of California Department of Parks and Recreation, San Simeon District, 12/27/95).

In order to evaluate project consistency with the Coastal Act standards identified above, an analysis of the projects effect on vehicle, bicycle, and pedestrian access to and along the coast is required. The replacement bridge will improve vehicle and bicycle access along the coast by preventing failure of the existing bridge, and by providing twelve foot travel lanes with eight foot wide paved shoulders as compared to the existing bridge which provides two eleven foot wide travel lanes with no shoulders or sidewalks.

The effect of the project on pedestrian access to and along the coast, however, is adverse. This is primarily due to the fact that providing wider travel lanes with wide shoulders will increase the average speed of motorists traveling across this bridge, exacerbating an already documented safety hazard for pedestrians crossing the Highway to access the coast in the community at the southern portion of the project area (see below). In addition, the wide shoulders may provide pedestrians wanting to cross the bridge with a false sense of security, resulting in pedestrian conflicts with bicyclists and automobiles, thereby creating safety hazards for all travelers.

The San Simeon Community Services District has identified the existing coastal access situation at the southern end of the subject project as a safety hazard. This hazard is attributed to the lack of an established crosswalk connecting the east and west sides of the community, divided by Highway 1, which forces people to either drive across the intersection of Pico Avenue and Highway 1, or run across the highway dodging traffic. In addition, safety barriers constructed by Caltrans along the Highway have been asserted to be an additional barrier to pedestrian access to the coast. As a result, it has been requested that Caltrans provide a signalized pedestrian intersection immediately south of the bridge, to allow the residents and visitors of this community to safely cross Highway One (Exhibits H and I).

This request has been objected to by Caltrans due to safety and operational concerns (Exhibit J). Although the safety and design concerns regarding the proposed crosswalk expressed by Caltrans have been acknowledged by the County of San Luis Obispo, they have requested that "coastal staff ... seriously consider some form of pedestrian access across Highway 1 as a coastal access issue and condition the project to require Caltrans to diligently pursue a solution to this issue" (Exhibit E).

In order to address the public safety issues involved, and meet the standards of Coastal Act Section 30210 requiring the provision of maximum public access consistent with public safety needs, Special Condition 7 requires Caltrans to incorporate into final grading plans a 5 foot wide bench under the bridge at both the southern and northern bridge abutments to facilitate the establishment of pedestrian access to the coast. This provides a solution to the current safety hazard without complicating roadway operation, or significantly effecting implementation of the needed bridge replacement, and achieves Coastal Act requirements for the provision of maximum access consistent with public safety needs. Such undercrossings were previously implemented in the development of the Pescadero Creek Bridge (CDP 3-87-299), and were also required as a condition of approval for the Carmel River Bridge (CDP 3-95-38). This condition represents a solution to the coastal access/public safety issue which should not substantially complicate project implementation.

With respect to lateral pedestrian access along the coast, the Pico Creek Bridge provides the only pedestrian access route across the Pico Creek floodplain (lateral coastal access) from the community of San Simeon Acres to the coastal bluffs on the north side of the basin. Due to this fact, Commission staff, in responding to the Initial Study prepared for this

project, recommended that the seaward side of the bridge incorporate a five foot wide walkway raised above the roadway surface or physically separated from motor vehicle traffic (Exhibit G). This recommendation has not been incorporated into the subject project design as of the writing of this staff report.

In order to meet the Coastal Act Section 30212 requirement that new development provide public access from the nearest public roadway to the shoreline and along the coast, Special Condition 7 requires Caltrans to submit final project plans which incorporate at least one pedestrian walkway, at least 5 feet in width, raised above the roadway surface or physically separated from motor vehicle traffic, preferably on the west (seaward) side of the bridge. This requirement is consistent with previous Commission actions on other bridge replacement projects, including the Elkhorn Slough Bridge in Monterey County (CDP 3-83-228), the Pescadero Creek Bridge in San Mateo County (CDP 3-87-299), and the Carmel River Bridge (3-95-38).

As an alternative to a separated pedestrian walkway, Special Condition 7 allows the permittee to submit, for Executive Director consideration, an alternative means of providing safe lateral pedestrian access across the Pico Creek flood plain. This alternative is intended to allow Caltrans with the flexibility of developing a coastal access route to the beach at on the north side of Pico Basin, which would allow for lateral pedestrian access along the beach with connections to the bluff tops at both ends of the beach, if the inclusion of a separated pedestrian walkway along the bridge would significantly delay project implementation and/or unacceptably increase project costs.

Conclusion: Because the project, as submitted, fails to provide public pedestrian access to and along the coast in a manner consistent with public safety needs, it is inconsistent with the requirements of Coastal Act Sections 30210 and 30212 as submitted. As a result, Special Conditions which provide safe pedestrian access, separated from automobile traffic, to and along the coast have been attached to this permit. Only as conditioned can this project be found to be consistent with Coastal Act policies regarding public access.

5. Archeological Resources.

Due to the presence of a large prehistoric archeological site in the project vicinity, the following Coastal Act policy applies to the subject project:

Section 30244. Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

The archeological site, although disturbed by previous Highway construction, has been found to be eligible for inclusion on the National Register of Historic Places, as substantial portions of the buried site are intact. Due to the presence of human remains recovered during a 1965 investigation, it has been determined that the project will have an adverse impact on the project site. This impact was determined to be equivalent for all alternative alignments considered by Caltrans.

Caltrans has prepared a Finding of Adverse Effect which summarizes the potential impacts upon this site. In order to avoid and mitigate for these impacts, Caltrans has entered into a Memorandum of Agreement (MOA) with the Federal Highway Administration, the State Historical Preservation Officer, and the Advisory Council on Historic Preservation. This MOA details mitigation measures, and includes a Pre-excavation agreement that Caltrans has entered into with a representative from the Chumash community.

Special Condition 8 attached to this permit requires implementation of, and compliance with, the MOA and Pre-excavation agreement described above. As a result the project, as conditioned, is found to be consistent with Coastal Act Section 30244 because it incorporates reasonable measures to protect archaeological resources.

6. Visual Resources.

The following Coastal Act Policies protecting scenic and visual resources in the coastal zone apply to the subject project:

Section 30251. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

The project site offers scenic views of the Pacific Ocean, Pico Creek floodplain, and coastal bluffs. All of the project alternatives considered by Caltrans incurred a change in the visual environment surrounding Pico Creek. The most notable impact will result from the replacement of the existing bridge, which has wooden rails and open support columns, with a wider and modern concrete structure. In addition the project will result in the removal of native coastal vegetation, which will temporarily diminish the quality of coastal views.

In order to mitigate these impacts, Caltrans proposes to: replant all disturbed areas with native vegetation; provide aesthetic landscaping along both sides of the Highway in areas where approach roadway alignment will be revised; and remove the existing bridge and support columns. These mitigation measures will reduce the visual impacts identified above to a level of insignificance.

Caltrans has not, however, provided a comparison of the quality of coastal views available from the existing bridge with those which will be available from the replacement bridge. In order to ensure that coastal views on the new bridge will be provided, Special Condition 7d requires that solid portions of the bridge railing not extend more than 32 inches above the bridge deck.

Consistent with public safety needs, this condition recommends topping the solid rail with a metal handrail which allows for visual access from the roadway. As noted by this condition, alternative rail designs which offer the same degree of visual access may be employed, subject to the review and approval of the Executive Director. Implementation of this condition is consistent with previous Commission actions on similar bridge replacement projects, such as the Carmel River Bridge (CDP 3-95-38), and will provide project consistency with Coastal Act Section 30251.

7. California Environmental Quality Act (CEQA).

Caltrans prepared an Initial Study and Negative Declaration for the subject project pursuant to the Environmental Quality Act. The Negative Declaration, certified on May 30, 1995, found that the subject project would not have a significant adverse impact on the environment within the meaning of the California Environmental Quality Act.

0271M

COASTAL DEVELOPMENT PERMIT

STANDARD CONDITIONS:

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24-hour advance notice.
6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

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EXHIBIT NO. A
APPLICATION NO. 3-95-80
Caltrans
Standard Conditions

C

O C E A N

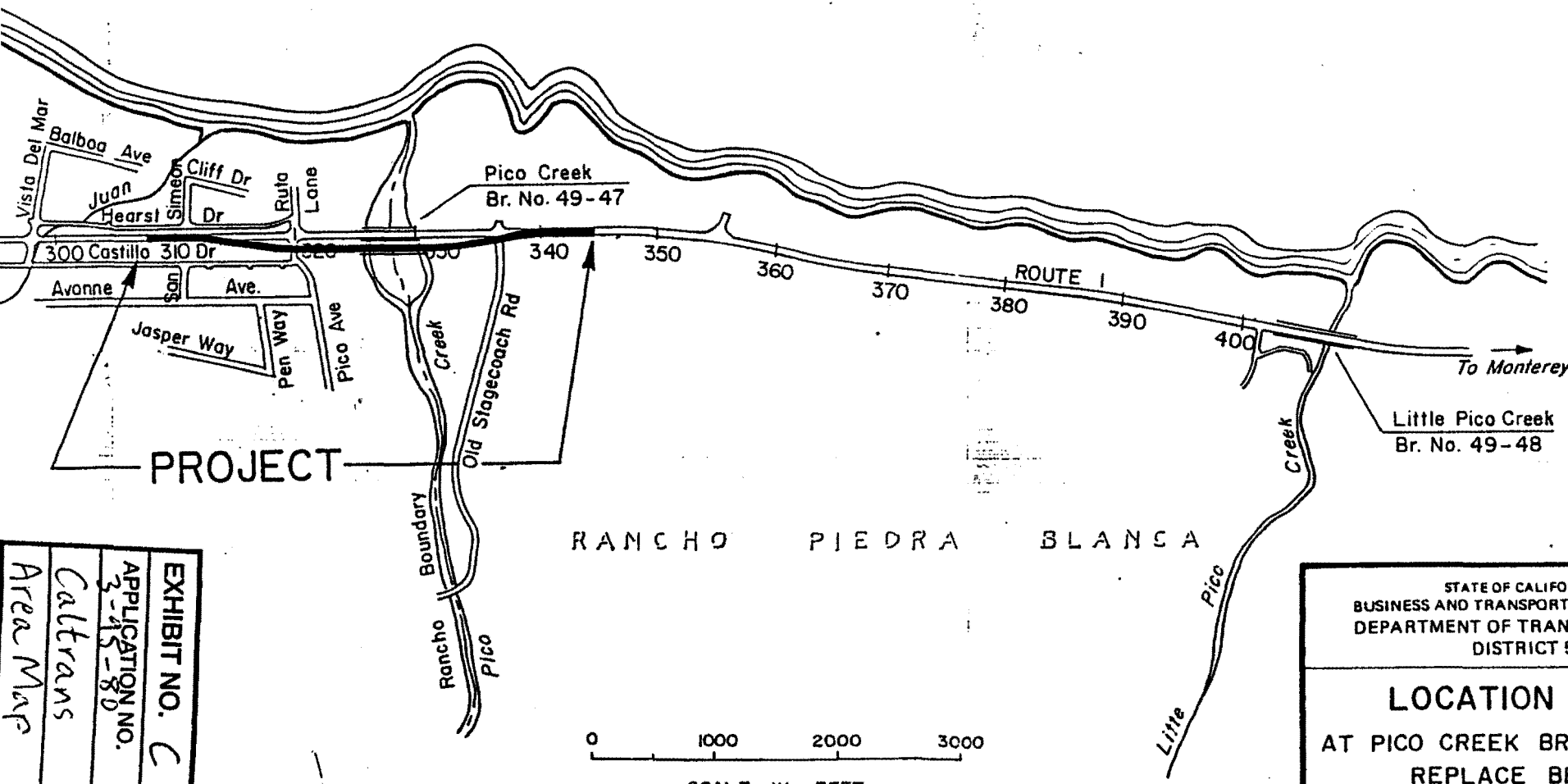
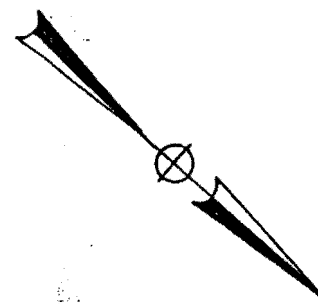


EXHIBIT NO. C
APPLICATION NO. 3-45-80
Caltrans
Area Map

STATE OF CALIFORNIA BUSINESS AND TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 5					
LOCATION MAP					
AT PICO CREEK BR NO 49-47 REPLACE BRIDGE					
CO.	RTE.	P.M.	SCALE	DATE	INO
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BD 13-95
Pico Creek Bridge
San Luis Obispo County

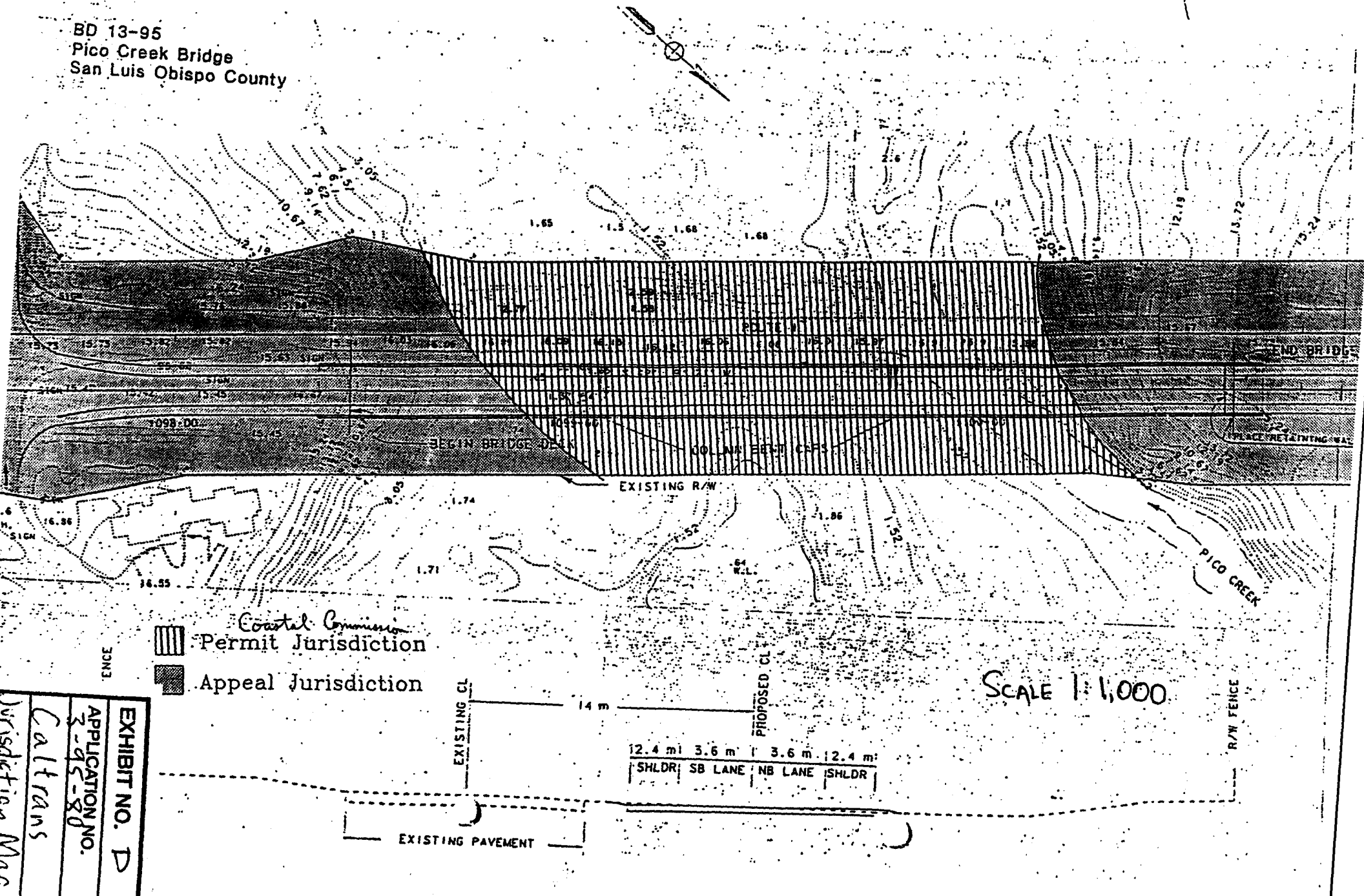


EXHIBIT NO. D
APPLICATION NO.
3-95-80
Caltrans
Jurisdiction Map



Department of Planning and Building San Luis Obispo County

Alex Hinds, Director
Bryce Tingle, Assistant Director
Barney McCay, Chief Building Official
Norma Salisbury, Administrative Services Officer
Ellen Carroll, Environmental Coordinator

OCTOBER 26, 1995

LES STRNAD
CALIFORNIA COASTAL COMMISSION
725 FRONT STREET, STE 300
SANTA CRUZ, CA 95060

SUBJECT: COASTAL DEVELOPMENT PERMIT FOR CALTRANS REPLACEMENT OF
PICO CREEK BRIDGE NEAR SAN SIMEON

Caltrans is intending to replace this bridge and has requested that San Luis Obispo County relinquish coastal permit jurisdiction for the project so that the Coastal Commission can do a single consolidated permit. The stated purpose of doing a single permit in this case is that the bridge is in urgent need of repair and could be closed at any time. The building season and time frames for construction bidding require a quicker permit turnaround than usual. We have discussed this issue with Caltrans staff, members of your staff and decision makers at the county level and are willing to relinquish permit jurisdiction in this one case only.

In reviewing the application information and environmental documents submitted by Caltrans, There are two issues that are of some concern to the county. The first is the large archaeological resource identified in the initial study/environmental assessment prepared by Caltrans and the Federal Highway Administration. We trust the Coastal Commission will provide adequate protection for the identified resources in your conditions on the project. The second concern is the provision for public access to the beach in the village of San Simeon Acres.

As you are aware, San Simeon Acres is divided by Highway 1 with access only at the extreme northerly and southerly ends. It is quite difficult for automobiles or pedestrians to move from one portion of the village to the other and particularly from the eastern portion of the village to the coastal side. Apparently pedestrians are going through the freeway fence and crossing Highway 1 midway between the two existing crossings. The San Simeon Chamber of Commerce has been working for some time with the San Simeon Community Services District to come up with a plan to help solve this access problem. A schematic of their proposed solution, a "San Simeon Pedestrian Crossing" is attached for your information and inclusion into the project file.

At a meeting with Caltrans staff and members of the San Simeon Chamber of Commerce on October 25, 1995 it became clear that the

EXHIBIT NO. E

APPLICATION NO.

3-95-80

proposed crossing created safety and design concerns that would make it impossible to implement as designed. Despite these problems, the County of San Luis Obispo strongly supports a solution to the crossing problem and would like to see Caltrans continue to work with the county and San Simeon Chamber of commerce in solving the problem. Ideally the solution could be worked into the project to replace Pico Creek bridge. We do not, however, wish to delay the replacement of Pico Creek bridge by requiring a fix as part of the construction contract. If Caltrans and the community can work constructively to find a solution, we believe it might be worked in with minor change orders to the southerly bridge approach.

In our conversations with Caltrans staff on the crosswalk issue to date, they have expressed specific concern about a pedestrian crossing. We would like coastal staff to seriously consider some form of pedestrian access across Highway 1 as a coastal access issue and condition the project to require Caltrans to diligently pursue a solution to this issue. It is our understanding that the community is pursuing funding sources to provide all the connecting amenities outside Caltrans right-of-way.

As you proceed to hearing on this permit, please keep Michael Drazee of our staff informed of your progress and staff recommendations so that we can monitor the issues we've raised.

Sincerely,



Alex Hinds, Director
Department of Planning and Building

picobrdg.mdl

Exhibit E, p.2
3-95-80

STAFF / F

State of California, George Deukmejian, Governor

California Coastal Commission
631 Howard Street, 4th Floor
San Francisco, California 94105
(415) 543-8555

January 11, 1984

Ed Kleeman
Community Development Department
1825 Strand Way
Coronado, CA 92118

Dear Mr. Kleeman:

This is in response to your inquiry of January 6, 1984 regarding the review of proposed development that spans a jurisdictional boundary after certification of Land Use Plans and Local Coastal Programs. As the geographic areas subject to jurisdiction retained by the Coastal Commission are generally described in the Coastal Act by topographic features and not by land ownership patterns the circumstance may arise, and has in fact already arisen in other areas of the state, wherein proposed development is located in both the retained jurisdiction area and the area in which review of coastal permits has been delegated to the local government. The following is a description of the approach taken by the Coastal Commission when this situation occurs.

The areas in which jurisdiction is retained by the Coastal Commission are described in Public Resources Code Section 30519(b) as tidelands, submerged lands, public trust lands, whether filled or unfilled, and development within any state university or college. This provision is limited by Public Resources Code Section 30613 which provides for removal from the Coastal Commission's retained jurisdiction of public trust lands that are filled and developed and located within an area committed to urban uses.

Proposed development may be designed so that a portion is located within both the Coastal Commission's and local government's coastal development permit jurisdiction. In the case of any division of land, the permit is issued by the Coastal Commission only for any lots or parcels created which require any new lot lines or portions of new lot lines within the area subject to the Coastal Commission's appeal or retained jurisdiction area. In such an instance the Coastal Commission's review is confined to those lots or portions of lots within its jurisdiction. In the case of any development involving a structure or similar integrated physical construction a permit is issued by the Coastal Commission for any structure which is partially in the retained jurisdiction area.



EXHIBIT

EXHIBIT NO. F
APPLICATION NO. 3-95-80
Caltrans
CDP Jurisdiction

The Coastal Commission encourages functionally related development to be the subject of only one coastal development permit even though the development may consist of several components of which only a portion span a jurisdictional boundary. If the applicant, local government and Coastal Commission agree, a coastal development permit may be issued for all of the functionally related development by the Coastal Commission even though a portion is not located in the retained jurisdiction area. Of course the proposed development would remain subject to all other local government regulations. This procedure avoids duplication of effort by the bodies reviewing the coastal development permit application and greatly reduces the possibility of incompatible decisions by the reviewing bodies. However, absent agreement by all three parties to the application, applicant, local government and Coastal Commission, the Coastal Commission may only review those portions of the development spanning the boundary or totally within its jurisdiction. A resolution by the Board of Supervisors or City Council or a letter from an authorized person acting on behalf of the governing body which states agreement to sole review of the coastal development permit application by the Coastal Commission is satisfactory evidence of agreement by the local government.

Please do not hesitate to call me if you have any further questions.

Very truly yours,

Cynthia K Long

Cynthia K. Long
Staff Counsel

CKL:jc

cc: Tom Crandall, District Director

5
Exhibit F, p.2
3-95-80

CALIFORNIA COASTAL COMMISSION

CENTRAL COAST AREA OFFICE
725 FRONT STREET, STE. 300
SANTA CRUZ, CA 95060
(408) 427-4863
HEARING IMPAIRED: (415) 904-3200



April 6, 1995

Mr. Gary Ruggerone
Environmental Branch Chief
District 05
Department of Transportation
P.O. Box 8114
San Luis Obispo, CA 93403-8114

SUBJECT: Initial Study/Environmental Assessment, Replace Pico Creek Bridge

Dear Mr. Ruggerone:

Coastal Commission staff have reviewed the above referenced document. Our comments about visual issues are similar to those expressed in our March 28, 1995, letter to you regarding the Carmel River bridge replacement in Monterey County. Please also refer to our staff report for the replacement Carmel River bridge (application # 3-95-38). In general, our concerns about impacts to environmentally sensitive habitats appear to be addressed by mitigation measures proposed in the IS/EA for the Pico Creek bridge. We have the following specific comments on this document:

1. This proposal will require a coastal development permit from the Coastal Commission since a portion of it lies in a area where the Commission has retained permit jurisdiction. For the portion of the proposal outside of the Commission's permit jurisdiction, primarily the roadway realignment north and south of the bridge, a coastal development will be required from the County.
2. Alternative 1A (Three-span Upstream Alignment), with mitigations, is more consistent with the Coastal Act than the other two replacement alternatives. With the proposed mitigations, it appears that adverse impacts to environmentally sensitive habitats will be minimized to the greatest extent.
3. The replacement bridge will become essentially a permanent part of the landscape. With this in mind, careful consideration ought to be given to the design of the structure. This needs to include how the bridge will "fit" into the site and how it will look from the beach and surrounding area as well as maintaining the existing view out from the bridge for motorists on Highway One, both downstream toward the sea and upstream.

EXHIBIT NO. G
APPLICATION NO. 3-95-38
Caltrans
Initial Study Comments

Mr. Gary Ruggerone
April 6, 1995
Page 2

Possibilities include the modified Type 25 barrier/guardrail utilized in the Pescadero Creek bridge in San Mateo County or the Type 18 guardrail proposed for the replacement Carmel River bridge in Monterey County.

4. The seaward side of the new bridge ought to incorporate a five foot wide pedestrian walkway raised above the roadway surface or physically separated from motor vehicle traffic.
5. Both sides of the bridge ought to incorporate bicycle lanes.

We look forward to working with you and your staff on this project. If you have any questions, please contact Steve Guiney of my staff at the letterhead address/phone number. Thank you.

Sincerely,



David Loomis
Assistant District Director

0340S

Exhibit G, p. 2
3-95-80

San Simeon
Community Services District

Board of Directors

Bob Hahn, Chairman
Walt Blankenship, Vice Chairman
Ellie de Klerk, Director
Ray Price, Director
Dee Dee Ricci, Director



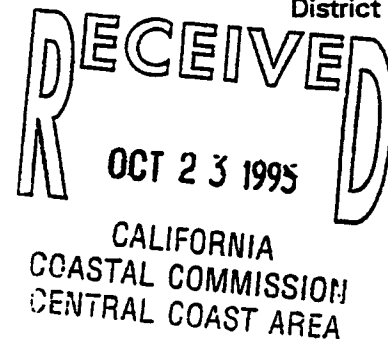
John L. Wallace
General Manager

Roger C. Lyon
District Counsel

Elizabeth O'Leary
District Secretary

Ron Head
District Superintendent

October 16, 1995



California Coastal Commission
Central Coast Area
725 Front Street
Suite 300
Santa Cruz, California 95060

Subject: Coastal Access

Dear Commissioners:

The Board of San Simeon Community Services District has long been concerned about the safety problems generated in San Simeon by poor public circulation and coastal access. At present, Highway 1 acts as an artificial barrier dividing the community and limiting access to the ocean and beaches. There are no safe provisions for the circulation of pedestrian traffic between the east and west sides of the community which are divided by the Highway. Pedestrian traffic is also discouraged as a result of safety fences constructed by CALTRANS as a barrier to the freeway traffic. People are therefore forced to drive across Highway 1 to ensure safe passage, this increases traffic congestion. Unfortunately, many pedestrians also run across the highway dodging traffic. This second scenario is even more dangerous in that many of our visitors are not locals and are unaware of the average speeds in the area. In an attempt to remedy this central problem, our community task force has determined that our primary objective is the construction of a safe and convenient Highway 1 crosswalk.

We are aware you will soon be reviewing the CALTRANS Pico Bridge project and believe that with your help, we may achieve our goal of safe coastal access. We request that you closely consider this issue as part of your review of the CALTRANS Pico Bridge Project. If the Pico Bridge project were conditioned to provide for our project it would: alleviate the need for excessive parking facilities, improve air quality, decrease traffic congestion, enhance the visual qualities of San Simeon, and, encourage safe pedestrian and bike circulation to the beaches for

EXHIBIT NO. 4

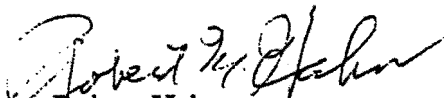
California Coastal Commission
October 16, 1995
Page Two

visitors and the community. We request that your Commission require CALTRANS to cooperate with our proposed project.

Attached to this letter you will find the San Simeon Chamber of Commerce packet sent to CALTRANS which presents design plans for pedestrian development which details an excellent solution to this on-going problem.

Thank you for your consideration of this issue. If you have any questions, I can be reached at (805) 927-4778.

Sincerely


Robert Hahn
Chairman of Board of Directors

bmh:084.02(17)/crossing
cc: Bud Laurent, Board of Supervisors

Exhibit H, p. 2
3-95-80

For Review, Study, &
Approval Only
Not for Construction
Use

IN SITE
ASSOCIATES

Architects
Interior Design
Environmental Graphics

Client

Project

SANSIMEON
Pedestrian Crossing

Street Crossing

Hwy. 1

Pedestrian Crossing

Conceptual Site Plan

Drawn by: P.R.

Checked by: [Signature]

Date: 10/18/95

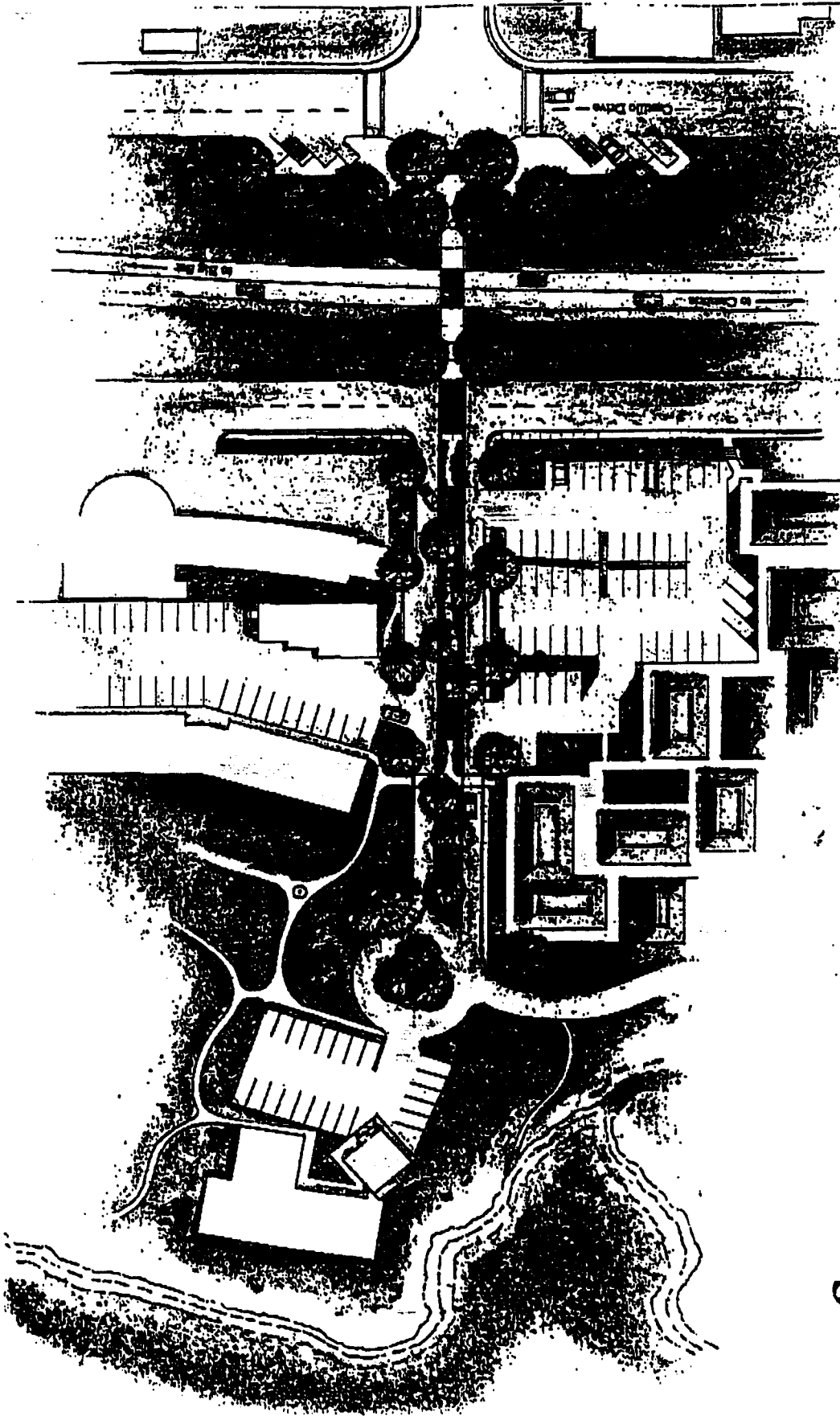
Revised:

This plan and conditions are submitted
as advisory only. The user of this plan
is responsible for its proper use. The
user of this plan is responsible for
the safety of the project and the
accuracy of the information. The
user of this plan is responsible for
the accuracy of the information.

Job No. HC-9308

Sheet No.

1 of 1



SANSIMEON
Pedestrian Crossing

Scale: 1" = 60'-0"

Exhibit H, p.3
3-95-80

San Jose, Costa Rica
 10/18/95
 10/18/95

INSTITUTIONAL

Architecture
 Urban Planning
 Environmental Design

Client

SAN JOSE

Pedestrian Crossing

Street Crossing

Entry, 1

Pedestrian Crossing

Conceptual Perspective

Design by: C.C.

Checked by:

Date: 10/18/95

Project

San Jose and surrounding areas
 are experiencing rapid growth
 and development. The city
 is facing many challenges
 in providing adequate
 infrastructure and services
 for its growing population.
 This project aims to address
 these challenges by
 improving the pedestrian
 environment and
 providing a safe and
 accessible crossing for
 pedestrians.

Job No: HC-9308

Sheet No:

of:

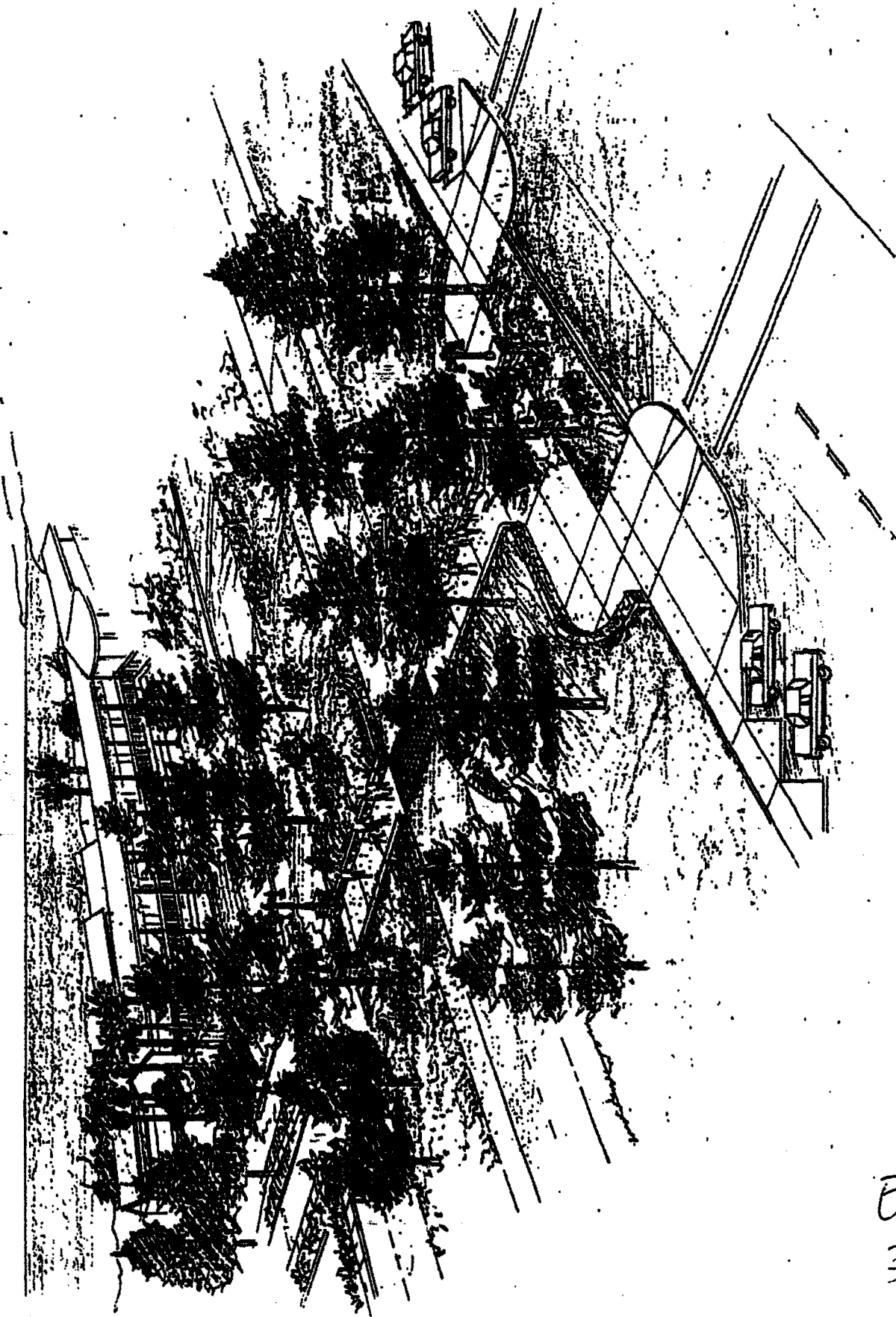


Exhibit H, p.4
 3-95-80



**COAST UNION HIGH SCHOOL DISTRICT
CAMBRIA UNION ELEMENTARY SCHOOL DISTRICT
CAYUCOS ELEMENTARY SCHOOL DISTRICT**

2950 Santa Rosa Creek Road • Cambria, California 93428

District Office: (805) 927-3880 or 772-5903

FAX: (805) 927-0312

Vera Wallen, Ph.D.
Superintendent

October 23, 1995

RECEIVED
OCT 26 1995

Steven Guiney
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060

CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

Dear Mr. Guiney:

This is a letter of support from the Cambria Union Elementary and Coast Union High School Districts for a signalized pedestrian crossing at Otter Way in San Simeon.

We believe this will promote safety and help the flow of traffic. Children and tourists often cross, at various points, exposing themselves and motorists to danger. A signalized pedestrian crossing will help eliminate indiscriminate crossings.

Sincerely yours,

Vera Wallen

Vera Wallen, Ph.D.
Superintendent

VW:rl

ltr\otterway.ped

Coast Union High School
2950 Santa Rosa Creek Road
Cambria, CA 93428
(805) 927-3889 or 772-3887

Cambria Grammar School
1350 Main Street
Cambria, CA 93428
(805) 927-4400

Santa Lucia School
2850 Schoolhouse Lane
Cambria, CA 93428
(805) 927-3693

Cayucos Elementary School
301 Cayucos Drive
Cayucos, CA 93430
(805) 995-3694

EXHIBIT NO. I
APPLICATION NO. 3-95-80
Caltrans
Access Letter

DEPARTMENT OF TRANSPORTATION

P.O. BOX 8114

SAN LUIS OBISPO, CA 93403-8114

TELEPHONE: (805) 549-3111

TDD (805) 549-3259

RECEIVED
OCT 12 1995CALIFORNIA
COASTAL COMMISSION
CENTRAL COAST AREA

October 10, 1995

SLO-1-54.5/55.2

Pico Creek Bridge Replacement
05332-305300

Mr. Steve Guiney
California Coastal Commission
Central Coastal Office
725 Front Street, Suite 300
Santa Cruz, CA 95060

Dear Mr. Guiney:

We have been informed by Mike Drazo of the County of San Luis Obispo Planning Department that they are relinquishing their permit authority for the Pico Creek Bridge Project to the State Coastal Commission. A letter to this effect should be forthcoming according to a telephone conversation with Mr. Drazo October 3. Mr. Drazo stated that his letter conveying authority for permit approval on this project will contain the condition that serious thought be given to adding a crosswalk to Highway 1 at San Simeon Avenue and Otter Way (in San Simeon). A map showing the requested crosswalk is attached to this letter.

This subject was brought up during the project report phase of this project. Our Design and Traffic Engineers have reviewed the request and have determined that a pedestrian crossing would be inappropriate as it would compromise safety for pedestrians and motorists. The following considerations went into this finding.

Painted crosswalks are gradually being discouraged and removed from highways and local roads. This is due to recent studies which show that pedestrian accident rates are higher in painted crosswalks than they are in non-painted intersection crossings. The reason for this is that pedestrians tend to become unduly confident when using marked crosswalks. The false sense of security generated by the stripe causes most pedestrians to let down their guard and use less care when crossing the street. Mid-block crosswalks, such as the one proposed for San Simeon, further compromise pedestrian safety because motorists do not expect to be confronted with pedestrian traffic at non-intersection locations.

The proposals made by the San Simeon Chamber of Commerce further recommend that a pedestrian activated signal be installed at this location. Traffic engineers utilize a system of warrants to determine if a signal is appropriate at a given location. This system is used to insure that signals are not put in at locations where unnecessary delay and reduced safety would result. In the case of a pedestrian crossing signal, as a minimum, the warrant for pedestrian volumes must be met. Normally they are only met in high pedestrian volume city streets as downtown business districts.

EXHIBIT NO. 3

APPLICATION NO.

Coastal Commission
Page 2
October, 1995

The volumes of pedestrians crossing Highway 1 at this location are much lower than the minimum required for a pedestrian crossing signal. In addition, a signal at this location would be an isolated installation on a rural highway. This is an undesirable condition that further increases the potential for accidents. Due to operational and safety concerns, Caltrans cannot support a proposal to install a pedestrian crossing across Highway 1 in San Simeon.

The appropriate approach to safely facilitate pedestrian travel across Highway 1 is to physically separate pedestrian traffic from vehicular traffic. This would most effectively be accomplished with a pedestrian overcrossing. Caltrans will be happy to review any proposals for such structures through the permit application process.

Thank you for the consideration of this information. If you have any further questions or comments on the matter, please contact me at (805) 549-3182.

Sincerely,



Gary L. Ruggerone, Chief,
Environmental Planning Branch

Exhibit J, p-2
3-95-80

