

CALIFORNIA COASTAL COMMISSION

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Th10a

1-21-0074 (CALTRANS)

September 9, 2021

CORRESPONDENCE

From: [Annemarie](#)
To: NorthCoast@Coastal
Subject: public comment item 10a, Application No. 1-21-0074 (Caltrans, Fort Bragg) 9-9-21
Date: Friday, September 03, 2021 10:57:13 AM
Attachments: [Public Comments item 10a, 9-9-2021.odt](#)

Hi,
Please post.

Public Comments item 10a, 9-9-2021
Application No. 1-21-0074 (Caltrans, Fort Bragg)
Application of California Department of Transportation to widen two-lane Highway 1 bridge over Pudding Creek to add shoulder width and separated pedestrian walkways with relocation of utility lines and drainage improvements at Highway 1 crossing of Pudding Creek in City of Fort Bragg, Mendocino County. (AL-A)

Dear Chair Padilla and Commissioners,

The staff report relies on future mitigations, which Caltrans would merely send to staff at Fort Bragg City (without public review), and for which staff sets forth no definitive standards by which to measure performance or compliance, and provides for Caltrans project/site monitoring without making it available to the public in real time (or at all), and without establishing a protocol for what happens if and when Caltrans violates the permit conditions. This happens unfortunately more than not.

Caltrans proposes to widen the existing bridge (even though the City of Fort Bragg denied that and made sure to let the public know that this is not the case). They indicated that it is only the shoulders that are wider.

Also widened would be the approaches from 41 to 59 feet (under color of providing 8 foot wide shoulders for bike use that replace the existing 2-foot wide shoulders, relocate and separate two 6 foot wide pedestrian walkways from the shoulders/travel lanes, replace the existing concrete bridge and approach railings with a combination of steel rails and larger "Midwest" guard rails, involve a new 150 foot-long (relatively low) retaining wall, new wing walls of the abutment adjacent to the bridge.

It took Vince Taylor 12 years to fight for railings that are deserving of a place next to the ocean to force Caltrans with the help of the Coastal Commission to get an acceptable railing for the Noyo Bridge.

The citizens only accept that railing, nothing else as this is a highly scenic place considering also the view of the timber trestle bridge at Pudding Creek.

With construction proposed for Spring to Fall, 2022, including potentially during nighttime (with lighting) would involve new fill in wetlands, cut and fill on the Pudding Creek bluff, and replacing the existing bridge scuppers with drainage to a new bioswale.

The area has great blue herons, white egrets, and many more animals and

plants that are possibly endangered or threatened including migratory birds which would get thrown off course by night time lighting. This needs to be taken into consideration and the danger eliminated. Bald eagles have been observed in the area as well.

As the bioswale drains into Pudding Creek I am concerned that the bioswale may likely not function to remediate the brew of pollutant discharges from vehicles that transit the bridge.

Sincerely, Annemarie Weibel

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