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STAFF REPORT: REGULAR CALENDAR

Application No.:	**1-26-0459**
Applicant:	**California Department of Transportation (Caltrans) District 1**
Location:	The intersection of State Route 255 and New Navy Base Road in Humboldt County (Post Miles 1.8-2.2)
Project Description:	Construction of a three-legged roundabout, truck apron, roadway realignment including shoulder widening in select locations, pedestrian crosswalks, utility relocations, and associated grading within the Caltrans right-of-way.
Staff Recommendation:	**Approval with conditions**

SUMMARY OF STAFF RECOMMENDATION

The California Department of Transportation (Caltrans) proposes to construct a three-legged (one with three connections) single-lane, modular roundabout at the intersection of State Route 255 and New Navy Base Road in Humboldt County (Post Miles 1.8-2.2). The area is situated on the North Spit of Humboldt Bay, a narrow peninsula between the Pacific Ocean to the west and Humboldt Bay to the east. Highway 255 and New Navy Base Road provide access to the communities of Manila and Samoa directly near the intersection, as well as access to numerous coastal recreation areas on the North Spit,

including the Samoa Dunes, the Manila Dunes, Humboldt Bay Dunes, Humboldt Coastal Nature Center, and other recreational points. This intersection has been a location of collisions for many years, and both roads have high speed traffic entering the intersection. The site currently has two stop signs regulating traffic with travelers heading south on 255/New Navy Base Road having the right-of-way without having to stop. Pedestrians and cyclists are required to use the road shoulder. Roundabouts are a proven safety countermeasure that help to promote traffic calming, lower speeds, reduce idling and air pollution, and reduce collisions. This roundabout is considered a "modular" roundabout because, rather than using concrete, the roundabout will consist of prefabricated durable plastic components bolted directly into the roadway surface. The construction of the modular roundabout would include installation of modular curbing, a modular truck apron, plastic channelizers, and new crosswalks. Speed limits approaching the roundabout will be reduced from 55 mph to 25 mph and shoulder widening and utility relocation are proposed at select locations.

Caltrans characterizes the project as a "pilot" project. One reason for that is the use of prefabricated components significantly reduces the project cost and timeline compared to construction of a traditional concrete roundabout. Currently, no funding exists for a traditional permanent roundabout. If effective, the roundabout could remain in place for 10-40 years. A second reason Caltrans considers this a "pilot" project is because its performance will be assessed by Caltrans' Office of Traffic Safety. If successful, it could serve as a design example for future locations to streamline installation of roundabouts on compressed timelines and budgets.

Coastal Act issues raised by the project include potential impacts to water quality, public access, and visual resources. Construction activities such as grading and the operation of heavy equipment have the potential to result in impacts to coastal resources. **Special Condition 1** requires submittal of a Construction Pollution Prevention Plan to prevent the discharge of sediment, debris, construction materials, and other pollutants into adjacent drainage features. To ensure there are no impacts on public access to the coast or the communities on the peninsula, Caltrans will ensure through-access for vehicles, cyclists, and pedestrians. To reduce the potential impacts from plastics, **Special Condition 2** requires Caltrans to maintain and repair any roundabout materials, such as plastics, that may accidentally be displaced over time. **Special Condition 3** requires Caltrans to submit a Visual Treatment Plan for review and approval that includes a proposal to incorporate visual mitigation measures to reduce visual impacts of the roundabout within five years, such as through the inclusion of aesthetic treatments to the cross walks, gores, center island, or the inclusion of landscaping.

As proposed and further conditioned, staff believe all potential adverse impacts on coastal resources are addressed to ensure consistency of the development with Chapter 3 policies of the Coastal Act. Thus, Commission staff recommend that the Commission **APPROVE** coastal development permit application 1-26-0459, as conditioned. The motion is on **page 4**.

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EXHIBITS

Exhibit 1 - Vicinity Map
Exhibit 2 - Project Area
Exhibit 3 - Updated Project Description
Exhibit 4 - Layout Plans (excerpt)
Exhibit 5 - Visual Impact Assessment

I. MOTION AND RESOLUTION

Motion:

I move that the Commission **approve** Coastal Development Permit Application No. 1-26-0459 pursuant to the staff recommendation.

Staff recommends a **YES** vote on the foregoing motion. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of Commissioners present.

Resolution:

The Commission hereby approves Coastal Development Permit No. 1-26-0459 for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. 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 applicant 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. **Interpretation.** Any questions of intent of interpretation of any condition will be resolved by the Executive Director or the Commission.

4. **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.

5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the applicant to bind all future owners and possessors of the subject property to the terms and conditions.

III. SPECIAL CONDITIONS

1. **Construction Pollution Prevention Plan.** PRIOR TO COMMENCEMENT OF CONSTRUCTION, the Permittee shall submit, for the review and approval of the Executive Director, a Construction Pollution Prevention Plan (CPPP) prepared by a qualified professional. The CPPP shall demonstrate that all construction activities associated with the roundabout project at the intersection of SR 255 and New Navy Base Road will be conducted in a manner that prevents the discharge of sediment, debris, construction materials, and other pollutants into adjacent drainage features and coastal waters. The CPPP shall include, at a minimum, the following:

   (a) A description of all erosion and sediment control best management practices (BMPs) to be implemented during construction, including but not limited to fiber rolls, silt fences, gravel bags, stabilized construction entrances, and dust control measures, with a site plan showing the location of all BMPs relative to the project footprint and any adjacent drainage features;

   (b) Procedures for the containment and proper disposal of all construction debris and waste materials, including ground asphalt, pavement grindings, plastic modular components, packaging materials, and any other solid waste generated during construction;

   (c) A spill prevention and response plan identifying the types and quantities of hazardous materials to be used or stored on site, spill containment measures, cleanup procedures, and notification protocols in the event of a spill;

   (d) A description of measures to prevent construction materials, debris, and sediment from entering any storm drain, drainage ditch, or surface water feature, including end-of-day site stabilization procedures;

   (e) A schedule for BMP installation, inspection, maintenance, and removal, including provisions for inspection and maintenance of all erosion and sediment control measures;

   (f) Identification of the personnel responsible for BMP implementation, inspection, and maintenance, and a protocol for documenting BMP inspections and any corrective actions taken. All BMPs shall be installed prior to commencement of any ground-disturbing or pavement-disturbing activities and shall remain in place and be maintained throughout the duration of construction. The Permittee shall undertake development in conformance with the approved CPPP unless the Commission amends this permit or the Executive Director provides written approval of an amendment to the CPPP.

2. **Long-term Management**. The Permittee shall be responsible for maintaining the development approved here for as long as it remains in this location. In the event

there are any failures of the roundabouts components including, but not limited to, the pre-fabricated modular components and plastic channelizers, the Permittee shall be responsible for ensuring the removal and replacement of those items and the clean-up of any displaced plastics.

3. **Visual Treatment Plan.** WITHIN FIVE (5) YEARS FROM THE DATE OF APPROVAL OF THIS CDP (November 5, 2031), the Permittee shall submit, for the review and approval of the Executive Director, a plan to incorporate visual treatment mitigation measures in the project area. The proposed visual treatments should consider those described in Caltrans' Visual Impact Assessment, dated November 20, 2025, which recommends aesthetic treatments to the central island, crosswalks, and gores, low-profile planting in the middle island, and any other alternative measures identified by Caltrans. The plan shall also include an analysis of treatments considered but deemed infeasible, and a timeline for implementation of the proposed treatments.

4. **Archaeological and Tribal Cultural Resource Protection**

   (a) **Notification/Coordination with Cultural Resources Monitor(s).** AT LEAST THIRTY (30) DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION, to reduce potential for impacts to tribal cultural resources during any ground disturbing activities on the subject parcel, the permittee shall (i) notify in writing, email, and/or phone calls, the representatives of Native American Tribes listed on an updated Native American Heritage Commission (NAHC) contact list; (ii) invite tribal representatives to be present and to monitor ground-disturbing activities; and (iii) contract with any invited tribal representative that requests to monitor and/or a qualified archaeological monitor approved by the Native American Tribe(s) to be present to observe project activities with the potential to impact archaeological and/or tribal cultural resources. Evidence of written notification shall be made available to the Executive Director upon request.

   (b) **Discovery Protocol.** If an area of archeological and/or tribal cultural resources is discovered during the course of the project, project activities with the potential to impact such resources shall cease and shall not recommence except as provided in subsection (D) hereof, and the permittee shall retain a qualified archeological and/or tribal cultural resource specialist to analyze the significance of the find in consultation with Native American Tribes listed on an updated Native American Heritage Commission (NAHC) contact list. An “exclusion zone” where unauthorized equipment and personnel are not permitted shall be established (e.g., taped off) around the discovery area that includes a reasonable buffer zone recommended by the monitor(s). Project activities may continue outside of the exclusion zone. Significance testing may be carried out only if acceptable to the affected Native American Tribe(s), in accordance with a Significance Testing Plan.

(c) **Human Remains**. Should human remains be discovered on-site during the course of the project, immediately after such discovery, the on-site archaeologist and/or Native American monitor shall notify the county coroner within 24 hours of such discovery, and all construction activities shall be temporarily halted until the remains can be identified. An “exclusion zone” may be established around the discovery area. Project activities may continue outside of the exclusion zone. If the county coroner determines that the human remains are those of a Native American, the permittee shall ensure that the NAHC is contacted within 24 hours, pursuant to Health and Safety Code Section 7050.5. The NAHC shall deem the Native American most likely descendant (MLD) to be invited to participate in the identification process pursuant to Public Resources Code Section 5097.98. The landowner/ permittee shall comply with the requirements of Section 5097.98 and work with the MLD person(s) to preserve the remains in place, move the remains elsewhere onsite, relinquish the remains to the descendants for treatment, or determine other culturally appropriate treatment. Within five (5) calendar days of notification to NAHC, the permittee/ landowner shall notify the Coastal Commission’s Executive Director of the discovery of human remains and identify any changes to the proposed development or mitigation measures that may be needed related to the inadvertent discovery. The Executive Director shall maintain confidentiality regarding the presence of human remains on the project site. The Executive Director shall determine whether the identified changes are de minimis in nature and scope.

(d) **Recommencing Activities Following a Discovery**. A permittee seeking to recommence construction within an exclusion zone following discovery of tribal cultural and/or archaeological resources shall submit a Supplementary Archaeological Plan (SAP) prepared by an archaeologist in consultation with the Native American Tribes listed on the NAHC list. The SAP shall be submitted for the review and written approval of the Executive Director. If the Executive Director approves the SAP and determines that the SAP’s recommended changes to the proposed development or mitigation measures are de minimis in nature and scope, construction may recommence after this determination is made by the Executive Director in writing. If the Executive Director approves the SAP but determines that the changes therein are not de minimis, construction may not recommence until after an amendment to this permit is approved by the Commission.

5. **Minor Changes and Deadline Extensions.** The Permittee shall undertake development in conformance with the terms and conditions of this CDP, including with respect to all Executive Director-approved plans and other materials, which shall also be enforceable components of this CDP. Any proposed project changes, including in terms of changes to identified requirements in each condition, including deadline extensions or modification of work windows, shall either (a) require a CDP amendment, or (b) if the Executive Director determines that no amendment is legally required, then such changes may be allowed by the

Executive Director if such changes: (1) are deemed reasonable and necessary; and (2) do not adversely impact coastal resources.

IV. FINDINGS AND DECLARATIONS

A. Environmental Setting, Project Description, and Background

Environmental Setting

The California Department of Transportation (Caltrans) proposes to construct a three-legged, single-lane roundabout at the intersection of State Route 255 and New Navy Base Road in Humboldt County (Post Miles 1.8-2.2). A three-legged roundabout joins three different directions of traffic. The area is situated on the North Spit of Humboldt Bay, a narrow peninsula between the Pacific Ocean to the west and Humboldt Bay to the east. Highway 255 and New Navy Base Road provide access to the communities of Manila and Samoa directly near the intersection, as well as the community of Fairhaven to the south, and access to Arcata to the north, as well as access to numerous coastal recreation areas on the North Spit, including the Samoa Dunes, the Manila Dunes, Humboldt Bay Dunes, Humboldt Coastal Nature Center, and other recreational points. The surrounding area contains a mix of residential development, transportation corridors, and natural habitats characteristic of the coastal dune and bay margin environment of the Humboldt Bay region.

Project Description and Background

The intersection of Highway 255 and New Navy Base Road has been a location of collisions for many years. While Caltrans has made several incremental safety improvements to the intersection over time, collisions persist. The intersection brings together two two-lane highways, with turning lanes, and the junction is regulated by stop signs for the northbound lane and those turning across New Navy Base Road or Highway 255. There are currently no bike lanes and no pedestrian facilities at the intersection. The 55-mile per hour speed limit and the lack of traffic calming means that vehicles approach and traverse the intersection often at high speeds.

The proposed project is a pilot project aimed at improving the safety and operation of the intersection by installing a roundabout, curbing islands, shoulder widening, and crosswalks, and by reducing speed limits. Caltrans describes roundabouts as a proven safety countermeasure to reduce speeds, ensure safer crossings of intersections, and improve traffic flow. The project is characterized by the applicant as a pilot project because the project uses a "quick-build" approach and utilizes prefabricated modular plastic components which significantly reduces cost, the timeline for obtaining permits, and construction timeframes compared to traditional permanent concrete construction.

Shown in the Figures 1 and 2 below are the existing conditions and the proposed roundabout. The speed limit approaching the roundabout will be reduced from 55 mph to approximately 25 mph at the roundabout approaches, and 15 mph within the roundabout. The roundabout is considered a “modular” roundabout because, as stated

above, rather than using concrete the roundabout will consist of durable prefabricated plastic components bolted directly into the roadway surface.

These modular components include the following:

- Installation of modular curbing at the roundabout approaches, gores, and in the center of the roundabout;
- Installation of a modular truck apron;
- Installation of 14 permanent channelizers (36-inches in height) in the center of the roundabout;

Bicyclist/Pedestrian/Signage Improvements:

- Extension of roadway geometry at three locations to increase the width of the paved shoulder surrounding the roundabout to 10 feet;
- Installation of crosswalks at each of the roundabout approaches;
- Replacement of existing signals at the intersection;
- Installation of new signage to provide advance warning of the roundabout.



Figure 1: Existing Intersection

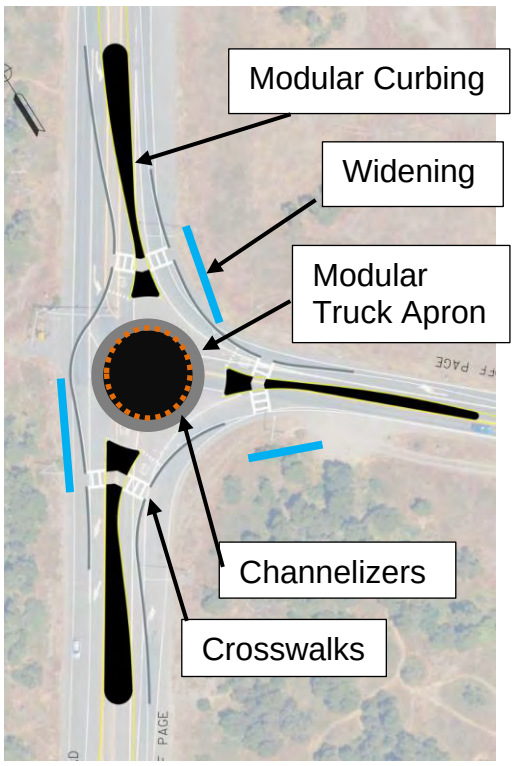


Figure 2: Proposed Roundabout

Construction Methods, Timing and Staging

Installation of the prefabricated modular components requires grinding of the existing asphalt pavement and overlay of new ground pavement. The modular components will then be bolted to the pavement surface, and new striping will be placed to reflect the changes in lane geometry. Caltrans states that all work will be within the existing state right of way.

Construction is estimated to take approximately 40 working days and is anticipated to begin in August 2027 and be completed by December 2027. Staging and stockpiling of materials will occur within the existing paved area, gravel areas, and specified non-vegetated areas. Caltrans has provided a map of potential non-vegetated staging locations in proximity to the project location.

B. Standard of Review

Portions of the proposed project will occur within the Coastal Commission's retained Coastal Development Permit (CDP) jurisdiction and portions are located within Humboldt County Local Coastal Program (LCP) jurisdiction. Under Coastal Act section 30601.3, when a project requires a CDP from both a local government with a certified LCP and the Commission, the Commission may process a consolidated CDP application for the proposed development when the applicant, the local government, and the Commission's Executive Director agree to process the CDP as a consolidated CDP. Caltrans requested CDP consolidation and the County subsequently agreed to the consolidation in a letter to Commission staff dated October 29, 2025. In response to these requests, the Commission's Executive Director agreed to process and act upon a consolidated CDP application for the subject project. The standard of review for a consolidated CDP application is the Chapter 3 policies of the Coastal Act; the certified LCP may be used as guidance.

C. Environmentally Sensitive Habitat Areas

Section 30240 of the Coastal Act states:

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.

The Coastal Act defines environmentally sensitive habitat areas (ESHAs) as areas in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments (Section 30107.5).

Caltrans prepared a Biological Resources Evaluation Memo for the proposed project that determined that there are no sensitive species, wetlands, or watercourses within the project limits. Construction activities will be confined to the existing roadway prism and Caltrans right-of-way, and staging and the stockpiling of materials will be confined to the shoulders of the highway and nearby turnouts as identified in the submitted layout plans. Caltrans further states that no work will alter existing drainage patterns, no work will result in increased runoff, no drainage impacts to properties outside the state right of way are anticipated, and no modifications will be required to existing stormwater runoff conveyance facilities. Therefore, the project is not anticipated to impact any sensitive natural communities or special status species.

Special Condition 1 requires Caltrans to implement appropriate Best Management Practices to prevent or reduce the movement of sediment, nutrients, pesticides, and other pollutants from the land to surface or ground water, and to otherwise protect water quality and beneficial uses from potential degradation during construction. These measures will ensure that adjacent habitats outside the roadway prism are not indirectly affected by construction activities.

As no sensitive natural communities or ESHA would be directly or indirectly impacted by the proposed development, the project as proposed is consistent with section 30240 of the Coastal Act.

D. Water Quality

Section 30230 of the Coastal Act states:

> 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 of the Coastal Act states:

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

Construction activities including staging of construction equipment, grinding of asphalt pavement, extension of paved shoulders at spot locations to increase shoulder width to 10 feet, and the installation of new signs and striping have the potential to result in the discharge of sediment, construction debris, and other pollutants into nearby drainage

features and, ultimately, coastal waters if not properly managed. As noted in the application materials, no work will alter existing drainage patterns, result in increased runoff or in drainage impacts to properties outside the state right of way. Further, no modifications will be required to existing stormwater runoff conveyance facilities. The proposal to extend the paved shoulders at three locations to 10 feet, within the existing roadway prism, will result in a minimal net increase in impervious surface area. The application states that Caltrans will implement appropriate Best Management Practices (BMPs) including fiber rolls, silt fencing, and a Water Pollution Control Plan. To ensure that adequate water quality protections are implemented throughout construction, **Special Condition 1** requires the submittal of a Construction Pollution Prevention Plan (CPPP) outlining construction BMPs including erosion and sediment control measures, proper containment and disposal of construction debris and waste materials, and spill prevention and response protocols. **Special Condition 2** also requires Caltrans to maintain the proposed development and repair, replace, or remove any displaced materials of the roundabout. With these prevention measures in place, the project will avoid adverse impacts to water quality and is consistent with sections 30230 and 30231 of the Coastal Act.

E. Visual Resources

Section 30251 of the Coastal Act states:

> 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.

Visual impacts of transportation infrastructure projects in coastal settings can be found consistent with section 30251 when appropriate minimization measures are applied. In this case, Caltrans completed a Visual Impact Assessment (VIA) for the project that notes that the project location has views of Humboldt Bay, Humboldt Bay National Wildlife Refuge, Tuluwat Island, and the Samoa Dunes and Wetlands Property. The landscape is primarily coastal dunes, with coastal grasses, shrubs, and low trees.

The project would introduce several new man-made features into the viewshed, including plastic and synthetic modular components at the intersection of SR 255 and New Navy Base Road. As described in the application, the roundabout would be constructed using modular "quick-build" plastic components, including raised modular curbing on the roundabout approaches and a raised modular truck apron with modular curbing. The project would also install approximately 14 yellow channelizers in the center of the roundabout island. The plastic channelizers are reflective and 36 inches in height. The introduction of these modular features in the surrounding coastal

environment represents a departure from the natural aesthetic character of the area. However, the project is located within an existing transportation corridor on a highway and involves modifications to an already-developed intersection. Still, the addition of synthetic modular materials and the addition of new vertical elements such as channelizers, signs, and replacement beacons have the potential to increase visual clutter.

The VIA completed by Caltrans made recommendations that would minimize the visual impact of the project, including: (1) aesthetics treatments to the center island, (2) aesthetic treatments to crosswalks, (3) aesthetic treatments to gore,[1] and (4) low-profile planting in the middle island. However, Caltrans did not include in the current proposed project any proposed landscaping, visual screening, or design measures to soften the appearance of the modular plastic components or to ensure that the new signs, channelizers, and beacons are designed and scaled to minimize visual intrusion. While investigated early in the design process, aesthetic treatments were deemed infeasible by Caltrans due to current cost constraints and being beyond strict safety and operational criteria, as well as that their inclusion would delay implementation of the project and prevent the project from meeting deadlines.

However, to ensure consistency with section 30251, **Special Condition 3** requires Caltrans to submit a Visual Treatment Plan for review and approval by the Executive Director to incorporate visual treatment mitigation measures in the project area within five years of approval of this CDP. The proposed treatments may include those described in Caltrans' Visual Impact Assessment, dated November 20, 2025, or alternative measures identified by Caltrans that are consistent with proposals in the VIA. The plan shall also include an analysis of treatments considered but deemed infeasible, and a timeline for implementation of the proposed treatments.

As conditioned**,** the project would include adequate measures to protect the scenic and visual qualities of the coastal area. The Commission therefore finds that the project is consistent with section 30251 of the Coastal Act.

F. Public Access

Section 30210 of the Coastal Act states:

> 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 of the Coastal Act states, in relevant part:

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[1] Small triangular piece of land separating adjacent travel lanes at the roundabout approaches.

> (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

Section 30214 of the Coastal Act states, in relevant part:

> The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following: (1) Topographic and geologic site characteristics. (2) The capacity of the site to sustain use and at what level of intensity. (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses. (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.

The project site is located at the intersection of Highway 255 and New Navy Base Road near the unincorporated communities of Manila and Samoa in Humboldt County. New Navy Base Road serves as a primary transportation corridor connecting coastal communities on the North Spit of Humboldt Bay and provides access from Eureka to residential and coastal recreational destinations including the Manila Dunes and Humboldt Bay shoreline areas.

The intersection does not currently have any complete streets facilities in the form of bikeways (i.e., Class I, II, III, IV) and lacks pedestrian facilities. Although not a heavily trafficked pedestrian area, pedestrians are currently required to walk along the highway shoulder, and there are no formal crossing locations. The proposed project includes some improvements to address these deficiencies including spot widening at select locations to increase shoulder width, and the installation of crosswalks at the roundabout approaches. The roundabout will improve safety for vehicular users and will improve conditions for pedestrians and bicyclists.

As proposed, the project will not result in permanent adverse impacts to public access. All work will occur within the existing Caltrans right-of-way, and during construction Caltrans will maintain vehicular, cyclist, and pedestrian access through the construction zone. No existing public accessways, trails, or parking areas will be permanently obstructed or eliminated by the project. Further public access amenities such as sidewalks and bike lanes would be welcome in this region; however, this project is focused on a single intersection and intended to make a quick build pilot project for a roundabout. Although modest, the project includes some improvements for cyclists and pedestrians at this intersection.

Overall, the project will not adversely affect, and may modestly improve, public access to the shoreline and coastal recreational areas served by New Navy Base Road and SR

255. Therefore, the project, as a transportation safety improvement on an existing public roadway that serves as a route to the coast, is consistent with the requirements of sections 30210, 30212, and 30214 that public access to the coast be maximized and that new development maintain and enhance public access opportunities.

G. Protection of Archaeological and Tribal Cultural Resources

Section 30244 of the Coastal Act states:

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

While the project is characterized as a "quick-build" pilot project using modular plastic components bolted onto an overlayed pavement surface, the application describes ground-disturbing activities including grinding of existing asphalt pavement, overlay of new pavement, and extension of the roadway geometry at spot locations to provide a 10-foot paved shoulder. These activities have the potential to encounter previously undocumented subsurface archaeological deposits or tribal cultural resources, particularly where paved shoulders are extended beyond the existing pavement footprint into areas that may not have been previously disturbed.

The Wiyot Tribe owns land adjacent to the project area. Caltrans has been conducting tribal consultation with the Wiyot Tribe related to this project. As determined during that consultation, a tribal monitor will be onsite during construction, as needed. **Special Condition 4** reinforces this obligation and outlines inadvertent discovery protocol that Caltrans must adhere to in the event of such a discovery.

Therefore, the project is consistent with section 30244, as reasonable mitigation measures will be required to protect any archaeological or tribal cultural resources that may be encountered during project construction.

H. California Environmental Quality Act

Caltrans served as lead agency for this project for CEQA review and determined that the project is covered by a Categorical Exemption [14 CCR 15301, Existing Facilities]. Section 13096 of Title 14 of the California Code of Regulations requires Commission approval of coastal development permits to be supported by a finding showing the permit, as conditioned, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

The Coastal Commission’s review and analysis of land use proposals has been certified by the Secretary of the Natural Resources Agency as being the functional equivalent of environmental review under CEQA (Section 15251(c)). The Commission has reviewed the relevant coastal resource issues of the proposed project and has identified

appropriate and necessary modifications to address adverse impacts to such coastal resources. All above findings are incorporated herein in their entirety by reference. As such, there are no additional feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse environmental effects that approval of the proposed project, as conditioned, will have on the environment within the meaning of CEQA. Thus, if so conditioned, the proposed project will not result in any significant environmental effects, individual or cumulative, for which feasible mitigation measures have not been employed and complies with the applicable requirements of the Coastal Act to conform to CEQA.

APPENDIX A – Substantive File Documents

1. CDP Application and Attachments (2026-06-04)