

GUALALA DOWNTOWN ENHANCEMENTS PROJECT

**MENDOCINO COUNTY, CALIFORNIA
DISTRICT 1 – MEN – 1 (Post Miles 0.60 to 1.00)
0C72U / 0113000032**

INITIAL STUDY with Negative Declaration



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**Prepared by the
State of California, Department of Transportation**



November 2023



General Information about this Document

What's in this document?

The California Department of Transportation (Caltrans) has prepared this Initial Study with Negative Declaration (IS/ND) which examines the potential environmental effects of a proposed streetscape enhancement project on State Route 1 in Gualala, California. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). This document tells you why the project is being proposed, how the existing environment could be affected by the project, the potential impacts of the project, and proposed avoidance, minimization, and/or mitigation measures.

The IS/ND circulated to the public between July 8, 2019 and August 8, 2019. Comments received during this period are included in Chapter 3, Comments and Coordination.

Elsewhere in this document, a vertical line in the margin indicates a change made since the draft document circulation. Minor editorial changes and clarifications have not been indicated. Additional copies of this document and the related technical studies are available for review upon request at the Caltrans District 1 Office. This document may be downloaded at the following website:

<https://ceqanet.opr.ca.gov>

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Liza Walker, North Region Environmental-District 1, 1656 Union Street, Eureka, CA 95501; (707) 441-5930 Voice, or use the California Relay Service TTY number, 711 or 1-800-735-2929.



GUALALA DOWNTOWN ENHANCEMENTS PROJECT

Build pedestrian sidewalks, Class II bicycle lanes, and a two-way left-turn lane on State Route 1 in Gualala in Mendocino County from Post Mile 0.60 through 1.00

INITIAL STUDY WITH NEGATIVE DECLARATION

Submitted Pursuant to: Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

11/13/2023

Date of Approval

Liza Walker

Liza Walker, Acting Office Chief
North Region Environmental-District 1
California Department of Transportation
CEQA Lead Agency

The following person(s) may be contacted for more information about this document:

Liza Walker, North Region Environmental-District 1
1656 Union Street, Eureka, CA 95501
(707) 441-5930

or use the California Relay Service TTY number, 711 or 1-800-735-2929.



Negative Declaration

Pursuant to: Division 13, California Public Resources Code

SCH Number: 2019079020

Project Description

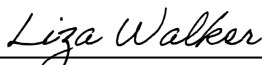
The California Department of Transportation (Caltrans) proposes to build pedestrian sidewalks, Class II bicycle lanes, and a two-way left turn lane through downtown Gualala on State Route 1 in Mendocino County from Post Miles 0.60 through 1.00.

Determination

Caltrans has prepared an Initial Study for this project and, following public review, has determined from this study that the proposed project would not have a significant impact on the environment for the following reasons:

The proposed project would have *No Impact* with regard to agriculture and forestry, air quality, biological resources, cultural and paleontological resources, energy, geology and soils, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation/traffic, tribal cultural resources, and wildfire.

The proposed project would have *Less Than Significant Impacts* to aesthetic resources, greenhouse gas emissions, hazards and hazardous materials, noise, and utilities and service systems.



Liza Walker, Acting Office Chief
North Region Environmental-District 1
California Department of Transportation

11/13/2023

Date



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List of Abbreviated Terms

ABBREVIATION	DESCRIPTION
AB	Assembly Bill
ADA	Americans with Disability Act
ARB	Air Resources Board
BAU	Business as Usual
BMPs	Best Management Practices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CH ₄	methane
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CO-CAT	Coastal and Ocean Working Group of the California Climate Action Team
CRHR	California Register of Historical Resources
CTP	California Transportation Plan
CWA	Clean Water Act
dBA	Decibels
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
EPACT92	Energy Policy Act of 1992
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
GHG	Greenhouse Gas
H ₂ S	hydrogen sulfide
HFC-23	fluoroform
HFC-134a	s,s,s,2-tetrafluoroethane
HFC-152a	difluoroethane

ABBREVIATION	DESCRIPTION
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
LCFS	Low carbon fuel standard
L _{max}	Maximum sound level
LSAA	Lake or Streambed Alteration Agreement
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
MMTC02e	million metric tons of carbon dioxide equivalent
MND	Mitigated Negative Declaration
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MS4s	Municipal Separate Storm Sewer Systems
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCRWQCB	North Coast Regional Water Quality Control Board
ND	Negative Declaration
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NHTSA	National Highway Traffic Safety Administration
NMFS	National Marine Fisheries Service
NO ₂	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
O ₃	ozone
OHWM	Ordinary High Water Mark
OPR	Office of Planning and Research
OSTP	Office of Science and Technology Policy
Pb	lead
PCBR	Pacific Coast Bike Route
PDT	Project Development Team
PM	particulate matter
PM _{2.5}	particles of 2.5 micrometers and smaller
PM ₁₀	particles of 10 micrometers or smaller
PM(s)	post mile(s)
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
PRC	Public Resources Code
RCRA	Resource Conservation and Recovery Act
RTP	Regional Transportation Plan

ABBREVIATION	DESCRIPTION
RWQCB	Regional Water Quality Control Board
SCS	Sustainable Communities Strategy
SDC	Seismic Design Criteria
SF6	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SLR	Sea-Level Rise
SMARA	Surface Mining and Reclamation Act of 1975
SO ₂	sulfur dioxide
SR	State Route
SWMP	Storm Water Management Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TMDLs	Total Maximum Daily Loads
TMP	Traffic Management Plan
TPZ	Timber Production Zones
TWLTL	Two-way Left Turn Lane
U.S. or US	United States
US 101	US (United States) Highway 101
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDOT	U.S. Department of Transportation
U.S. EPA	United States Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGRCP	U.S. Global Change Research Program
VIA	Visual Impact Assessment
VMT	Vehicle Miles Traveled
WDRs	Waste Discharge Requirements
WQOs	Water Quality Objectives



Chapter 1. Proposed Project

1.1 Project History

Mendocino Council of Governments, through a Caltrans Community-Based Transportation Planning Grant, hired RRM Design Group consulting team to conduct an outreach process and develop the Downtown Gualala Preliminary Project Study Report – Refined Streetscape Design Plan. This was completed in cooperation with the Gualala Municipal Advisory Committee and the greater community. The Department of Transportation (Caltrans) is the lead agency under the California Environmental Quality Act (CEQA).

1.2 Project Description

Project Objectives

The project’s purpose is to improve traffic flow and create safe and comfortable facilities for pedestrian and bicycle travel through downtown Gualala. The project is also intended to improve Gualala’s visual character by incorporating landscape and hardscape features into the project.

The project is needed to reduce conflicts between motorized and non-motorized users of the facilities, which are exacerbated by on-street parking and minimal access control. The unmarked shoulder areas are routinely used for parallel parking throughout the downtown area. Bicyclist and pedestrian pathways are not well-defined.

Proposed Project

EXISTING FACILITIES

In addition to serving as Main Street in Gualala, State Route 1 (SR 1) is the only south-to-north arterial. Within the project limits, SR 1 is classified as a minor arterial and has a posted speed limit of 25 mph. Additionally, this segment of roadway is part of the designated Pacific Coast Bike Route, which is a popular interregional cycling route along SR 1 through the entirety of Mendocino County, including Gualala. The recreational and scenic resources of the area attract thousands of visitors each year, with high summer traffic.

The existing highway consists of two 11 to 12-foot-wide lanes. There are no turn lanes within the project limits. Paved or gravel shoulders often blend into parking lot areas. Paved shoulder

widths vary from 8 to 17 feet wide where constrained by curbs, short sidewalk sections, and landscaped areas. Shoulder use is heaviest between the 76 gasoline station on the east side and the Surf Market on the west side. The single crosswalk is 52 feet across and traverses SR 1 at the most congested part of Gualala, crossing between the entrance to Sundstrom Mall (Sundstrom Mall Street) and the Surf Market.

PROPOSED CONSTRUCTION

The project proposes to improve multimodal transportation from the south side of Center Street to the north side of Ocean Drive on SR 1 in Gualala from post mile (PM) 0.60 to PM 1.00 in Mendocino County (Figure 1). The proposed project would reconfigure SR 1 into two 11-foot-wide travel lanes; a 12-foot-wide, two-way left turn lane; two 5-foot-wide Class II bicycle lanes; and 6-foot-wide sidewalks including curvilinear sidewalks at the northbound side of the intersection of Center Street and SR 1 and the southbound side of the intersection at Ocean Drive and SR 1. Three side street crosswalks and five mainline crosswalks would be incorporated to highlight the pedestrian right-of-way. Additionally, median islands would be installed at selected locations to improve pedestrian safety.

IDENTIFICATION OF A PREFERRED ALTERNATIVE

Two alternatives were under consideration but after comparing and weighing the benefits and impacts of all feasible alternatives, the Project Development Team, working with the community, have identified Alternative 5 as the preferred alternative.

Alternative 5 includes:

- 12-foot two-way left turn lane
- 11-foot through lanes in each direction of travel
- 6-foot sidewalks on straight alignments and 5-foot sidewalk curvilinear alignments. Two curvilinear sidewalks will be on the southwest end of the project and southwest corner of Ocean Drive. This will serve as a “gateway” element.
- 2-foot landscaping elements, consisting of non-irrigated, drought resistant native species, between the bike lanes and sidewalks, assuming a maintenance agreement is executed to maintain the landscaping. If a maintenance agreement is not executed, hardscaping would be installed.
- Five landscaping median islands with three for pedestrian refuges at crosswalk locations including traffic channelization, assuming a maintenance agreement is executed to maintain the landscaping. If a maintenance agreement is not executed, hardscaping would be installed.
- Five crosswalks along mainline with activated flashing beacons.

- Left turn pocket to Ocean Drive.
- A radar feedback sign facing southbound traffic at PM 0.94. Maintain existing radar feedback sign facing northbound traffic at PM 0.3.
- Improved/new drainage systems.
- Relocate utilities as needed.

PROJECT ELEMENTS

Several public and privately-owned utilities exist within the project limits. Utility relocations would be required where the utilities conflict with proposed drainage work or sidewalk.

Approximately 50 water and sewer valve covers within the traveled way would be elevated to match the future elevation of the pavement surface. Approximately 20 electrical, telephone, and fiber optic utility vaults greater than 1' x 1' would be relocated into the proposed sidewalk. Electrical, telephone, and fiber optic utility covers less than 1' x 1' would be elevated to match the future elevation of the pavement surface. Subsurface conduits and pipes in conflict with up to eight proposed drainage inlet locations would be relocated laterally.

Caltrans maintains SR 1 through Gualala under a prescriptive easement. Caltrans would acquire the right of way in fee in conjunction with this project. Some small areas of additional right of way would be acquired from adjacent property owners for the proposed sidewalks.

The project also proposes to improve the drainage facilities within the corridor. There are currently two existing systems within Gualala. The project aims to improve both systems. The southern drainage system will replace the existing corrugated metal pipe with 2-foot reinforced concrete pipe and will outfall at PM 0.76. The southern drainage system will include 12 new drainage inlets and approximately 1,088 feet of new culvert. The northern drainage system will replace exiting corrugated metal pipe and reinforced concrete pipe with 3-foot reinforced concrete pipe which will outfall at PM 0.93. The northern drainage system will include 6 drainage inlets and approximately 512 linear feet of new culvert. The outfall at PM 0.76 will require a drainage easement measuring 150 feet by 12 feet wide. The existing 12-inch CMP culvert will be replaced with 2 parallel 24-inch RCP or 3 parallel 18-inch RCP. The new culvert will require trenching with shoring due to existing buildings in proximity.

New landscape design would enhance the visual quality and character of the area. During the open house on January 16, 2018, most attendees expressed a preference for a meandering sidewalk with intermittent areas of decorative, low-maintenance landscaping. Proposed plans include pedestrian sidewalks built with concrete or a permeable paving in a light to medium gray color.

A radar speed feedback sign would be placed facing southbound traffic at PM 0.94, immediately south of the southernmost intersection of Ocean Avenue at the bottom of the hill. Pedestrian activated flashing beacons would be placed at the crosswalks to alert motorists to pedestrians. This project would add solar bollard lights on adjacent private properties wherever property owners are willing to agree to accept and maintain those lights.

It is anticipated construction would be completed in one construction season, likely within 90 working days. One-way reversible traffic and shoulder closures would be used occasionally during construction.

General Plan Description, Zoning, and Surrounding Land Uses

This project was developed to meet the needs of the community of Gualala. Many aspects of the proposed project directly address goals identified in the Gualala Town Plan (2002), which is part of the Coastal Element of the Mendocino County General Plan (Table 1). The proposed project would be within an area currently zoned as mixed use (Gualala Village Mixed Use, or GVMU). The project would not change the zoning designation.

Table 1. Goals Related to Proposed Project

Document	Goal	Section	Topic
Gualala Town Plan	G2.5-1	Issues and Goals	Public Services and Road Capacity
Gualala Town Plan	G3.4-26	Policies	Street Landscaping
Gualala Town Plan	G3.6-10	Policies	Trip-reducing Measures
Gualala Town Plan	G3.6-12	Policies	Parking
Gualala Town Plan	G3.6-15	Policies	Pedestrian Access

Alternatives Considered but Eliminated from Further Consideration

An alternative that would have partially preserved parking along the west side of the road was rejected. This alternative would have eliminated the sidewalk and bike lane on SR 1 adjacent to selected businesses. The alternative was eliminated based on the results of a survey conducted during a public meeting held on January 16, 2018.

Alternatives 1 and 2

Alternatives 1 and 2 included in the environmental document circulated in summer 2019 both proposed two 11-foot through lanes, 12-foot TWLTL, varying (2 feet to 18 feet) shoulders, 5-foot Class II Bike Lanes, 6-foot meandering sidewalks. Alternative 5 is consistent with Alternatives 1 and 2 in the Draft Environmental Document.

Alternative 1 excluded sidewalk along the left side of SR-1 while considering on-street parking. This alternative was determined to be inconsistent with the Gualala Town Plan, an element of the Mendocino County General Plan.

Alternative 2 eliminated on-street parking but did not have curvilinear sidewalks nor any landscaping. This alternative was inconsistent with the Purpose and Need as well as Gualala Town Plan.

Alternative 3

Alternative 3 included on street parking and eliminated the two-way-left-turn lane. Alternative 3 proposes to realign the centerline of SR1 through the project limits, widen to add bicycle lanes and sidewalks, and add a left turn pocket for southbound traffic turning west onto Ocean Avenue. The existing facility consists of two 12-foot-wide lanes with 2-foot to 18-foot-wide shoulders. The proposed facility would include two 12-foot wide through lanes, two Class II, 5-foot-wide bicycle lanes, and two 9-foot-wide parking lanes (shoulders) in each direction. Six-foot wide sidewalks are proposed on both sides to accommodate pedestrian traffic. This alternative had a better reception from the community due to the on-street parking. However, the coastal staff did not support an amendment to the local coastal plan to allow for on-street parking unless Caltrans could show that there was a safety need. Thus, this alternative was rejected.

Alternative 4

Alternative 4 included on street parking and reduced the length of the two-way-left-turn lane. The TWLTL would start from Center Street and end in front of the Surf Motel. From the Surf Motel to Ocean Drive, the proposed roadway would be 13' travel lane on each side, 5' bike lane, and 8' parking on the northbound side of the street. No left turn pocket is proposed for this part of the project. This alternative was used to apply for the Active Transportation Plan (ATP) Grant. However, like Alternative 3, the coastal staff did not support an amendment to the local coastal plan to allow for on-street parking. Thus, this alternative was rejected. The ATP Grant was sent and approved but with the condition that the alternative be revised to not include on-street parking.

No Build Alternative

The No-Build Alternative will maintain the facility's current condition. However, this alternative does not meet the Purpose and Need of the project. Therefore, this alternative was not recommended.

1.3 Project Maps



Figure 1. Project Vicinity Map

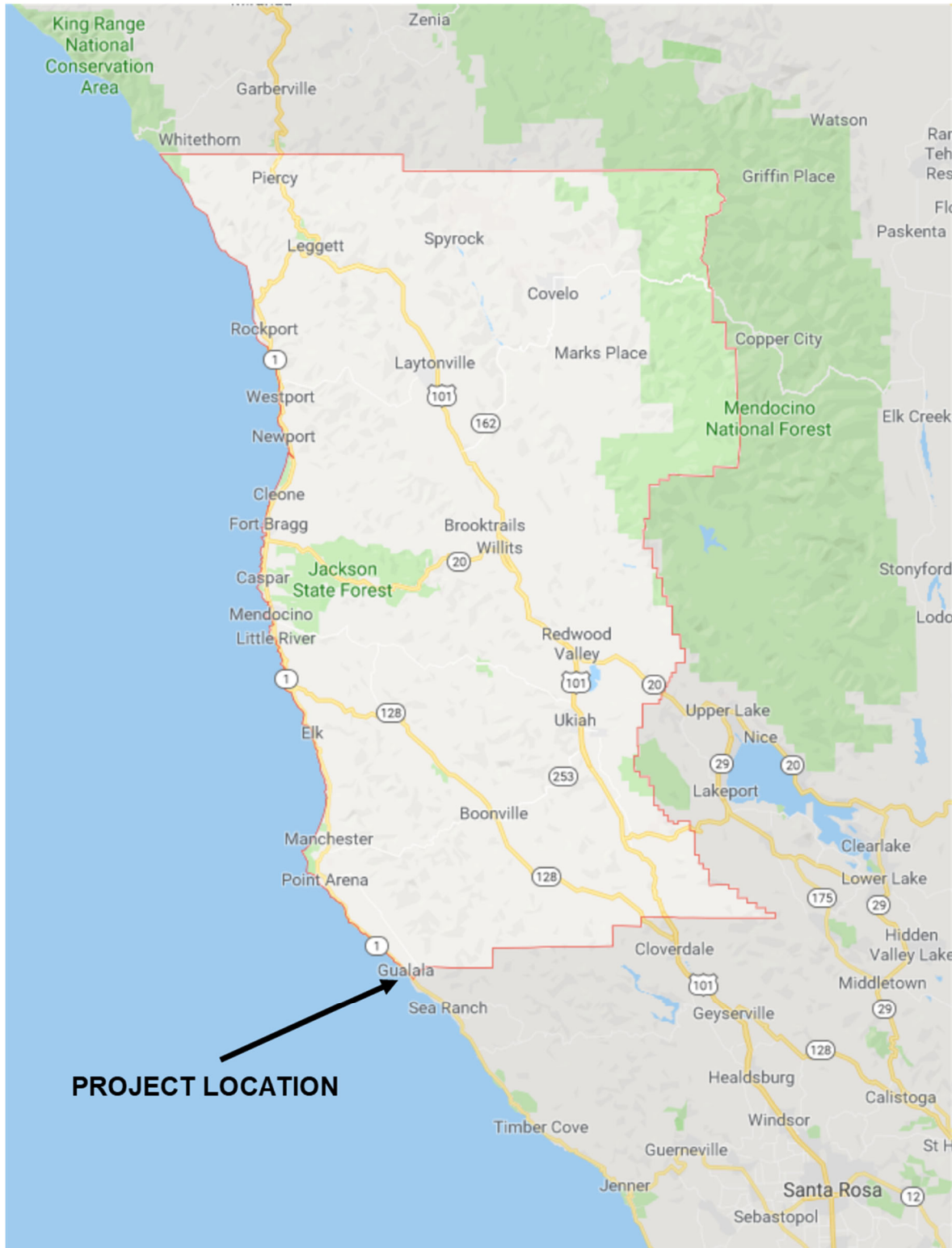


Figure 2. Project Location Map

1.4 Permits and Approvals Needed

Table 2. Agency Approvals

Agency	Permit/Approval	Status
California Department of Fish and Wildlife (CDFW)	1602 Lake and Streambed Alteration Agreement	The application for the Section 1602 permit is expected to be submitted after final environmental document approval.
North Coast Regional Water Quality Control Board (NCRWQCB)	401 Water Quality Certification	The application for the Section 401 permit is expected to be submitted after final environmental document approval.
U.S. Army Corps of Engineers (USACE)	Section 404 Nationwide Permit	The application for the Section 404 permit is expected to be submitted after final environmental document approval.
Mendocino County Planning and Building	Local Coastal Development Permit	The application for the local Coastal Development Permit is expected to be submitted after final environmental document approval.

1.5 Standard Measures and Best Management Practices (BMPs) Included in All Alternatives

Under CEQA, “mitigation” is defined as avoiding, minimizing, rectifying, reducing/eliminating, and compensating for an impact. In contrast, Standard Measures and Best Management Practices (BMPs) are prescriptive and sufficiently standardized to be generally applicable, and do not require special tailoring for a project. They are measures that typically result from laws, permits, agreements, guidelines, resource management plans, and resource agency directives and policies. For this reason, the measures and practices are not considered “mitigation” under CEQA; rather, they are included as part of the project description in environmental documents.

The following section provides a list of project features, standard practices (measures), and Best Management Practices (BMPs) that are included as part of the project description. These avoidance and minimization measures are prescriptive and sufficiently standardized to be generally applicable and do not require special tailoring to a project situation. These are generally measures that result from laws, permits, guidelines, resource management plans, and resource agency directives and policies. They predate the project’s proposal, and apply

to all similar projects. For this reason, these measures and practices do not qualify as project mitigation, and the effects of the project are analyzed with these measures in place.

Utilities and Emergency Services

UE-1: All emergency response agencies in the project area would be notified of the project construction schedule and would have access to SR 1 throughout the construction period.

UE-2: Caltrans would coordinate with the utility providers before relocation of any utilities to ensure potentially affected utility customers would be notified of potential service disruptions before relocations.

Traffic and Transportation

TT-1: Pedestrian and bicycle access would be maintained during construction.

TT-2: The contractor would be required to reduce any access delays to driveways or public roadways within or near the work zones.

TT-3: A Traffic Management Plan (TMP) would be developed for the project.

Visual Aesthetics

VA-1: Alterations to the existing contours of any temporary construction staging areas created by the contractor would be graded to previous conditions and revegetated with appropriate native plants.

Cultural Resources

CR-1: If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer.

CR-2: If human remains are discovered, State Health and Safety Code § 7050.5 states that further disturbances and activities would cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) § 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendent (MLD).

At this time, the person who discovered the remains would contact the Environmental Senior and Professionally Qualified Staff so they may work with the MLD on the respectful treatment

and disposition of the remains. Further provisions of PRC § 5097.98 would be followed as applicable.

Water Quality and Stormwater Runoff

WQ-1: The project would incorporate pollution prevention and design measures consistent with the 2015 Caltrans Storm Water Management Plan to meet Water Quality Objectives (WQOs). This Plan complies with the requirements of the Caltrans Statewide NPDES Permit (Order 2012-0011-DWQ).

The project design would likely include the following permanent stormwater treatment BMPs:

- Vegetated surfaces would feature native plants and revegetation would use the seed mixture, mulch, tackifier, and fertilizer recommended in the Erosion Control Plan prepared for the project.
- Existing roadway and bridge drainage systems currently discharge storm water to receiving waters through bridge deck drains to vegetated slopes adjacent to the highway facility. The current design for storm water management, post construction, is to perpetuate existing drainage patterns. Storm water will continue to sheet flow to vegetated slopes providing storm water treatment in accordance with Caltrans NPDES Permit.

Hazardous Waste and Material

HW-1: Per Caltrans requirements, the contractor(s) would prepare a project-specific Lead Compliance Plan (CCR Title 8, § 1532.1, the “Lead in Construction” standard) to reduce worker exposure to lead-impacted soil. The plan would include protocols for environmental and personnel monitoring, requirements for personal protective equipment, and other health and safety protocols and procedures for the handling of lead-impacted soil.

Plant Species

PS-1: After all construction materials are removed, the project area would be revegetated. Replanting would be subject to a plant establishment period as defined by project permits, which would require Caltrans to adequately water plants, replace unsuitable plants, and control pests. Caltrans would implement a program of invasive weed control in all areas of soil disturbance caused by construction to improve habitat for native species in and adjacent to disturbed soil areas within the project limits.

Animal Species

AS-1: To protect migratory and nongame birds, as well as their occupied nests and eggs, nesting-prevention measures would be implemented. Vegetation removal would be restricted to the period outside of the bird breeding season (February 15th through September 1st). If vegetation removal is required during the breeding season, a nesting bird survey would be conducted by a qualified biologist within one week of vegetation removal. If an active nest were located, the biologist would coordinate with the CDFW to establish appropriate species-specific buffer(s) and any monitoring requirements. The buffer would be delineated around each active nest and construction activities would be excluded from these areas until birds have fledged or the nest is determined to be unoccupied.

AS-2: Partially constructed and unoccupied nests within the construction area would be removed and disposed of on a regular basis throughout the breeding season (February 15th to September 1st) to prevent their occupation. Nest removal would be repeated weekly under guidance of a qualified biologist to ensure nests are inactive prior to removal.

AS-3: Pre-construction surveys for active raptor nests within one-fourth mile of the project area would be conducted by a qualified biologist within 15 days prior to the initiation of construction activities. Areas to be surveyed would be limited to those areas subject to increased disturbance because of construction activities (i.e., areas where existing traffic or human activity is greater than or equal to construction-related disturbance need not be surveyed). If any active raptor nests were identified, appropriate conservation measures (as determined by a qualified biologist) would be implemented. These measures may include, but are not limited to, establishing a construction-free buffer zone around the active nest site, biological monitoring of the active nest site, and delaying construction activities near the active nest site until the young have fledged.

Invasive Species

The standard measures described in PS-1 for restoring the project site post construction are also appropriate for the control of invasive species.

PS-1: After all construction materials are removed, the project area would be restored to a natural setting by grading, placing erosion control, and replanting. Replanting would be subject to a plant establishment period as defined by project permits, which would require Caltrans to adequately water plants, replace unsuitable plants, and control pests. Caltrans would implement a program of invasive weed control in all areas of soil disturbance caused by construction to improve habitat for native species in and adjacent to disturbed soil areas within the project limits.

1.6 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, will be prepared in accordance with the National Environmental Policy Act. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the United States National Marine Fisheries Service and the United States Fish and Wildlife Service—in other words, species protected by the Federal Endangered Species Act).



Chapter 2. CEQA Environmental Checklist

Environmental Factors Potentially Affected The environmental factors checked below would be potentially affected by this project. Please see the CEQA checklist on the following pages for additional information.

<input checked="" type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input type="checkbox"/>	Geology/Soils	<input checked="" type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards and Hazardous Materials
<input type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input checked="" type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Tribal Cultural Resources
<input checked="" type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Wildfire		Mandatory Findings of Significance

The CEQA Environmental Checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the project will indicate there are no impacts to a particular resource. A NO IMPACT answer in the last column of the checklist reflects this determination. The words "significant" and "significance" used throughout the checklist and this document are only related to potential impacts pursuant to CEQA. The questions in the CEQA Checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project as well as standard measures that are applied to all or most Caltrans projects such as Best Management Practices (BMPs) and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented in the checklist or document.

Project Impact Analysis Under CEQA for Initial Study

CEQA broadly defines “project” to include “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment” (14 CCR § 15378). Under CEQA, normally the baseline for environmental impact analysis consists of the existing conditions at the time the environmental studies began. However, it is important to choose the baseline that most meaningfully informs decision-makers and the public of the project’s possible impacts. Where existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project’s impacts, a lead agency may define existing conditions by referencing historic conditions, or conditions expected when the project becomes operational, or both, that are supported with substantial evidence. In addition, a lead agency may also use baselines consisting of both existing conditions and projected future conditions that are supported by reliable projections based on substantial evidence in the record. The CEQA Guidelines require a “statement of objectives sought by the proposed project” (14 CCR § 15124(b)).

CEQA requires the identification of each potentially “significant effect on the environment” resulting from the action, and ways to mitigate each significant effect. Significance is defined as “Substantial or potentially substantial adverse change to any of the physical conditions within the area affected by the project” (14 CCR § 15382). CEQA determinations are made prior to and separate from the development of mitigation measures for the project.

The legal standard for determining the significance of impacts is whether a “fair argument” can be made that a “substantial adverse change in physical conditions” would occur. The fair argument must be backed by substantial evidence including facts, reasonable assumption predicated upon fact, or expert opinion supported by facts. Generally, an environmental professional with specific training in a particular area of environmental review can make this determination.

Though not required, CEQA suggests Lead Agencies adopt *thresholds of significance*, which define the level of effect above which the Lead Agency will consider impacts to be significant, and below which it will consider impacts to be less than significant. Given the size of California and its varied, diverse, and complex ecosystems, as a Lead Agency that encompasses the entire State, developing *thresholds of significance* on a State-wide basis has not been pursued by Caltrans. Rather, to ensure each resource is evaluated objectively, Caltrans analyzes potential resource impacts based on their location and the effect of the potential impact on the resource as a whole in the project area.

For example, if a project has the potential to impact 0.10 acre of wetland in a watershed that has minimal development and contains thousands of acres of wetland, then a “less than significant” determination would be considered appropriate. In comparison, if 0.10 acre of wetland would be impacted that is located within a park in a city that only has 1.00 acre of total wetland, then the 0.10 acre of wetland impact could be considered “significant.”

If the action may have a potentially significant effect on any environmental resource (even with mitigation measures implemented), then an Environmental Impact Report (EIR) must be prepared. Under CEQA, the lead agency may adopt a negative declaration (ND) if there is no substantial evidence that the project may have a potentially significant effect on the environment (14 CCR § 15070(a)). A proposed negative declaration must be circulated for public review, along with a document known as an Initial Study. CEQA allows for a “mitigated negative declaration,” in which mitigation measures are proposed to reduce potentially significant effects to less than significant (14 CCR § 15369.5).

Although the formulation of mitigation measures shall not be deferred until some future time, the specific details of a mitigation measure may be developed after project approval when it is impractical or infeasible to include those details during the project’s environmental review. The lead agency must (1) commit itself to the mitigation, (2) adopt specific performance standards the mitigation will achieve, and (3) identify the type(s) of potential action(s) that can feasibly achieve that performance standard and that will be considered, analyzed, and potentially incorporated in the mitigation measure. Compliance with a regulatory permit or other similar process may be identified as mitigation if compliance would result in implementation of measures that would be reasonably expected, based on substantial evidence in the record, to reduce the significant impact to the specified performance standards (§15126.4(a)(1)(B)). Per CEQA, measures may also be adopted, but are not required, for environmental impacts that are not found to be significant (14 CCR § 15126.4(a)(3)). Under CEQA, mitigation is defined as avoiding, minimizing, rectifying, reducing, and compensating for any potential impacts (CEQA, 15370).

Regulatory agencies may require additional measures beyond those required for compliance with CEQA. Though not considered “mitigation” under CEQA, these measures are often referred to in an Initial Study as “mitigation”, Good Stewardship or Best Management Practices. These measures can also be identified after the Initial Study/Negative Declaration is approved.

CEQA documents must consider direct and indirect impacts of a project (CAL. PUB. RES. CODE § 21065.3). They are to focus on significant impacts (14 CCR § 15126.2(a)). Impacts that are less than significant need only be briefly described (14 CCR § 15128). All potentially significant effects must be addressed.

Aesthetics

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A “No Impact” determination was made for questions a) and b) listed within the CEQA Checklist Aesthetics section. See below for further discussion of the “Less Than Significant Impact” determination made for questions c) and d).

Regulatory Setting

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of *aesthetic*, natural, scenic and historic environmental qualities” (CA Public Resources Code [PRC] Section 21001[b]).

Environmental Setting

A Visual Impact Assessment (VIA) was completed on September 11, 2017, and a supplemental memo was completed on June 6, 2019. The project is on a segment of SR 1 that is eligible for designation as a State Scenic Highway. The project site is adjacent to the Gualala River to the southwest and the Pacific Ocean to the west.

Discussion of Environmental Evaluation Question 2.2. c), d) — Aesthetics

c) *Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings?*

Adding a turn lane, widening the road, and adding sidewalks would visually formalize the use of space within the streetscape, which would change the visual character. Installing medians would narrow the roadway in those locations, which would not have adverse visual impacts. The new pavement delineations for the turn lane, bike lanes, and crosswalks would not have substantial adverse impacts. The two alternatives do not differ in their impacts to visual character or quality, only in their alignments.

During construction, neighbors and travelers would have views of heavy construction equipment, changeable message signs, and other equipment used for traffic control and material related to roadway construction. Traveling speed would be reduced due to construction work, which would result in greater exposure to visual impacts for highway users. These temporary visual impacts are part of the general construction landscape and would not have lasting effects. Therefore, this impact would be less than significant.

d) *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

The proposed project includes bollard lighting in areas of high pedestrian use and near crosswalks. A radar feedback sign would be installed at PM 0.94 facing southbound traffic. Additionally, pedestrian-activated flashing beacons would be placed at the crosswalks to alert motorists to pedestrians. These new light sources would not lead to a substantial increase of light or glare in the corridor. Therefore, impacts would be less than significant.

Mitigation Measures

Given the scope of the project and inclusion of standard measures and BMPs, mitigation measures have not been proposed for the project.

No Build Alternative

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land (including the Forest and Range Assessment Project and the Forest Legacy Assessment Project) and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project. Potential impacts to Agriculture and Forest Resources are not anticipated due to the developed setting of the project. There is no agricultural land within or adjacent to the project area, and the scope of work would not conflict with the zoning, or result in the loss or conversion, of forest land.

No Build Alternative

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the Air Quality Impact Assessment dated May 23, 2019. Potential impacts to air quality are not anticipated because the proposed project would not result in changes to the traffic volume, fleet mix, speed, location of existing facility, or any other factor that would cause an increase in emissions. Therefore, the project would not produce substantial operational air quality impacts.

No Build Alternative

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope of the proposed project, as well as the Natural Environment Study (NES) dated July 19, 2017, and the addendum dated May 10, 2019. Potential impacts to biological resources are not anticipated due to an absence of protected species, or absence of suitable habitat, and the minimal scope of work outside of previously disturbed or paved areas. No wetlands, riparian areas, or sensitive natural communities were found within the project limits. No conflicts with local, regional, or state plans, policies, or ordinances are expected.

Seasonally appropriate, pre-construction floristic surveys for sensitive plant species would be updated by a qualified biologist prior to construction in accordance with *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (CDFW 2018).

No Build Alternative

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, in addition to the Cultural Resource Compliance Memo dated May 23, 2019. Potential impacts to cultural resources are not anticipated because all ground-disturbing activities will occur outside of potentially sensitive areas. Therefore, no impacts to cultural resources will occur.

No Build Alternative

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

Energy

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope and description of the proposed project, as well as the Traffic Noise and Air Quality Impact Assessment dated May 23, 2019. Potential impacts to energy consumption are not anticipated because the project is not capacity-increasing. The project would improve and smooth the existing traffic flow, which would result in reduced energy and vehicle fuel consumption. The project would also build pedestrian and bicycle facilities, which would increase access to non-motorized transportation and decrease energy consumption.

No Build Alternative

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	See below	See below	See below	See below
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, and California Geological Survey regulatory maps. No faults, unstable geological units or soil, or expansive soil were identified within the project limits. Due to the existing developed setting, no unique geological or paleontological resources are anticipated.

No Build Alternative

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity, including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), and various hydrofluorocarbons (HFCs). CO₂ is the most abundant GHG; while it is a naturally occurring component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO₂.

Two terms are typically used when discussing how we address the impacts of climate change: "greenhouse gas mitigation" and "adaptation." Greenhouse gas mitigation covers the activities and policies aimed at reducing GHG emissions to limit or "mitigate" the impacts of climate change. Adaptation, on the other hand, is concerned with planning for and responding to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels). This analysis will include a discussion of both.

Regulatory Setting

This section outlines federal and state efforts to comprehensively reduce GHG emissions from transportation sources.

FEDERAL

To date, no national standards have been established for nationwide mobile-source GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices.¹ This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—“the triple bottom line of sustainability.”²

Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects. The most important of these was the Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Economy (CAFE) Standards. This act establishes fuel economy standards for on-road motor vehicles sold in the United States. Compliance with federal fuel economy standards is determined through the CAFE program on the basis of each manufacturer’s average fuel economy for the portion of its vehicles produced for sale in the United States.

¹ <https://www.fhwa.dot.gov/environment/sustainability/resilience/>

² <https://www.sustainablehighways.dot.gov/overview.aspx>

Energy Policy Act of 2005, 109th Congress H.R.6 (2005–2006): This act sets forth an energy research and development program covering: (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) the establishment of the Office of Indian Energy Policy and Programs within the Department of Energy; (6) nuclear matters and security; (7) vehicles and motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology.

The U.S. EPA³, in conjunction with the National Highway Traffic Safety Administration (NHTSA), is responsible for setting GHG emission standards for new cars and light-duty vehicles to significantly increase the fuel economy of all new passenger cars and light trucks sold in the United States. The current standards require vehicles to meet an average fuel economy of 34.1 miles per gallon by 2016. EPA and NHTSA are currently considering appropriate mileage and GHG emissions standards for 2022–2025 light-duty vehicles for future rulemaking.

NHTSA and EPA issued a Final Rule for “Phase 2” for medium- and heavy-duty vehicles to improve fuel efficiency and cut carbon pollution in October 2016. The agencies estimate that the standards will save up to 2 billion barrels of oil and reduce CO₂ emissions by up to 1.1 billion metric tons over the lifetimes of model years 2018–2027 vehicles.

STATE

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs) including, but not limited to, the following:

EO S-3-05 (June 1, 2005): The goal of this EO is to reduce California’s GHG emissions to: (1) year 2000 levels by 2010, (2) year 1990 levels by 2020, and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill (AB) 32 in 2006 and Senate Bill (SB) 32 in 2016.

³ U.S. EPA’s authority to regulate GHG emissions stems from the U.S. Supreme Court decision in [Massachusetts v. EPA](#) (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing [Clean Air Act](#) and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court’s ruling, U.S. EPA finalized an [endangerment finding](#) in December 2009. Based on scientific evidence, it found that six GHGs constitute a threat to public health and welfare. Thus, it is the Supreme Court’s interpretation of the existing Act and EPA’s assessment of the scientific evidence that form the basis for EPA’s regulatory actions.

AB 32, Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals outlined in EO S-3-05, while further mandating that the California Air Resources Board (ARB) create a scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code [H&SC] Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

EO S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California’s transportation fuels is to be reduced by at least 10 percent by the year 2020. ARB re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the Governor's 2030 and 2050 GHG reduction goals.

SB 375, Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires ARB to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region.

SB 391, Chapter 585, 2009, California Transportation Plan: This bill requires the State’s long-range transportation plan to identify strategies to address California’s climate change goals under AB 32.

EO B-16-12 (March 2012) orders State entities under the direction of the Governor, including ARB, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

EO B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets.

It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent (MMTCO_{2e}).⁴ Finally, it requires the Natural Resources Agency to update the state’s climate adaptation strategy, *Safeguarding California*, every 3 years, and to ensure its provisions are fully implemented.

SB 32, Chapter 249, 2016, codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

SB 1386, Chapter 545, 2016, declared “it to be the policy of the state that the protection and management of natural and working lands ... is an important strategy in meeting the state’s greenhouse gas reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands.”

AB 134, Chapter 254, 2017, allocates Greenhouse Gas Reduction Funds and other sources to various clean vehicle programs, demonstration/pilot projects, clean vehicle rebates and projects, and other emissions-reduction programs statewide.

Senate Bill 743, Chapter 386 (September 2013): This bill changes the metric of consideration for transportation impacts pursuant to CEQA from a focus on automobile delay to alternative methods focused on vehicle miles traveled (VMT). This change is intended to promote the state’s goals of reducing greenhouse gas emissions and traffic related air pollution and promoting multimodal transportation while balancing the needs of congestion management and safety.

Senate Bill 150, Chapter 150, 2017, Regional Transportation Plans: This bill requires ARB to prepare a report that assesses progress made by each metropolitan planning organization in meeting their established regional greenhouse gas emission reduction targets.

Executive Order B-55-18, (September 2018) sets a new statewide goal to achieve and maintain carbon neutrality no later than 2045. This goal is in addition to existing statewide targets of reducing GHG emissions.

⁴ GHGs differ in how much heat each GHG traps in the atmosphere (global warming potential, or GWP). CO₂ is the most important GHG, so amounts of other gases are expressed relative to CO₂ using a metric called “carbon dioxide equivalent” (CO_{2e}). The global warming potential of CO₂ is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO₂.

Environmental Setting

SR 1, which serves as Main Street in downtown Gualala, is the only north-south arterial in the project area. The project area on both sides of the two-lane road is developed with mostly retail, hospitality, and other businesses largely oriented to the many tourists that visit Mendocino County each year. It is a segment of the Pacific Coast Bike Route, however bicycle and pedestrian pathways are not well defined, resulting in conflicts with parked cars and traffic. The project area is in the Coastal Zone; SR 1 parallels the coast adjacent to the Gualala River to the southwest and the Pacific Ocean to the west of the river.

The Mendocino Council of Governments' (MCOG) Regional Transportation Plan (RTP) guides transportation development in Mendocino County. The 2017 RTP promulgates policies and goals intended to reduce GHGs, including encouraging and expanding opportunities for active transportation. The Mendocino County General Plan was adopted in 2009 and does not specifically address GHGs or climate change.

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. The U.S. EPA is responsible for documenting GHG emissions nationwide, and the ARB does so for the state, as required by H&SC Section 39607.4.

NATIONAL GHG INVENTORY

The U.S. EPA prepares a national GHG inventory every year and submits it to the United Nations in accordance with the Framework Convention on Climate Change. The inventory provides a comprehensive accounting of all human-produced sources of GHGs in the United States, reporting emissions of CO₂, CH₄, N₂O, HFCs, perfluorocarbons, SF₆, and nitrogen trifluoride. It also accounts for emissions of CO₂ that are removed from the atmosphere by “sinks” such as forests, vegetation, and soils that uptake and store CO₂ (carbon sequestration). The 1990–2016 inventory found that of 6,511 MMTCO₂e GHG emissions in 2016, 81% consist of CO₂, 10% are CH₄, and 6% are N₂O; the balance consists of fluorinated gases ([EPA 2018a](#)).⁵ In 2016, GHG emissions from the transportation sector accounted for nearly 28.5% of U.S. GHG emissions.

⁵ U.S. Environmental Protection Agency. 2018. Inventory of U.S. Greenhouse Gas Emissions and Sinks. <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks>

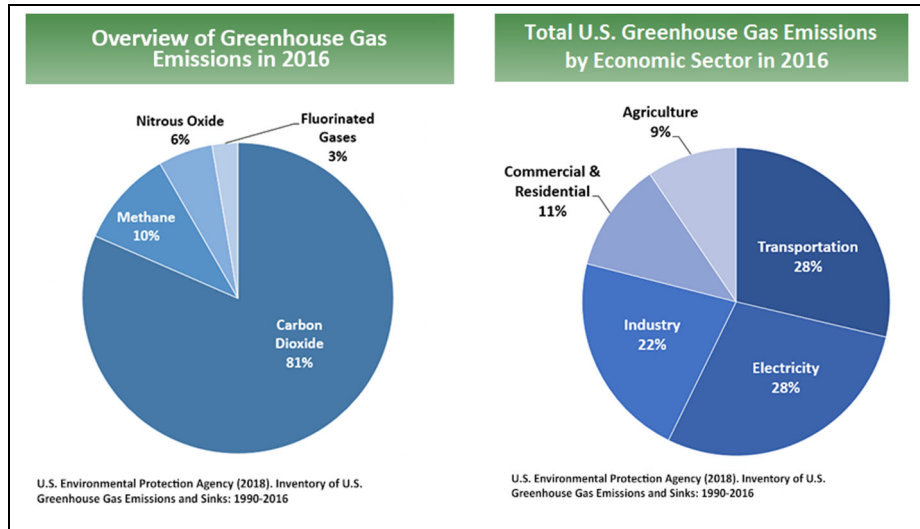


Figure 3. U.S. EPA Inventory of U.S. Greenhouse Gas Emissions

STATE GHG INVENTORY

ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. The 2018 edition of the GHG emissions inventory found total California emissions of 429 MMTCO_{2e} for 2016, with the transportation sector responsible for 41% of total GHGs. It also found that overall statewide GHG emissions have declined from 2000 to 2016 despite growth in population and state economic output.⁶

⁶ 2018 Edition of the GHG Emission Inventory (July 2018). <https://www.arb.ca.gov/cc/inventory/data/data.htm>

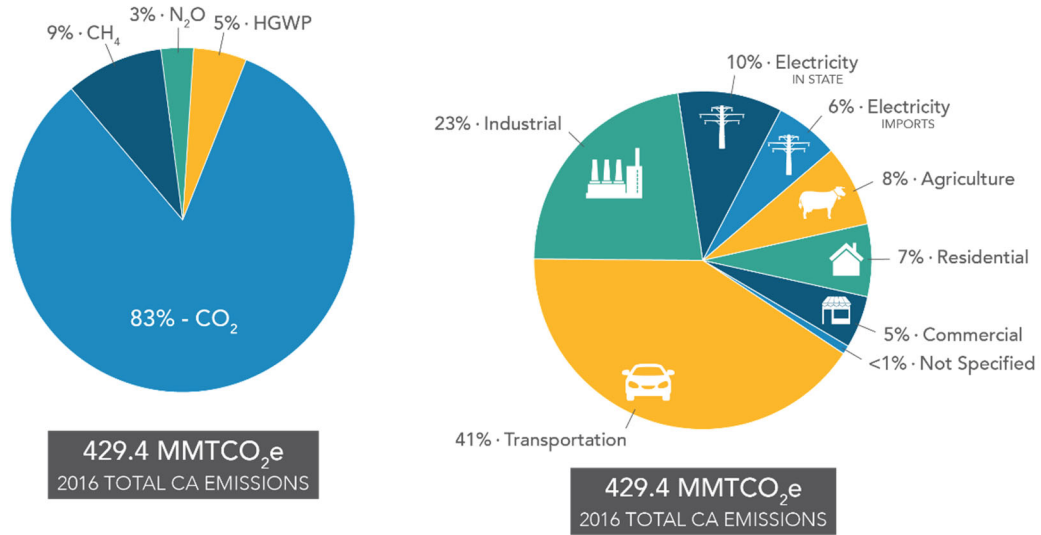


Figure 4. California 2016 Greenhouse Gas Emissions

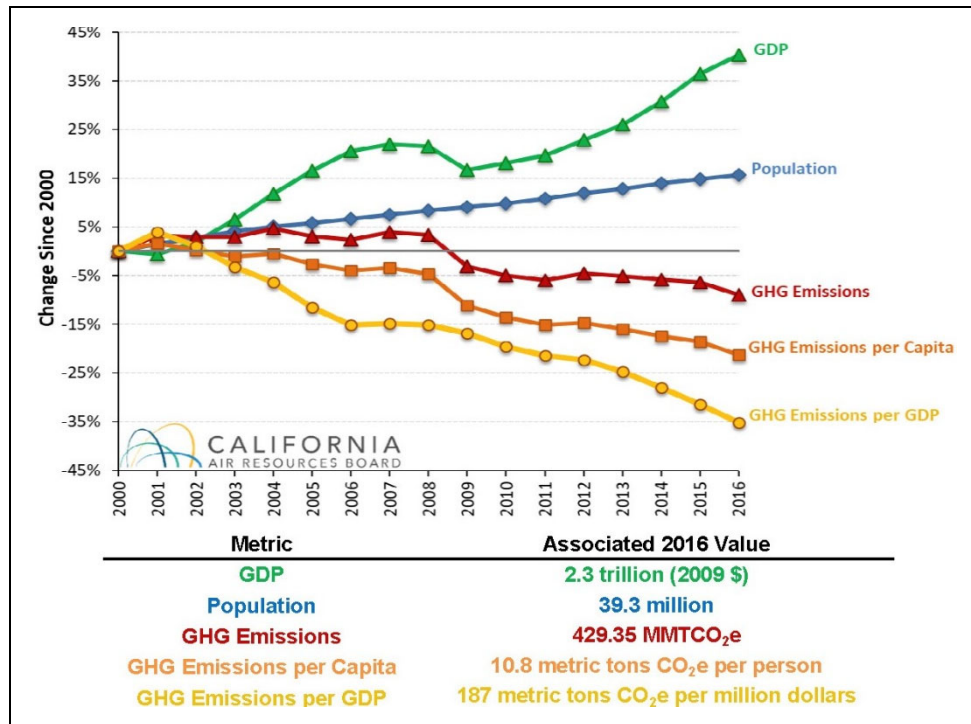


Figure 5. Change in California GDP, Population, and GHG Emissions since 2000

AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. ARB adopted the first scoping plan in 2008. The second updated plan, [*California's 2017 Climate Change Scoping Plan*](#), adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions.

REGIONAL PLANS

MCOG serves as the regional transportation planning agency (RTPA) for Mendocino County cities and unincorporated areas, which include Gualala. (MCOG is not a metropolitan planning organization and is therefore not required to produce a sustainable communities strategy under SB 375). MCOG's 2017 RTP State Highway System Element identifies "Gualala Downtown Streetscape Bicycle and Pedestrian Improvements on SR 1" in its list of short-range improvement projects. The Active Transportation Element lists the related "Gualala Downtown Non-Motorized Streetscape" project. The bicycle and pedestrian improvements were identified as community priorities in the *Gualala Downtown Design Plan*, developed in 2009 with funding from a Caltrans Community Based Transportation Planning Grant.

Mendocino County's climate action plan is focused on health and does not address transportation projects. Gualala does not have a climate action plan.

Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation of the SHS and those produced during construction. The primary GHGs produced by the transportation sector are CO₂, CH₄, N₂O, and HFCs. CO₂ emissions are a product of the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of CH₄ and N₂O are emitted during fuel combustion. In addition, a small amount of HFC emissions are included in the transportation sector.

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Public Resources Code, § 21083(b)(2)). As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself." (Cleveland National Forest Foundation v. San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512.) In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

Operational Emissions

The purpose of the proposed project is to improve traffic flow and create safe and comfortable facilities for pedestrian and bicycle travel through downtown Gualala while improving the town's visual character. The proposed project would not result in changes to roadway capacity, VMT, traffic volume, fleet mix, speed, location of existing facility, or any other factor that would cause an increase in GHG emissions. While construction emissions would be unavoidable, no increase in operational GHG emissions is expected.

Construction Emissions

Construction GHG emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase. Their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

The Caltrans Construction Emission Tool (CAL-CET2018 version 1.2) was used to estimate average carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and hydrofluorocarbons (HFCs) emissions from construction activities. Table 3 shows the estimated GHG emissions of 100 metric tons of CO₂ (the dominant GHG) during the approximately 90-day project construction period.

Table 3. Maximum Greenhouse Gas Emissions from Construction

Construction Year 2022	CO ₂	CH ₄	N ₂ O	HFC
Total: Tons (metric)	100	< 1	< 1	< 1

All construction contracts include Caltrans Standard Specifications Sections 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to

the project and to certify they are aware of and will comply with all ARB emission reduction regulations; and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes.

Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions. Additionally, a Traffic Management Plan (TMP) will be implemented during construction to minimize traffic delays.

CEQA Conclusion

While the proposed project will result in GHG emissions during construction, it is anticipated the project will not result in any increase in operational GHG emissions. The proposed project supports regional alternative transportation goals and does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. With implementation of construction GHG-reduction measures, the impact would be less than significant.

Caltrans is firmly committed to implementing strategies to help reduce GHG emissions. These measures are outlined in the following section.

Greenhouse Gas Reduction Strategies

STATEWIDE EFFORTS

Major sectors of the California economy, including transportation, will need to reduce emissions to meet the 2030 and 2050 GHG emissions targets. Former Governor Edmund G. Brown promoted GHG reduction goals that involved (1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farms and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, *Safeguarding California*.

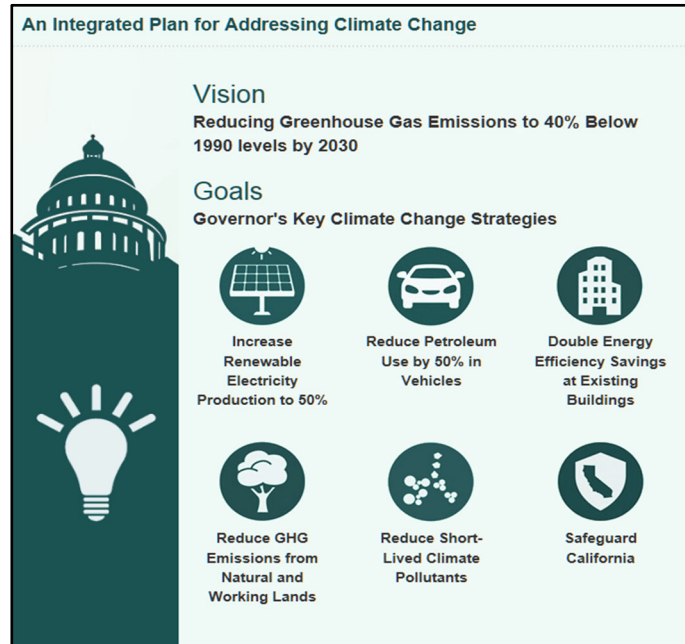


Figure 6. California Climate Strategy

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and VMT reduction. A key state [goal for reducing GHG emissions](#) is to reduce today's petroleum use in cars and trucks by up to 50 percent by 2030.

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

CALTRANS ACTIVITIES

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set a new interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

California Transportation Plan (CTP 2040)

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. In 2016, Caltrans completed the California Transportation Plan 2040, which establishes a new model for developing ground transportation systems, consistent with CO₂ reduction goals. It serves as an umbrella document for all the other statewide transportation planning documents. Over the next 25 years, California will be working to improve transit and reduce long-run repair and maintenance costs of roadways and developing a comprehensive assessment of climate-related transportation demand management and new technologies rather than continuing to expand capacity on existing roadways.

SB 391 (Liu 2009) requires the CTP to meet California's climate change goals under AB 32. Accordingly, the CTP 2040 identifies the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the state's transportation needs. While MPOs have primary responsibility for identifying land use patterns to help reduce GHG emissions, CTP 2040 identifies additional strategies in Pricing, Transportation Alternatives, Mode Shift, and Operational Efficiency.

Caltrans Strategic Management Plan

The Strategic Management Plan, released in 2015, creates a performance-based framework to preserve the environment and reduce GHG emissions, among other goals. Specific performance targets in the plan that will help reduce GHG emissions include:

- Increasing percentage of non-auto mode share
- Reducing VMT per capita
- Reducing Caltrans' internal operational (buildings, facilities, and fuel) GHG emissions

Funding and Technical Assistance Programs

In addition to developing plans and performance targets to reduce GHG emissions, Caltrans also administers several sustainable transportation planning grants. These grants encourage local and regional multimodal transportation, housing, and land use planning that furthers the region's RTP/SCS; contribute to the State's GHG reduction targets and advance transportation-related GHG emission reduction project types/strategies; and support other climate adaptation goals (e.g., *Safeguarding California*).

Caltrans Policy Directives and Other Initiatives

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) is intended to establish a Department policy that will ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. *Caltrans Activities to Address Climate Change* (April 2013) provides a comprehensive overview of Caltrans' statewide activities to reduce GHG emissions resulting from agency operations.

Project-Level GHG Reduction Strategies

The following measures will also be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

- Caltrans Standard Specifications, 7-1.02C, Emissions Reduction: requires the contractor to certify awareness of, and comply with, the emissions reduction regulations mandated by the California Air Resources Board.
- Section 14-9.02, Air Pollution Control: requires contractors to comply with all air-pollution-control rules, regulations, ordinances, and statutes of the ARB and the local air pollution control district.
- Standard construction best management practices for air quality would also apply. Such air-pollution control measures can also help reduce construction GHG emissions.
- The proposed project would build continuous sidewalks and bicycle lanes through the downtown area for the first time. The new facilities would support additional opportunities for use of non-motorized transportation, which could decrease VMT and contribute to GHG emissions reduction.
- Traffic and Transportation measures would also reduce/ minimize GHG emissions during construction (see Section 1.5.2):
 - TT-1: Pedestrian and bicycle access would be maintained during construction, to avoid such users having to transfer to using motor vehicles.
 - TT-3: A Traffic Management Plan would be implemented in the project to maintain traffic flow and minimize delays and idling that would generate extra GHG emissions.

- New landscaping may be incorporated in the meandering sidewalks. Landscaping reduces surface warming and, through photosynthesis, decreases CO₂. This planting would help offset any potential CO₂ emissions increase.
- Any bollard lights installed for this project would be supplied with solar power.

Adaptation

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea-levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea-level can inundate highways. Wildfires can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

FEDERAL EFFORTS

Under NEPA assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance.

The U.S. Global Change Research Program (USGRCP) delivers a report to Congress and the President every 4 years, in accordance with the Global Change Research Act of 1990 ([15 U.S.C. ch. 56A § 2921 et seq.](#)). The [Fourth National Climate Assessment](#), published in 2018, presents the foundational science and the “human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways.” Chapter 12, “Transportation,” presents a key discussion of vulnerability assessments. It notes that “asset owners and operators have increasingly conducted more focused studies of particular assets that consider multiple climate hazards and scenarios in the context of asset-specific information, such as design lifetime.”

U.S. DOT Policy Statement on Climate Adaptation in June 2011 committed the federal Department of Transportation to “integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely, and that transportation infrastructure, services and operations remain effective in current and future climate conditions.”⁷

FHWA Order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events*, December 15, 2014)⁸ established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems.

FHWA has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels.⁹

STATE EFFORTS

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. [California’s Fourth Climate Change Assessment](#) (2018) is the state’s latest effort to “translate the state of climate science into useful information for action” in a variety of sectors at both statewide and local scales. It adopts the following key terms used widely in climate change analysis and policy documents:

- *Adaptation* to climate change refers to adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.
- *Adaptive capacity* is the “combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities.”
- *Exposure* is the presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.

⁷ https://www.fhwa.dot.gov/environment/sustainability/resilience/policy_and_guidance/usdot.cfm

⁸ <https://www.fhwa.dot.gov/legsregs/directives/orders/5520.cfm>

⁹ <https://www.fhwa.dot.gov/environment/sustainability/resilience/>

- Resilience is the “capacity of any entity – an individual, a community, an organization, or a natural system – to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience”. Adaptation actions contribute to increasing resilience, which is a desired outcome or state of being.
- *Sensitivity* is the level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.
- *Vulnerability* is the “susceptibility to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt.” Vulnerability can increase because of physical (built and environmental), social, political, and/or economic factor(s). These factors include, but are not limited to: ethnicity, class, sexual orientation and identification, national origin, and income inequality. Vulnerability is often defined as the combination of sensitivity and adaptive capacity as affected by the level of exposure to changing climate.

Several key state policies have guided climate change adaptation efforts to date. Recent state publications produced in response to these policies draw on these definitions.

EO S-13-08, issued by then-governor Arnold Schwarzenegger in November 2008, focused on sea-level rise and resulted in the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan). The Safeguarding California Plan offers policy principles and recommendations and continues to be revised and augmented with sector-specific adaptation strategies, ongoing actions, and next steps for agencies.

EO S-13-08 also led to the publication of a series of sea-level rise assessment reports and associated guidance and policies. These reports formed the foundation of an interim *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance) in 2010, with instructions for how state agencies could incorporate “sea-level rise (SLR) projections into planning and decision making for projects in California” in a consistent way across agencies. The guidance was revised and augmented in 2013. *Rising Seas in California – An Update on Sea-Level Rise Science* was published in 2017 and its updated projections of sea-level rise and new understanding of processes and potential impacts in California were incorporated into the *State of California Sea-Level Rise Guidance Update* in 2018.¹⁰

¹⁰ <http://www.opc.ca.gov/updating-californias-sea-level-rise-guidance/>

EO B-30-15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This EO recognizes that effects of climate change other than sea-level rise also threaten California's infrastructure. At the direction of EO B-30-15, the Office of Planning and Research published [*Planning and Investing for a Resilient California: A Guidebook for State Agencies*](#) in 2017, to encourage a uniform and systematic approach. Representatives of Caltrans participated in the multi-agency, multidisciplinary technical advisory group that developed this guidance on how to integrate climate change into planning and investment.

AB 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group, which in 2018 released its report, [*Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*](#). The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts.

CALTRANS ADAPTATION EFFORTS

Caltrans Vulnerability Assessments

Caltrans is conducting climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects including precipitation, temperature, wildfire, storm surge, and sea-level rise. The approach to the vulnerability assessments was tailored to the practices of a transportation agency, and involves the following concepts and actions:

- *Exposure* – Identify Caltrans assets exposed to damage or reduced service life from expected future conditions.
- *Consequence* – Determine what might occur to system assets in terms of loss of use or costs of repair.
- *Prioritization* – Develop a method for making capital programming decisions to address identified risks, including considerations of system use and/or timing of expected exposure.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments will guide analysis of at-risk assets and development of adaptation plans to reduce the likelihood of damage to the State Highway System, allowing Caltrans to both reduce the costs of storm damage and to provide and maintain transportation that meets the needs of all Californians.

Sea-Level Rise

A Sea-Level Rise analysis is required for projects in the Coastal Zone that require approval of a Coastal Development Permit or amendment. This project would require such clearance under the California Coastal Act.

This project is located adjacent to, but outside of, areas expected to be affected by predicted sea-level rise. The project's design life is 40–50 years. Using projections in the *State of California Sea-Level Rise Guidance 2018 Update*, the most likely (66 percent probability) range of sea-level rise by 2060 at this location (based on the tide gage at Arena Cove, about 15 miles north of Gualala) is projected to be from 0.6 feet to 1.3 feet under a high-emissions scenario (RCP 8.5). The 1-in-200 chance (0.5 percent) probability of sea-level rise by 2060 is 2.5 feet. Under the highest potential emissions scenario (H++), sea-level could rise as much as 3.7 feet by 2060. However, the probability of sea-level rise reaching or exceeding 3 feet by 2060 is 0.2 percent (note that this calculation does not consider the H++ scenario). Visualization using the NOAA Sea-Level Rise viewer indicates that the project location would not be inundated if sea-level rose by 3 feet (Figure 7).



Figure 7. Screen capture from NOAA's Sea-Level Rise Viewer. Green areas indicate predicted sea-level rise of 3 feet from current mean high tide.

Wildfire

Gualala is situated in the wildland-urban interface, nestled between the forest and the coast. It is in an area of moderate to high fire hazard severity, according to CalFire's fire hazard severity zone map for the Mendocino County State Responsibility Area (2007). While increasing average temperatures on the coast remain relatively mild, reduced precipitation could lead to drier, more fire-prone conditions in the forested areas, while higher precipitation could result in more fuels to burn. CalFire projects that fire risk would increase as recreation, homes, and other development continue to expand into wildland areas without adequate attention to defensible space.¹¹

Construction and operation of the proposed project would be confined to the existing road through town, and would not introduce structures or users into the forest. Therefore it would not cause or exacerbate the risk of wildfire, regardless of climate conditions.

¹¹ California Department of Forestry and Fire Protection (CalFire). 2018. *Unit Strategic Fire Plan Mendocino Unit*. <http://cdfdata.fire.ca.gov/pub/fireplan/fpupload/fpppdf1617.pdf>

Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A “No Impact” determination was made for questions a), b), c) e), f), and g) listed within the CEQA Checklist Hazards and Hazardous Materials section. See below for further discussion of the “Less Than Significant Impact” determination made for question d).

Regulatory Setting

California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code and is also authorized by the federal government to implement the Resource Conservation and Recovery Act of 1976 (RCRA) in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency response planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires clean-up of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and clean up contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

Environmental Setting

An Initial Site Assessment was completed on August 11, 2017, and is on file with the department. There are three *Hazardous Waste and Substances Site List (Cortese List)* parcels within the proposed project area; one on the west side and two on the east side of SR 1.

Discussion of Environmental Evaluation Question 2.10 — d) Hazards and Hazardous Materials

d) *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The exact parcels affected would depend on which alternative is selected. Alternative 1 would likely require acquisition of right of way from all three parcels (Figure 88). Two of these parcels (east side of SR 1) are gas stations that had releases of petroleum hydrocarbons from tanks or dispensers, and the third is a parcel west side of the project limits. Alternative 2 would likely require acquisition of right of way from only the two east side gas station parcels.

The potholing, sidewalk, and driveway work associated with these sites would require only shallow excavation and therefore is not likely to encounter contamination related to listed hazardous materials. The activities associated with this project would not create a substantial health hazard to the public or the environment through inadvertent exposure or release of hazardous materials. As a result, the project is expected to have a Less than Significant Impact with any hazards and hazardous materials sites.

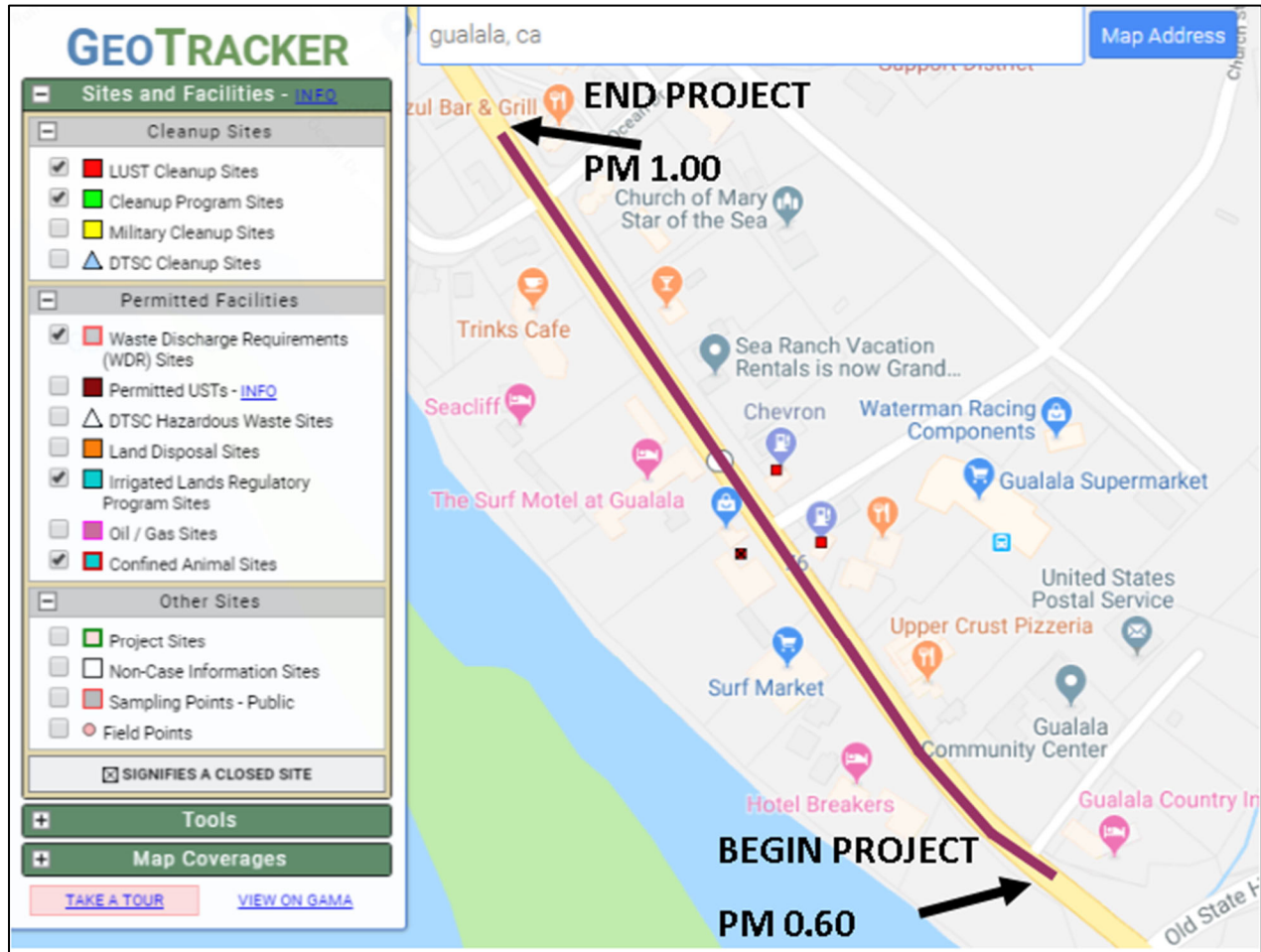


Figure 8. Hazardous Waste Parcel Locations

Mitigation Measures

Based on the determination made in the CEQA Checklist, mitigation measures have not been proposed.

No Build Alternative

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope and location of the proposed project, as well as the Water Quality Assessment Memo dated April 25, 2018, and a Floodplain Evaluation Report Summary dated April 2, 2018.

Potential impacts to water quality are not anticipated due to incorporation of project BMPs. Additionally, the proposed construction activities are not expected to have floodplain impacts since the proposed project is outside the 0.2% annual chance floodplain.

No Build Alternative

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project. The project will not physically divide an established community. A review of the Gualala Town Plan, which is part of the Coastal Element of the Mendocino County General Plan, revealed no environmental conflicts. Therefore, no impacts to land use and planning will occur.

No Build Alternative

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope and location of the proposed project. Impacts to mineral resources are not anticipated because there are no known mineral resources present, nor would it result in the loss of a mineral resource recovery site.

No Build Alternative

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

Noise

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A “No Impact” determination was made for questions b) and c) listed within the CEQA Checklist Noise section. See below for further discussion of the “Less Than Significant Impact” determination made for question a).

Regulatory Setting

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will result in a noise impact. If a proposed project is determined to cause a significant noise impact under CEQA, mitigation measures must be incorporated into the project unless those measures are not feasible.

Environmental Setting

The project would occur on a segment of highway where retail and commercial properties, including hotels, are located on both sides for most of the project length.

Discussion of Environmental Evaluation Question 2.14 a) — Noise

During construction, noise would be generated from the contractors' equipment and vehicles. The contractor would be required to conform to Caltrans Standard Specification, Section 14-8.02 which states:

“Do not exceed 86 decibels (dBA) maximum sound level (L_{max}) at 50 feet from the job site activities from 9:00 p.m. to 6:00 a.m. Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.”

Work that would produce noise over 86 dBA, such as handheld circular saws and jackhammers, would be restricted to daytime work hours only.

Table 4. Construction Equipment Noise¹²

Equipment	Maximum Noise Level (dBA at 50 feet)
Pneumatic Tools	85
Chain Saw	85
Air Compressor	80
Dump Truck	84
Generator	70
Jackhammer	89
*Hand Held Circular Saw	91

¹² http://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm

* http://www.dot.ca.gov/ser/downloads/MOUs/arcata_fws_concurltr.pdf (Attachment D page

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		Library
Quiet Rural Nighttime	30	Bedroom at Night, Concert Hall (Background)
	20	Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Figure 9. Noise Levels of Common Activities

Mitigation Measures

Based on the determinations made in the CEQA Checklist, mitigation measures have not been proposed for the project.

No Build Alternative

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

Population and Housing

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project. Potential impacts to Population and Housing are not anticipated because the project does not involve activities that would induce population growth or displace housing or people.

No Build Alternative

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

Public Services

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project. Impacts to Public Services are not expected because the project does not have potential to adversely affect public services or require new or physically altered government facilities.

No Build Alternative

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project. The purpose of this project is to enhance the downtown area of Gualala within the project limits by improving pedestrian and bicyclist recreational opportunities along SR 1 in Mendocino County.

No Build Alternative

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

Transportation/Traffic

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope and description of the proposed project, as well as the Transportation Management Plan dated August 17, 2018. One purpose of the project is to add pedestrian and bicycle facilities for the first time, which will reduce the number of vehicle miles traveled since travelers would have access to non-motorized forms of transportation in the downtown area. Long-term adverse impacts to transportation and traffic are not anticipated.

No Build Alternative

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, and the Cultural Resource Compliance Memo dated May 23, 2019.

Consultation with the Manchester Band of Pomo Indians resulted in no knowledge of cultural sites inside the project area, although proximity to the coast and nearby gathering areas was acknowledged. Therefore, no impacts to Tribal Cultural Resources are expected.

No Build Alternative

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A “No Impact” determination was made for questions b), c), d), and e) listed within the CEQA Utilities and Service Systems section. See below for further discussion of the “Less Than Significant Impact” determination made for question a).

Environmental Setting

Several public and privately-owned utilities exist within the project limits. Potholing will be required at certain locations to positively identify the location and depth of these underground utilities to determine if relocation is necessary. Utility relocations will be required where the utilities conflict with proposed drainage work or construction of new sidewalk.

Discussion of Environmental Evaluation Question 2.20 — a)

a) *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

No new or expanded utilities are planned for this project. There are approximately 50 water and sewer valve covers within the traveled way which will be elevated to match the future elevation of the pavement surface. Although potholing has not yet occurred, Caltrans estimates that approximately 20 electrical, telephone, and fiber optic utility vaults greater than 1' x 1' will be relocated into the sidewalk. Electrical, telephone, and fiber optic utility covers that are less than 1' x 1' will be elevated to match the future elevation of the pavement surface. Subsurface conduits and pipes in conflict with up to 8 future drainage inlet locations will be required to relocate laterally.

There are no expected long-term impacts to utilities. Temporary impacts will be due to relocation efforts. It is anticipated that the work associated with the utility relocation will be short term. Once potholing information is received, relocation or protect-in-place efforts will be coordinated between the affected utility companies and Caltrans. If a disruption in service is anticipated, all parties involved (such as business owners) will be notified via letters, door tags (fliers), and door-to-door contact. Therefore, this impact would be less than significant.

Mitigation Measures

Based on the determinations made in the CEQA Checklist, mitigation measures have not been proposed for the project.

No Build Alternative

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the scope, description, and location of the proposed project, as well as the Fire Hazard Severity Zones in State Responsibility Areas Map dated November 7, 2007. Potential impacts from wildfires are not anticipated because the project area is located outside of hazard zones designated as “Very High”.

No Build Alternative

The existing condition would remain; therefore, per CEQA, “No Impact” would occur.

Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion of Environmental Evaluation Question 2.22—Mandatory Findings of Significance

a) *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

The proposed project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or

eliminate important examples of the major periods of California history or prehistory. Therefore, there is no impact.

b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*

The proposed project does not have impacts that are individually limited but cumulatively considerable. Therefore, there is no impact.

c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

The proposed project does not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, there is no impact.

c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

The proposed project does not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Therefore, there is no impact.



Chapter 3. Coordination and Comments

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization and/or mitigation measures, and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including Project Development Team (PDT) meetings, interagency coordination meetings, an informational open house, and consultation with the Mendocino Band of Pomo Indians.

Members of the project development team have met with the Gualala Municipal Advisory Council, the Mendocino County Association of Governments, and the community as a whole to provide updates on the proposed project, including developing a survey for local input. Native American coordination with the Mendocino Band of Pomo Indians was completed and no immediate concerns were identified. A meeting with a representative from the North Coast Regional Water Quality Control Board occurred on May 29, 2019, to discuss proposed on-site drainage. Coordination with the California Department of Fish and Wildlife occurred via a site visit on June 18, 2019.

A public meeting was held on July 25, 2019 to present Alternatives 1 and 2 during circulation of the environmental document. Members were concerned with the elimination of the on-street parking as indicated from the comments to the DED.

Following circulation of the draft environmental document Caltrans and MCOG held a Gualala Working Group meeting in September 2019. The working group meetings were scheduled to address the community concerns related to the elimination of informal on-street parking and other project features. A public meeting was held in Gualala on October 1, 2019 to share recommendations provided by the Gualala Working Group. A clear majority of the community members that attended the meeting supported the modified project Alternative 3. However, there was still disagreement among some in the community that the alternative that was presented did not comply with the Gualala Town Plan.

A virtual public meeting to present Alternative 4 options to the community was held on January 14, 2021. The alternative options received generally positive feedback from the community. However, like Alternative 3, state Coastal Commission staff did not support the amendment to allow on-street parking unless there was a safety issue that necessitated the amendment.

Lastly, the project was re-evaluated and Alternative 5 was proposed to be consistent with the Gualala Town Plan. A third open house was held on May 18, 2023, to present the updated alternative, and the public was in favor to move the project forward.

Provided below are the Caltrans' response to comment received during circulation of the Draft IS/ND.

From: [Karen Amiel](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Re: Gualala
Date: Friday, August 9, 2019 11:24:52 AM

Thank you for your prompt reply. I appreciate that and it feels as if someone is listening. This is a fragile community and a tip in the wrong direction can strike a death knell to the businesses and fine people who run them.

Karen Amiel

Sent from my iPhone

On Aug 9, 2019, at 11:04 AM, Williams, Cari@DOT <Cari.Williams@dot.ca.gov> wrote:

Ms. Amiel,

Thank you for your comments about the proposed project in Gualala. I will share them with the rest of the project team.

Best wishes,

Cari Williams
Environmental Planner – Coordinator
Caltrans – North Region Environmental
1656 Union Street
Eureka, CA 95501
707.441.5647

From: Karen Amiel <karen@amiel-phillips.com>
Sent: Thursday, August 8, 2019 6:53 PM
To: Williams, Cari@DOT <Cari.Williams@dot.ca.gov>
Subject: Gualala

Please, know that the plan you propose will in turn create the following:

-loss of parking and subsequently business to the Surf Market. As you know, there is precious little in the way of stores, products etc in this area. Many of us drive to Santa Rosa once a week. The loss of the Surf Market, who will be losing 25% of their parking, would be devastating to them and to the Community. 1

-greater ability to speed through town, thereby posing a danger to the elderly, children and bike riders. 2

My father always said, "If it ain't broke, don't fix it."

Karen Amiel

PO Box 102
The Sea Ranch, CA 95497
917-566-4736

Response to Comment #1:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

Response to Comment #2:

Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL is installed to allow vehicles to drive through downtown while still allowing vehicles to make a left turn into businesses.

From: [Carolyn André](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Re: The two CalTrans street plans for Gualala won't work for seniors
Date: Tuesday, August 6, 2019 3:30:06 PM

Cari, I very much appreciate you calling me to request I re-send this. Thank you so much!

Carolyn

August 3rd, 2019

Dear Ms. Williams,

I am the Board Chair of Coastal Seniors. If you don't know what that is, we provide Meals on Wheels, visits to shut-ins, senior lunches, transportation to and from those lunches including stops on the way home to get errands done, allowing seniors to stay in their homes longer than they otherwise might. We have a number of other programs as well.

I take it that you're not aware of the demographics of this area. The Mendonoma area, from Stewarts Point up through Irish Beach and over to inland areas like Annapolis, has a higher percentage of seniors than anywhere else in the state. Gualala is about 50% seniors while The Sea Ranch/Annapolis/Stewarts Point senior population is higher than 80% and the highest number of "oldest olds," people 80 or 85 plus.

Why is that important? Because seniors aren't going to walk a lot in the downtown area. If they are intent on doing so there are, as I'm sure you know, walking paths running along the ocean. Beyond that, seniors cannot drive around the area looking for parking; nor can they carry grocery bags a long distance; or walk between stores or uphill to parking farther away while carrying bags. These plans are so unrealistic. What you are proposing is detrimental to the majority population of this area.

I have lived here for something over 10 years. I live at The Sea Ranch; our shopping area is Gualala. We shop at both supermarkets, but especially Surf Market. I think walking areas would be lovely. But in a list of importance, nearby parking spaces are critical. Walking areas are a "nice to have." None of us has any option but to drive to town to get our errands done. And many of us can't walk store to store, even if we wanted to. You should understand there is a minimum of transportation in the area. We don't have buses or trolley cars, cabs or Uber cars running up and down highway 1. If you want to go to town, you drive. So your two options not beneficial for us.

I hope you will look again and try to find an alternative plan that will work for this population. Walking areas would be great. But not at the expense of parking. Thank you for listening.

3

Carolyn André

Carolyn André, Board Chair, Coastal Seniors

POB 929, Gualala 95445, 36881 Green Cove Drive, The Sea Ranch, 95497

Carolyn André
Gull Cottage at The Sea Ranch
carolyn@andreassociates.com
707 785-3142

"The statistics on sanity are that one out of every four Americans [is] suffering from some form of mental illness. Think of your three best friends. If they're okay, then it's you." Rita Mae Brown

On Aug 6, 2019, at 3:22 PM, Williams, Cari@DOT <Cari.Williams@dot.ca.gov> wrote:

Hi Carolyn,

Thank you for your message and for calling me back. Unfortunately, I am unable to open the attachment you sent. Could you please copy the text of your letter into a new email so that I may share your comments with the project team?

Best wishes,

Cari Williams
Environmental Planner – Coordinator
Caltrans – North Region Environmental
1656 Union Street
Eureka, CA 95501
707.441.5647

From: Carolyn André <ca@andreassociates.com>

Sent: Monday, August 5, 2019 10:07 AM

To: Williams, Cari@DOT <Cari.Williams@dot.ca.gov>

Subject: The two CalTrans street plans for Gualala won't work for seniors

Response to Comment #3:

Please see response to Comment #1.



Carolyn André
Gull Cottage at The Sea Ranch
carolyn@andreassociates.com
707 785-3142

"The statistics on sanity are that one out of every four Americans [is] suffering from some form of mental illness. Think of your three best friends. If they're okay, then it's you." Rita Mae Brown

From: [Jacquelynn Baas](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala street plan
Date: Sunday, August 11, 2019 8:54:07 AM

Gualala is fine. The current configuration ensures cars will drive slowly though the busiest part of town. Room to walk and park and bike. We're more like Jenner than we are like Point Arena.

What we really need is the addition of a pedestrian/bike lane south of Gualala from The Sea Ranch across the bridge. Very dangerous!

4

Thank you for your consideration.

Jacquelynn Baas and Rob Elder

Response to Comment #4:

Unfortunately, the area south of Gualala is outside the current scope of the project but your comment related to the location of concern has been noted and shared.

From: [Geoffrey A.Beaty](#)
To: [Williams, Cari@DOT](#)
Cc: [External, news.menodonoma@DOT](#)
Subject: Gualala Downtown Enhancements Project
Date: Thursday, August 8, 2019 4:39:17 PM

Dear Ms. Williams:

Please register our opposition to the proposed project for downtown Gualala. We are mindful that safety is a goal in this plan, but this design is wrong headed for our small town environment. We see no improvement to safety articulated in the plan which might overcome its manifest detriment to our residents, businesses and visitors.

Traffic congestion is a minor problem in Gualala, and only on a very few days each year at the peak of the afternoon. Those of us who live here welcome the slow pace of traffic through town and don't mind waiting for a vehicle to make a left hand turn. Rarely does that impede the flow for more than a minute. A center turn lane is not only unnecessary, it reduces a needed physical restriction on speed. 5

A dedicated bike lane on both sides of the traffic lanes is downright laughable when you consider 1) the lack of bike lanes for dozens and dozens of (55 MPH) miles both north and south of this 440 yard stretch, and 2) the small volume of bikes at issue. Again, completely unnecessary. 6

Our downtown would be enhanced by the completion of pedestrian sidewalks, the addition of more visible crosswalks, and the enhancement of street parking on both sides of the highway. All are needed and would be heavily used by both residents and visitors. All would also be beneficial to our struggling local businesses. The loss of even a few street parking spots, as envisioned by this plan, could push some of our businesses over the edge of viability. 7

Please be mindful of our tax dollars and work with us to modify this plan.

Sincerely,

Geoff & Wendy Beaty
P.O. Box 1687
Gualala, CA 95445

Response to Comment #5:

The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic and is included in the Gualala Town Plan.

Response to Comment #6:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians.

Response to Comment #7:

The scope of the project includes 6-foot sidewalks on straight alignments and 5-foot sidewalk on curvilinear alignments and five crosswalks along the mainline with activated flashing beacons. Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

From: [Annette Bork](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Highway 1
Date: Thursday, August 8, 2019 6:46:28 PM

As a property owner and taxpayer in the area, I strongly oppose the current plans to remodel Highway 1 through Gualala.

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Please abandon this unfortunate attempt to improve traffic in Gualala.

Annette Bork

Response to Comment #8:

Thank you for your comment on the Gualala Downtown Enhancements Project. Your opposition to the project has been noted.

From: [SM Brauner](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Proposed Gualala plans
Date: Thursday, August 8, 2019 5:02:13 PM

I am concerned that the new bike lanes will result in about a 25% reduction in parking places for our local Surf Market. Wouldn't one bike lane on the east side of the street be sufficient to handle the small number of bikers? A bike lane doesn't really make any sense to me when there is none to the north or south of town. Please don't put our local Surf Market out of business. The owner does a lot to support the community.

Thank you for listening,
Sue

Sue Brauner
Vice President, The Brauner Company

The Brauner Company
333 Twin Dolphin Drive #225
Redwood City, CA 94065
PHONE [650-574-0800](tel:650-574-0800)
FAX [650-574-7282](tel:650-574-7282)
www.braunercompany.com

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Please do not reference account numbers or social security numbers in email communications; simply use the last four digits of an account number. This will help to guard your privacy.

Response to Comment #9:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians.

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

From: [Patrick Chladek](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala street widening
Date: Friday, August 9, 2019 12:28:08 PM

My wife and I wholeheartedly reject the proposed Gualala street widening. I have lived in nearby Sea Ranch for the past 10 years and had my first traffic jam last year, I was tied up for almost one full minute!

The plan will speed up bicycle traffic speed -- imagine bicycles coming down the hill into town at 30+ mph (yes they can reach that speed coming down hill), and dealing with pedestrian traffic. 10

The loss of parking spaces will severely reduce the profitability of several businesses, and may cause several to close. 11

This appears to be an example of a solution is search of a problem. Please do proceed with the widening project.

Sincerely,
Patrick and Janet Chladek

Response to Comment #10:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians.

Response to Comment #11:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

From: [Maggie Crosby](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala streetscape project
Date: Thursday, August 8, 2019 11:53:25 AM

As a full time resident of The Sea Ranch, who goes to Gualala daily, I oppose this project. It threatens the survival of a critical business, the Surf Market, which supports local farms and nonprofit organizations and provides employment to many residents. Converting the existing road into a five lane highway is massively overkill in this small coastal town. Any increase in pedestrian safety by adding crosswalks and sidewalks will be offset by the inevitable increase in vehicle and bicycle speeds.

12

Gualala does not want or need this.

Margaret Crosby

Sent from ProtonMail Mobile

Response to Comment #12:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at multiple locations in the downtown area.

While the travel road will be widened, the corridor will essentially remain a two-lane road. The TWLTL is provided to allow left turning vehicles a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses.

From: [Karen Dillon](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Highway 1 Proposal
Date: Friday, August 9, 2019 2:48:13 PM

Dear Cari,

I am a Sea Ranch owner (since 2007), and I have heard about the proposed plan to enhance Highway 1 through Gualala. I agree that something needs to be done to improve navigation and safety.

I find it difficult to make left hand turns from any parking lot, or street onto Highway 1 during busy times. I do not try walk cross Highway 1 when it's busy.

However, I understand that the proposed plan will reduce the number of parking spots near the Surf Market. Please do not reduce parking for any store along Highway 1. Merchants struggle in Gualala. There are fewer stores and restaurants in town now than 10 years ago. Any disruption will drive merchants out of business. There are few jobs in Gualala, and any closures will hurt the residents.

13

I don't think these improvements will increase the number of tourists or shoppers. And if tourists have survived driving on Highway 1 to get to Gualala, this proposal isn't going to increase the likelihood that they'll stop in town. We shop in Gualala because it's the only local place, and the same for tourists. It's a long way to the next town and today's traffic problems aren't so bad that you won't stop in Gualala.

I'd much rather have today's traffic situations than have fewer businesses.

I am a bicyclist. However, having a bike lane only in town won't make biking any better. If the plan had bike lanes extending miles on each side of Gualala - especially across the Gualala River bridge and along the hill south of the bridge, that would make it better for biking and I'd be ecstatic.

14

I used to bike into town regularly but had too many close calls on the bridge and on the hill and I've stopped. Once I got to town, it was a breeze. I would gladly forgo bike lanes in town to save our merchants.

I propose something less complicated such as left turn lanes and crosswalks with flashing lights.

15

Thanks for listening!

Karen Dillon
330 Conifer Close
The Sea Ranch

Th

Response to Comment #13:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic and is included in the Gualala Town Plan.

Response to Comment #14:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians.

Response to Comment #15:

The scope of the project includes a TWLTL for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safety wait for opposing traffic, 6-foot sidewalks on straight alignments and 5-foot sidewalk on curvilinear alignments, and five crosswalks along the mainline with activated flashing beacons.

From: [Margee](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala
Date: Friday, August 2, 2019 7:48:13 PM

Dear Ms Williams,

I've lived in The Sea Ranch for a little over a year and I am new to the issues regarding the proposed changes to Highway One through Gualala. I've never heard anyone complain about transit through town and I can't understand the need for change, so I was very surprised to hear about this project. The only complaint I and others I know have had is that it's frequently hard to find a parking spot at Surf, especially on Senior Mondays and Senior Thursdays.

I've walked on the highway and crossed the highway, and I've never had a problem. I've seen others crossing the street and the crosswalk in front of Surf is respected by drivers. The cars generally slow to the recommended speed limit and there aren't that many cars most of the time, so crossing is easy. When I first used to visit Gualala, it was inconvenient to cross from the Trinks parking area to the Cypress stores, but it helped when they put a staircase at the north end.

16

I don't usually see a lot of people walking on the highway. I think that's because for the locals, Gualala is a destination town - we go to the Surf or Gualala Supermarket, we check our mail at the post office, and we go north to JRs for housewares. Besides being a town with these every day functional stores, Gualala has just a few stores anyone wants to window shop in. Several of the stores in Cypress Village are fun to visit and it's easy to park and walk around the center. You could easily walk from there to the Sundstrom Mall on the highway, as normally, there aren't any cars parking on the side of the road to block your way. That's because there's no reason to park in places where nothing exists to visit. Anyplace you want to shop has a parking area. A few weeks ago, there was some kind of VW event and, for a short time, the town was lined with Beatles and vans. That was the most cars I've ever seen parking on the highway.

So, I am at a loss to understand why Gualala needs meandering sidewalks, multiple crossings and bike lanes. In my experience, we don't have a lot of pedestrian traffic and we don't have a need for it either. Gualala shouldn't be spruced up for the tourist trade; it should be kept convenient and supportive of the locals. I could understand if Gualala was a hot bed for unsafe drivers and had a history of car crashes and injured pedestrians, but I've never heard of or encountered these kinds of problems in town. I don't believe we need to get ahead of these problems, as I don't expect that Gualala is the kind of place that will experience such problems in the future. And, I'm not the kind of person who doesn't like change. A year ago I bought I house in The Sea Ranch and moved my dogs and myself from my long-term home in Mill Valley. I came to The Sea Ranch and Gualala because Gualala is laid back and quiet and slow and, in it's own way, quaint. The thought of the changes that are being suggested is horrifying to me.

17

Please don't waste the money. Gualala doesn't need to be fixed. Go someplace else that needs to be fixed and put your money to better use.

Thank you,

Margery Entwisle
P.O. Box 1699
Gualala, CA 95445
415-377-8071

Response to Comment #16:

The collision analysis has shown that there have been some injuries related to vehicles and pedestrians in Gualala. The sidewalk and bike lane will provide a safe access throughout the corridor.

Response to Comment #17:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians. The project is also intended to improve Gualala's visual character by incorporating landscape and hardscape features into the project per the Gualala Town Plan.

From: [Dana](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Downtown Plan
Date: Thursday, August 8, 2019 11:06:30 AM

Dear Cari Williams,

I am 100% against expanding the freeway in the town of Gualala! There is not one item that would make sense in expanding the freeway. The town is quaint and should be preserved. 18

The only change if your looking for safety of pedestrians crossing the freeway is to install 1 or 2 crossings with flashing yellow lights on the road going across as well as on a pole each side of the freeway. 19

Widening the freeway is a waste of our money and will cause more accidents then you can imagine. Keeping the freeway to a single lane each way keeps the traffic slow and safe. 20

The Gualala town will never be perfect for everyone but it has worked beautifully they it is for many many years. I for one moved there because of its quaint, slow moving charming town that doesn't feel industrial. And I being a 62 year old woman have never felt unsafe walking around the town crossing back and fourth the freeway.

I hope you reconsider going forward with the plan. Please leave Gualala the way it is.

Thank you,
Dana Frediani

Sent from my iPhone

Response to Comment #18:

While the travel road will be widened, the corridor will essentially remain a two-lane road. The TWLTL is provided to allow left turning vehicles a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses.

Response to Comment #19:

The scope of the project includes five crosswalks along the mainline with activated flashing beacons.

Response to Comment #20:

Please see response to comment #18.

From: [patty](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Dear Cari,
Date: Thursday, August 8, 2019 9:20:28 AM

Please oppose, vote against running a freeway through the quaint village of Gualala. Presently we have one cross walk from the ocean side, which enables walkers to safely cross to other shops. We purchased our vacation home at The Sea Ranch, California November November 1973.

21

I moved from our primary residence in San Rafael to Sea Ranch full time in 2000. It is pin drop quiet, no trucks back firing pollution. Thank you for protecting our paradise!

Patty R. Friedman

Sent from my Verizon, Samsung Galaxy smartphone

Response to Comment #21:

While the travel road will be widened, the corridor will essentially remain a two-lane road. The TWLTL is provided to allow left turning vehicles a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses.

From: [David Goheen](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Route 1 in Gualala
Date: Thursday, August 8, 2019 8:12:38 AM

I think the only useful improvement regarding California route 1 in Gualala would be a pedestrian-activated warning light at the crosswalk. Anything more would cause more problems than it would solve. Thank you for your attention.

Response to Comment #22:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. The project proposes to install crossings along the mainline with activated flashing beacons at critical locations throughout town, which would allow safer pedestrian access as well as slow down oncoming vehicles into the downtown area.

From: [denise gold](#)
To: [Williams, Cari@DOT](#)
Subject: Gualala Parking
Date: Friday, August 9, 2019 12:43:25 PM

I would like to say that I do not wish to take away any parking spaces that are presently available in Gualala that would have a negative impact on the Surf Market. We need them!

Response to Comment #23:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

From: [Donald Grossman](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Downtown Enhancements (01-0C720)
Date: Thursday, August 8, 2019 10:48:13 AM

Cari,

I just wanted to weigh in briefly on the above referenced. I was impressed at how thorough the study was. That said, a number of people from The Sea Ranch online have expressed opposition to the project, and apparently there is a petition very much centered on concern for the Surf Market. My broad assessment is that this is generally rejecting change. I am of the opposite opinion.

One key thing I did notice was the statement in the report that there is existing a:

The single crosswalk is 52 feet across and traverses SR 1 at the most congested part of Gualala,

This is most of the way to the proposed 60 foot right of way. In general, I am supportive of rationalizing use of the existing or slightly expanded right of way, as proposed under Alternative 1, which minimizes impact on the West side, including the Surf Market of concern to many. It is hard to tell from the drawings, but the amount to be acquired to make this happen seems de minimis.

24

It is challenging enough for businesses to thrive in Gualala - an improved street scape would help, and I do not know the history but anticipate that pedestrians have been injured or worse due to the unbridled multimodal use.

Sincerely,

Don

Donald Grossman
35234 Wind Song Lane
The Sea Ranch, CA 95497

P.S. The label on Alternative 2, Sheet RW-1 is a bit confusing since it implies that the acquisition is 3.2 Acres when in fact that is the total project area

Response to Comment #24:

The proposed preferred alternative will have least impact to the Surf Market parking lot.

From: [Nelson, Paul@Waterboards](mailto:Nelson,Paul@Waterboards)
To: [Williams, Cari@DOT](mailto:Williams,Cari@DOT)
Subject: Gualala Downtown Enhancements (01-0C720)
Date: Thursday, July 18, 2019 8:51:20 AM

Hi Cari-

I am following up our conversation this morning regarding the referenced project. There are three known underground storage tank sites in downtown Gualala.

https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0604500040

https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0604500016

and

https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T10000004435

Shallow soil contamination may be present beneath the roadway and shoulder area along this stretch of Highway 1.

25

Best,

Paul

Paul Nelson, P.G., C.Hg.
Engineering Geologist

California Regional Water Quality Control Board, North Coast Region
5550 Skylane Blvd, Suite A
Santa Rosa, CA 95403
Office: (707) 576-2686
paul.nelson@waterboards.ca.gov



Response to Comment #25:

Per Caltrans requirements, the contractor(s) would prepare a project-specific Lead Compliance Plan to reduce worker exposure to lead-impacted soil. The plan would include protocols for environmental and personnel monitoring, requirements for personal protective equipment, and other health and safety protocols and procedures for the handling of lead-impacted soil.

From: [Sue Hart](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala plan would destroy our town
Date: Thursday, August 8, 2019 5:41:17 PM

HI CAri,

just a note to say that if either plan or plan2 goes thru; it will ultimately destroy our town,without the Surf Market.
everything is fine the way it is; just leave it alone

26

thanks,
Sue

Response to Comment #26:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

From: [Klaus Heinemann](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Downtown Enhancement Project
Date: Thursday, August 8, 2019 5:35:57 PM

Subject: Opposition to
**GUALALA DOWNTOWN ENHANCEMENTS PROJECT MENDOCINO COUNTY,
CALIFORNIA DISTRICT 1 – MEN – 1 (Post Miles 0.60 to 1.00) 0C720 / 0113000032**

By way of introduction, my wife and I have been property owners at Sea Ranch since 1982. We are strongly opposed to the subject plans for the following reasons:

(1) The project will drive a key local establishment, the Surf Market, out of business. This would leave the Market in the “Sundstrom Mall” behind the Gualala Hotel as the only local supermarket and, hence, able to dictate and further increase prices for groceries. This, in turn, would be detrimental to the local population.

(2) The subject plans would forever change the delightfully rustic character of this town and turn it into mediocre suburbia. Many a visitor coming from suburbia in the Bay Area would be disincentivized to visit the modest but attractive downtown Gualala stores, probably going on to Mendocino on their way to finding charming places from yesterday. 27

(3) It is very questionable if the planned improvements would create better safety for pedestrians. Vehicles are currently astonishingly well slowing down to the 25 mph speed limit, and they would probably pass through town at higher speeds after implementation of the planned improvements. Saving a few seconds in drive time would, IMHO, not justify the expense or the decreased safety of the local population. 28

(4) If the intent were really to spend money on improvement of safety of the Sea Ranch/Gualala population, a safe bicycle lane connection between Sea Ranch and Gualala should have much higher priority. This would also entice more guests of Sea Ranch to visit Gualala and frequent their stores, thus boosting the economy of Gualala. 29

Respectfully submitted,

Klaus & Gundi Heinemann

Klaus Heinemann, Ph.D.

klaush@mcn.org

Gundi Heinemann

41053 Tallgrass
The Sea Ranch, CA 95497

408-731-0794 (cell)

**"Discover how to love in every situation
Acknowledge, surrender, and learn from resistance; and
Work with others for the benefit of the whole"**

(From "Principles to Live by" — Creative Initiative, approx. 1980)

Please note: this email does NOT constitute permission to add me to your email list.
Please do not add me without my express permission. Thank you!

Response to Comment #27:

The project is intended to improve Gualala's visual character by incorporating landscape and hardscape features into the project per the Gualala Town Plan.

Response to Comment #28:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. The project proposes to install crossings along the mainline with activated flashing beacons at critical locations throughout the town, which would allow safer pedestrian access as well as slow down oncoming vehicles into the downtown area.

Response to Comment #29:

Unfortunately, the area south of Gualala is outside the current scope of the project but your comments has been noted.

From: [Nicole Holmes](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala streetscape proposal
Date: Sunday, August 11, 2019 11:39:03 AM

Hi-

We are writing to share our concern with the Gualala streetscape proposals, particularly the impact reduced parking in close proximity to local businesses, especially Surf Supermarket. Surf is in integral part of the community and any loss of parking convenience will put their business in jeopardy. They not only support the local community, but also the region by carrying a wide variety of high quality local products. Losing this business to a streetscape will have a significant impact on the community. Please carefully reconsider any reduction in parking to any of the local businesses in Gualala. Parking is already tight as it is during summer.

30

Thank you for your consideration.

Nicole & Tom Holmes
Santa Rosa, CA and The Sea Ranch, CA

Response to Comment #30:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

From: [Mary Sue Ittner](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Downtown Enhancement Plan
Date: Friday, August 2, 2019 4:55:05 PM

I appreciated the opportunity to read the document and to be able to ask questions at the recent meeting. I was disappointed that employees of the Surf Market spent so much time once again trying to change the project by suggesting leaving the cars on Highway One and removing bike lanes. Most of us feel removing the cars would make our community safer and feel that since Highway One is a designated bike highway making it safer for people to ride through town on bicycles is a good part of the project.

31

My preference is for Alternative Two, especially if it would mean the Surf Market would not lose parking that is not on Highway One. I asked about this and was told that they would not lose parking in their current small parking lot with either alternative, but Alternative Two seems to be an attempt to help them and would incorporate the existing sidewalks which could save money.

32

I was pleased to read that the sidewalks will be meandering and that Cal Trans will help establish the plants. As someone who has planted native plants on the Gualala Bluff Trail I know that having them be drought tolerant is important, but also there needs to be some thought of how big they might get at maturity so that maintenance is not an issue.

33

I was interested in this statement on Page 18:

"Drainage inlets would be relocated to the outside edges of the sidewalks. Longitudinal drains would be replaced. Drainage from adjacent parking lots on the east side of the highway would be conveyed under the sidewalks, to the highway **surface on the east side of the northbound bicycle lanes.**"

I asked several different people to explain this and was told that water would be directed to the usual spots on the west side of the highway so it is still unclear. On the other hand it was reassuring to learn that some bioswales are planned to filter water from the highway to remove pollutants. I am especially concerned about the area between the Surf Market and the Breakers Hotel that directs untreated water directly into the Gualala River. It would be nice if Cal Trans could gain the cooperation of the two land owners to come up with a solution for this situation.

34

Except for during construction when there will be some minimal environmental impact the plan does not seem to have any negative environmental impacts, but once done will have many positive ones.

Mary Sue Ittner

Gualala, California

Response to Comment #31:

Thank you for the support of this project.

Response to Comment #32:

Please see the section *Identification of a Preferred Alternative* in this document for the alternative that was selected based on its consistency with the Gualala Town Plan and community support.

Response to Comment #33:

Thank you for the feedback on the landscaping that is currently included in the scope of the project.

Response to Comment #34:

The drainage plan will be to relocate the existing inlets to the new curb line next to the sidewalk, but the project aims to retain the existing drainage pattern in the corridor.

From: [Jeanne & Rick](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Streetscaping in Gualala
Date: Tuesday, July 23, 2019 5:22:45 PM

Hello Cari,

We are not sure if we can attend Thursday's meeting about the planned streetscaping so we wanted to get our comments in to you. We are very much in favor of this project. It will be a huge boon to residents like us and to visitors too. We prefer Alternative 2, but would be happy with Alternative 1.

Thank you, Richard and Jeanne Jackson, PO Box 1029, Gualala, CA 95445 707 884-1760.

Response to Comment #35:

Thank you for your comment and support of the project.

From: [Larry Jacobs](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala
Date: Friday, August 9, 2019 2:25:07 PM

I am writing to voice my objections to both of the plans for widening the stretch of Hwy 1 through Gualala.

1. *Widening the road through town will increase average speed. This is not a good thing for the community.* 36
2. *Keeping the speed to 25mph (which is rarely observed) is an advantage for local businesses. Driving at 25 means that visitors can see things they might have otherwise missed. Then they stop, shop and leave some money in town.* 37
3. *A large percentage of the people in Gualala at any one time are residents of The Sea Ranch. Probably 80%+ of Sea Ranchers are seniors. It is not easy for us to get across Hwy 1 as it is, if the average speed is increased, harder yet.* 38
4. *Surf Market, on the west side of Hwy 1, is an integral part of the community. It carries the only organic and other high end groceries between Mendocino to the north and Guerneville to the south, a distance of 100 miles. Cutting off their already barely adequate parking will probably force the out of business. People are not willing to walk long distances with arms loaded with grocery bags.* 39

Barack Obama had a saying; Don't do stupid shit. I feel these plans fit that category.

Larry Jacobs

PO Box 261

The Sea Ranch, CA 95497

(707)785-2390

larry@larryjacobs.net

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Response to Comment #36:

Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained.

Response to Comment #37:

By adding crossings at multiple locations for pedestrians to safely cross, the speed will be reduced as vehicles go through town. The two-way left turn lane allows for safer left turn movements and provides a space for cars to wait.

Response to Comment #38:

Installing multiple crossing locations will allow for safer pedestrian crossing.

Response to Comment #39:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

From: [Doric Jemison-Ball](#)
To: [Walker, Liza M@DOT](#)
Cc: [Steve May](#)
Subject: Gualala Streetscape
Date: Sunday, August 4, 2019 2:37:26 PM

Subject: Gualala Streetscape

Caltrans
Att: Liza Walker
1956 Union St .
Eureka, CA
95501
Email: Liza.walker@dot.ca.gov

To Whom It May Concern:

My name is Doric Jemison-Ball and I am the Chief Executive Officer at Redwood Coast Medical Services in Gualala, CA. On behalf of RCMS, I would like to express my concern about the Gualala Streetscape Plan, and the negative effect that the loss of parking on Highway 1 will have on Surf Market. A Mendocino County report states, "Due to the elimination of on-street (Route 1) parking spaces and private parking spaces, business economic loss is likely."

40

Surf Market is an important community resource. Over the years, Surf has consistently supported our organization with financial or in-kind support. Without that support, it would be more difficult for RCMS to serve our community. More importantly, Surf Supermarket is one of the larger employers in the community. The loss of Surf Supermarket would have a significant effect on the economic well being of the community which is already challenged.

We need more parking in the downtown area – not less. Please consider revising the plan.

Sincerely,

Doric T. Jemison-Ball
Chief Executive Officer
Redwood Coast Medical Services, Inc.
PO Box 1100
Gualala, CA 95445-1100
www.rcms-healthcare.org
djball@rcms-healthcare.org
Office Phone: 707-884-4050

Response to Comment #40:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

From: [Ursula Jones](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Hwy 1 through Gualala
Date: Thursday, August 8, 2019 4:00:04 PM

Dear Ms Williams,

As a longtime resident of The Sea Ranch and now Gualala, I frequent downtown daily to go to the post office or to get groceries.

I agree that parking is not optimal, but the solutions described in plan 1 and 2 would make a bad situation worse. It would adversely effect local businesses on either side of the highway while making it more difficult to do grocery shopping especially for the many seniors who live in the area.

41

I am also afraid that it would increase the speed that vehicles drive through the village, greatly increasing the risk for accidents. Now cars have to slow down because of occasional congestion which makes using the crosswalk much safer.

42

Please leave our little coastal village the way it is.

Sincerely
Ursula Jones
POB 977, Gualala 95445

Sent from my iPhone

Response to Comment #41:

The proposed alternative is built to minimize impact at the Surf Market parking lot on-street parking however will be removed per the Gualala Town Plan.

Response to Comment #42:

The installation of multiple crossings in town along with the two-way left turn lane will not increase the speed of the travel lanes.

From: [Kenneth Jowers](#)
To: [Walker, Liza M@DOT](#)
Subject: Gualala Street Scape
Date: Monday, August 12, 2019 7:58:39 AM

Dear Ms. Walker,

My name is Kenny Jowers and I am a local business owner in Gualala. My business is Physical Gym. I wanted to voice my concern of the suggested changes of the street along our downtown area along Hwy 1 of our small community. Thank you for reading my short letter.

While I would be so in favor of beautification of our little town, as a business owner, anything that could potentially take away customers from our already struggling businesses is not a wise decision. I have owned my gym in Gualala since 2003. It has always been a struggle and remains so today. That is true for most of our small mom and pop endeavors here. If I lost just a small portion of my customer base, I would most definitely close my doors, as would many of these small businesses in Gualala.

I ask that Caltrans please take into consideration our concerns that limiting our on street parking would severely adversely affect our ability to continue to keep our businesses open. It's a matter of our reality here along the coast in these very small towns. I appreciate your consideration of my voice and those of many others whom I'm sure you have already heard from.

Thank you,

Kenny Jowers
Physical Gym
Gualala, CA

Response to Comment #43:

There would not be any parking impacted near Physical Gym. However, per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

From: [Don Krieger](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Downtown Gualala Plan
Date: Friday, August 9, 2019 10:58:26 AM

Dear Ms. Williams:

After reviewing the downtown plan, we are not in support of any plan that reduces parking along Hwy 1 until a satisfactory resolution can be made to increase the off-street parking for businesses along Hwy 1.

44

Anything that would jeopardize the ability of these stores to remain in business is definitely not in the best interest of our community. They employ our residents and are very supportive of many local non-profit organizations. These organizations rely on the beneficence of these businesses to maintain their activities.

We are a small, rural community, and the plan should reflect a more laid-back environment and less of an urban feel.

Thanks for giving local residents an opportunity to share their concerns.

Don and Carrie Krieger
PO Box 1382
Gualala, Ca 95445



Virus-free. www.avg.com

Response to Comment #44:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

From: [Seryozha Krysti](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala downtown proposal
Date: Thursday, August 8, 2019 10:57:09 AM

Dear Ms. Williams,

As a forty year, full-time coastal resident I can't imagine the proposal to widen the highway, install sidewalks and bike lanes as an improvement. PLEASE reconsider the plan and modify it to be more modest, if anything must be done. We actually like Gualala as it is now.

45

Thank you for counting my opinion and comment.

Sincerely,
Seryozha Krysti
P.O. Box 67
The Sea Ranch CA 95497-0067
skdesign@mcn.org

Response to Comment #45:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. The project proposes to install crossings along the mainline with activated flashing beacons at critical locations throughout the town, which would allow safer pedestrian access as well as slow down oncoming vehicles into the downtown area. In addition, bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians.

From: [Laurie Lamantia](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Hwy proposal
Date: Thursday, August 8, 2019 4:36:38 PM

As a long time owner of a home in this area, I strongly disagree with a lane increase through our small town. Our town requires that folks SLOW down for a few miles and enjoy, take in the beauty that surrounds us.

If you want or need to add anything, maybe another crosswalk on the northern end. But leave the rest alone. Those of us who live here, invite family to visit and vacation here. Love it just the way it is. There are some many other places Caltrans can and SHOULD be spending our tax dollars.

46

Laurie Lamantia
69 Southwind
The Sea Ranch, CA

Response to Comment #46:

Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

From: [Toby Lovallo](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Downtown Streetscape Enhancement
Date: Tuesday, August 6, 2019 2:46:07 PM
Attachments: [image001.png](#)

Hello Cari Williams & DOT,

I am in favor of the proposed enhancements to the downtown Gualala streetscape. I have been an owner at The Sea Ranch for almost 40 years, and a frequent visitor and user of services in Gualala over that period.

Despite the objections of some, parking is never really a problem in Gualala. The area is tiny, and walking from one parking lot to another is normal; the enhancements will make walking around the downtown safer and more pleasant. This may have the beneficial effect of increasing business via foot traffic for the variety of stores throughout the downtown area.

47

Thanks for your consideration.

Toby Lovallo, *CLIA Master Cruise Counselor*

CruiseTrue Travel, Truetravels Co

707 256 3333

traveltoby@gmail.com

cst 2046997-40



Response to Comment #47:

Thank you for your comment and support of the project.

From: [Patricia Lynch](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Downtown Streetscape Enhancement Plan - Support
Date: Tuesday, August 6, 2019 12:45:02 PM

My name is Patricia Lynch. I live on The Sea Ranch at 35616 Timber Ridge Road. I support the proposed changes to the Gualala streetscape, including the creation of bike lanes and sidewalks. The parking along Highway 1 is a hazard to motorists exiting commercial properties, especially in front of Surf Super. The proposed enhancements will benefit Gualala by making it a pleasant place to walk, encouraging locals and tourists alike to stop and spend money.

48

Thank you for your attention.

Response to Comment #48:

Thank you for your comment and support of the project.

From: [Lu Lyndon](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala streetscape plan
Date: Thursday, August 8, 2019 8:02:55 AM

We hope you will be open to hearing what locals have to suggest regarding the proposed streetscape. There are other options and we don't want to be limited to your two alternatives...we depend on the success of our local merchants.

49

Thank you!

Lu Lyndon
The Sea Ranch

Sent from my iPad

Response to Comment #49:

The proposed alternative is built to minimize impact at the Surf Market parking lot. On-street parking however will be removed per the Gualala Town Plan. The installation of multiple crossings in town along with the two-way left turn lane will not increase the speed of the travel lanes.

From: pmaclean@pacbell.net
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Downtown Enhancement Project
Date: Sunday, August 4, 2019 2:48:31 PM

I strongly support OPTION 2 of the proposed improvement plan. We need safe passage for pedestrians and bicyclists through the main downtown area.

50

It will also create a much more attractive area in the core of the downtown.

Thank you.

Pamela MacLean
38884 Sedalia
Gualala, CA 95445

Response to Comment #50:

Thank you for your comment and support of the project.

From: [PJ Martin](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Re: COMMENTS: Gualala Downtown Enhancements (01-0C720)
Date: Saturday, August 10, 2019 12:09:54 PM

Thank you Cari!

Another thought I had in regards to supporting Surf is their engagement with the community and support of local causes. Losing them would leave the town bereft of an important community member. In addition to the jobs at Surf and other impacted businesses.

All the best as you sort through the community feedback.

Pam

Sent from my iPhone

On Aug 9, 2019, at 10:36 AM, Williams, Cari@DOT <Cari.Williams@dot.ca.gov> wrote:

Good morning Pam,

Thank you for your detailed comments about the proposed project in Gualala. I will share them with the rest of the project team.

Best wishes,

Cari Williams
Environmental Planner – Coordinator
Caltrans – North Region Environmental
1656 Union Street
Eureka, CA 95501
707.441.5647

From: PJ Martin <offenaug@sbcglobal.net>
Sent: Thursday, August 8, 2019 11:16 AM
To: Williams, Cari@DOT <Cari.Williams@dot.ca.gov>
Subject: COMMENTS: Gualala Downtown Enhancements (01-0C720)

Dear Ms. Williams,

Thank you for taking input on the proposed plans for downtown Gualala at the south coast end of Mendocino county.

I am a Sea Ranch resident that is very grateful for the community just across our county lines to help make living here full time a realized goal. I have owned my home for 4 and a half years and after part-time use for the first four years, I'm grateful to be living here full-time for the last six months and with fingers crossed the rest of my life.

I will admit to not knowing the full history and effort that went into defining the recommended plans, though a brief perusal of the proposal indicates that many agencies and constituents have contributed to this plan. For that I am grateful to the dedication and time it has taken.

My comments on this plan are an expression of concern. Drawing me to this frontier community on the coast is the "rural-ness" of our shared stretch of coastline. After having lived the majority of my life in the San Francisco bay area and seen it go from an agricultural community to a thriving but crowded and commute nightmare, I love the fact that I now am in a place that has a much slower pace.

Seeing the pictures of the proposal makes it look like our very small town will look more like a much more populated large town, which it isn't, at all. Exactly what I left behind down south. I fear that widening the road through downtown Gualala will diminish our quaint way of life here that has brought much joy. I fear that this widening will only increase those "just passing through" with no knowledge of the town, and who may have missed the road signs, to speed their way through town on its shiny new, wide and smooth road. I think waiting for people to make left turns is not a burden on the community and aids in reducing high speed travelers as well. The traffic is light enough that it doesn't take all that long to linger a few extra seconds, or even 20 seconds, to be able to make a safe left turn. I do this every week, at different times of the week, morning, afternoon, on light weekdays and busy weekends in the summer months with our added vacation population.

51

I'm concerned about the businesses that are critical to our ability to live full time here. The plan appears to diminish parking for the west-side businesses leading to risk for their livelihood. In particular our second market on the west side feels at greatest risk. It is a busy and thriving market due to people being able to park there. If they had to park across the street people would be much less willing to make the journey, as having to cross hi-way 1 with grocery bags? No, I think not. Both of our markets are valuable to the community as they both offer items that the other doesn't. I use and need both. We would be a poorer community if we were to lose Surf Market.

52

It appears from the report that: where this road is will not be impacted by rising seas, it does not seem to indicate improvement due to a high number of accidents, it doesn't impact hazardous materials accidents, it doesn't impact the ability for emergency crews to get to where they need to be. Although the bike lanes will be beneficial to bikers, as soon as they leave town they will be back to sharing the road with cars, which we already know how to accommodate. For such a short length of the hi-way, and where there are plenty of opportunities to stop along the way to rest and refresh in town, it seems extraordinary for the cost. Note: I am not a bicyclist, but I was a former motor cyclist and therefore am very much aware of the safety of driving open air on two wheels and respect the space of cyclists.

53

IN SUMMATION: I am all for pedestrian safety and adding a second painted crosswalk near the Gualala Hotel and/or Vue restaurant where our weekly farmers market resides would be a benefit to the town. Sidewalks are welcome, but again, if it reduces parking for places like Surf Market, well, my concern is noted above. I am also all in for resurfacing the exiting road and improving the ability to park along the side of the road by paving graveled areas. Improving drainage is also a valuable service this project can offer. The plans regarding plantings and replacing habitats for our birds and wildlife are also welcome (go native plants!).

Perhaps, as I write this, I find that by not having a turn lane and thereby not taking so much land and space, is what this boils down to for me. A little inconvenience in turning for the convenience of parking closer to my shopping choices, especially as I age, is what I'm asking to be considered.

Thank you for reading this,

Pam Martin

Response to Comment #51:

Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Response to Comment #52:

The proposed alternative is built to minimize impact to the Surf Market parking lot. However, on-street parking will be removed per the Gualala Town Plan.

Response to Comment #53:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians. The project is also intended to improve Gualala's visual character by incorporating landscape and hardscape features into the project per the Gualala Town Plan.

Response to Comment #54:

The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. The project is also intended to improve Gualala's visual character by incorporating landscape and hardscape features into the project per the Gualala Town Plan.

From: [William McCarthy](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala streetscape plan
Date: Sunday, August 11, 2019 12:42:25 PM

I was a member of GMAC for seven years, 2002 - 2009. I am also the person who started the plan, actually the prime driver for quite a while. We raised money to have a consultant write a grant application. We had two grants to do initial design with substantial community input. The resulting plan was pretty good but had some problems.

One issue was the available right-of-way. Just not enough of it. We objected to the presence of two bike lanes; one would be adequate.

The big show stopper was parking. Until that could be solved, we put a hold on the project. A good solution was proposed by John Bower to raze some buildings next to the Surf Market and build a sunken parking lot, proving the needed parking and giving much better river/ocean views. Mendocino County approved the plan but some local do-gooders/ Bower haters appealed to the Coastal Commission who ignored the application, not even providing a staff report, effectively killing it. This plan should be revived.

55

Now, we have a new plan proposed that goes way too far. We do not need two bike lanes. We do not need a long turn lane (maybe a few pockets only). And desperately needed parking is eliminated.

While there are a number of issues, parking is the big one. With no (or diminished) parking, the businesses on the west side of highway one will die. It is imperative that the Surf Market not just survive but prosper. It is a favorite shopping destination for locals and visitors alike. And, having two markets, is essential in that it allows competition, keeping prices down.

56

I strongly encourage you to reject this latest plan/design and return to the drawing board. Doing so is extremely important to the community.

William McCarthy
707-326-6887
wpm@northcst.com

Sent from Bill McCarthy's iPad
Typos courtesy of iOS!

Response to Comment #55:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

Response to Comment #56:

Please see response to Comment #55.

From: [Cheryl McKenna](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Downtown Enhancements (01-0C720) - comments on Initial Study dated June 2019
Date: Thursday, August 8, 2019 12:47:19 PM

Ms. Williams,

Please know that I - one of the operators of The Gualala Hotel - have read and strongly support the findings of the Gualala Downtown Enhancements (01-0C720) Initial Study dated June 2019. Both alternative 1 and alternative 2 provide much-needed improvements to the traffic flow issues. I support either option, although I believe Alternative 2 best serves the whole community.

57

Our establishment is located directly in the middle of this project. We regularly observe the accidents and near-misses between autos, pedestrians, and bicycles that occur right in front of our doors. We see autos speeding through town regularly, no matter time or day; someone actually observing the speed limit is the anomaly.

The Hotel stands to lose approximately 10-12 parking spaces directly in front of the Hotel and have part of our right-of-way acquired by Caltrans, yet we firmly believe that this project is necessary to improve auto/pedestrian/bicycle traffic, in addition to the improved aesthetics that it will lend to our town.

We have discussed this project with fellow area business owners and understand that one business is particularly concerned about loss of informal, on-street parking. We believe that this concern is better addressed by adequately accessing and using the large back parking lot available to them.

The management and ownership of The Gualala Hotel wholeheartedly support this project.

Thank you for all your hard work,
Cheryl McKenna

Cheryl McKenna * Finance Manager
The Gualala Hotel * 39301 S Hwy 1 * PO Box 1760 * Gualala, CA 95445
cherylm@thegualalahotel.com
707.884.3441 hotel
440.537.0222 cell

Response to Comment #57:

Thank you for your comment and support of the project.

From: [Marco Perucci Moramarco](#)
To: [Walker, Liza M@DOT](#)
Cc: [Paul Vierra](#)
Subject: Gualala Streetscape
Date: Wednesday, July 31, 2019 6:53:38 PM

Caltrans

Att: Liza Walker

1956 Union Street

Eureka, CA 95501

To Whom It May Concern:

I am the co-founder of Pazzo Marco Creamery. My partner Paul Vierra and I make artisan cheese and gelato and sell and market our products to the communities of Sea Ranch Gualala, Point Arena and Timber Cove but our main source of income is derived from sales through Surf Market. I am deeply concerned about the Gualala Streetscape Plan, and the negative affect that the loss of parking on Highway 1 will have on Surf Market and my business. A Mendocino County report states, "Due to the elimination of on-street (Route 1) parking spaces and private parking spaces, business economic loss is likely."

58

Surf Market is an important resource for my company. They have been supportive to me as an artisan producer in gaining visibility for my company and products. Also, Surf Market is one of the main ways that I access my customers in the Gualala area. Without Surf Market, it would be much more difficult for Pazzo Marco Creamery to sell products in our community.

We need more parking in the downtown area - not less. Please consider revising the plan.

Sincerely,

Marco Perucci Moramarco



MARCO PERUCCI MORAMARCO

Pazzo Marco Creamery
(707) 884-9548 (cell)
marco@pazzomarco.com
www.pazzomarco.com



Response to Comment #58:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at four locations in the downtown area.

From: [Susan Moreschi](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Cc: [Margery Entwisle](#)
Subject: Fwd: Gualala
Date: Wednesday, August 7, 2019 7:07:38 PM

Hello dear Cari,

I am forwarding you the message that Marge Entwisle wrote to you as I seek to confirm all that she has written here. I would so love for DOT to save the expenditure of what it would cost to make this huge “upgrade” to our town of Gualala and utilize those funds for other roads and places that really need fixing and repair.

59

I think our Gualala is functioning quite well with Hwy 1 flowing through it and plenty of places for people to walk and park even as it is now.

This is my perspective on this highway plan, and I’m glad to share it with you. Hope this is helpful to know.

With warmest regards,
Susan

Begin forwarded message:

From: Margee <mentwisl@pacbell.net>
Subject: Fwd: Gualala
Date: August 7, 2019 at 6:53:58 PM PDT
To: Susan Moreschi <susanmoreschi@me.com>

Begin forwarded message:

From: Margee <mentwisl@pacbell.net>
Subject: Gualala
Date: August 2, 2019 at 7:48:01 PM PDT
To: cari.williams@dot.ca.gov

Dear Ms Williams,

I’ve lived in The Sea Ranch for a little over a year and I am new to the issues regarding the proposed changes to Highway One through Gualala. I’ve never heard anyone complain about transit through town and I can’t understand the need for change, so I was very surprised to hear about this project. The only complaint I and others I know have had is that it’s frequently hard to find a parking spot at Surf, especially on Senior Mondays and Senior Thursdays.

I’ve walked on the highway and crossed the highway, and I’ve never had a problem. I’ve seen others crossing the street and the crosswalk in front of Surf is

respected by drivers. The cars generally slow to the recommended speed limit and there aren't that many cars most of the time, so crossing is easy. When I first used to visit Gualala, it was inconvenient to cross from the Trinks parking area to the Cypress stores, but it helped when they put a staircase at the north end.

I don't usually see a lot of people walking on the highway. I think that's because for the locals, Gualala is a destination town - we go to the Surf or Gualala Supermarket, we check our mail at the post office, and we go north to JRs for housewares. Besides being a town with these every day functional stores, Gualala has just a few stores anyone wants to window shop in. Several of the stores in Cypress Village are fun to visit and it's easy to park and walk around the center. You could easily walk from there to the Sundstrom Mall on the highway, as normally, there aren't any cars parking on the side of the road to block your way. That's because there's no reason to park in places where nothing exists to visit. Anyplace you want to shop has a parking area. A few weeks ago, there was some kind of VW event and, for a short time, the town was lined with Beatles and vans. That was the most cars I've ever seen parking on the highway.

So, I am at a loss to understand why Gualala needs meandering sidewalks, multiple crossings and bike lanes. In my experience, we don't have a lot of pedestrian traffic and we don't have a need for it either. Gualala shouldn't be spruced up for the tourist trade; it should be kept convenient and supportive of the locals. I could understand if Gualala was a hot bed for unsafe drivers and had a history of car crashes and injured pedestrians, but I've never heard of or encountered these kinds of problems in town. I don't believe we need to get ahead of these problems, as I don't expect that Gualala is the kind of place that will experience such problems in the future. And, I'm not the kind of person who doesn't like change. A year ago I bought I house in The Sea Ranch and moved my dogs and myself from my long-term home in Mill Valley. I came to The Sea Ranch and Gualala because Gualala is laid back and quiet and slow and, in it's own way, quaint. The thought of the changes that are being suggested is horrifying to me.

Please don't waste the money. Gualala doesn't need to be fixed. Go someplace else that needs to be fixed and put your money to better use.

Thank you,

Margery Entwisle
P.O. Box 1699
Gualala, CA 95445
415-377-8071

Response to Comment #59:

Thank you for your comment on the Gualala Downtown Enhancements Project.

From: murphy@redwoodage.com
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Comment: Gualala Downtown Enhancements Project
Date: Friday, August 2, 2019 1:01:56 PM

Mr. Williams et al,

I would like to add my preference for Alternative 2 of the Gualala Downtown Enhancement Project. It is my understanding this would add much-needed safety and aesthetic features to the downtown area, including but not limited to:

60

- Bike Lanes – the current stretch is very dangerous for cyclists
- Lighted crossings – With a growing senior population, crossing Hwy 1 is very dangerous in its current state
- Sidewalks – This will create a safe-zone for pedestrians who currently must walk on the uneven and often-obscure highway edge.
- Better sightlines for motorists – Eliminating on-highway parallel parking will make it much safer for cars to enter the highway.

I would also encourage CalTrans to explore additional improvements, including:

--paved pullout area at the southern edge of project. This would be an opportunity for motorhomes, trucks and other vehicles to allow passing before leaving town on the highway.

61

--a traffic circle at the south entrance to Gualala. This would force traffic to slow down before entering the downtown area. (We could also use one on the north end of town where cars come downhill at 35-50 mph in a 25 mph zone).

62

--Repaving of the highway down the Gualala Bridge – it is deeply pitted and hazardous to cyclists.

-- Sharrows and/or Class 2 bike lane for about 2 miles throughout Gualala from the Bridge on the south to the Pacific Woods Road on the north.

-- SEPARATED/DEDICATED bike lanes on the most dangerous turns/hills of Hwy 1 near Gualala, including such areas as the patch between the Bridge and the Sonoma County Park to the south.

Thank you for your interest in our community. We have been waiting for a long time for these improvements!

Cheers, Tom Murphy, Gualala
415.924.3364
Murphy@RedwoodAge.com

Response to Comment #60:

Thank you for your comment on the Gualala Downtown Enhancements Project.

Response to Comment #61:

The proposed changes that you mention are outside of the scope of this project but have been noted.

Response to Comment #62:

See response to Comment #61.

From: [Markobusi](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Downtown Gualala Proposals
Date: Thursday, August 8, 2019 8:11:52 AM

Hi there, I am a half-time resident of The Sea Ranch and live about a one-mile drive from downtown Gualala. I am very appreciative that you are addressing necessary improvements on this part of roadway. The current configuration seems to promote confusion for drivers and feels unsafe to both drive through and enter the roadway from the parking areas when congested with vehicles.

63

Thank you.

-Mark Olson

Response to Comment #63:

Thank you for your comment on the Gualala Downtown Enhancements Project and support of the project.

From: [Whyte Owen](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala
Date: Thursday, August 8, 2019 9:08:36 AM

The Gualala Enhancements Project begins with a fallacy:

"The project is needed to reduce conflicts between motorized and non-motorized users of the facilities, which are exacerbated by on-street parking and minimal access control. The unmarked shoulder areas are routinely used for parallel parking throughout the downtown area. Bicyclist and pedestrian pathways are not well-defined"

This is nonsense. Traffic moves slowly through Gualala because, not in spite of, the features you are proposing to amend. Wider lanes with a central turn will only enable speeders. Removing on-street parking will devastate local businesses, who depend on it,

64

We moved from Minnesota in 2013 and were attracted to this area exactly because the area is, compared to almost any town or village in the US, minimally developed. It ain't broke, so please don't try to fix it.

Whyte Owen
Sea Ranch

Response to Comment #64:

The proposed alternative is built to minimize impact at the Surf Market parking lot. However, on-street parking will be removed per the Gualala Town Plan. The installation of multiple crossings in town along with the two-way left turn lane will not increase the speed of the travel lanes. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

From: [Jim Pedersen](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Downtown Enhancements (01-0C720) - comments on Initial Study dated June 2019
Date: Wednesday, August 14, 2019 1:18:08 PM

Gualala Downtown Enhancements (01-0C720) - comments on Initial Study dated June 2019

Jim Pedersen, GM & Business Owner The Gualala Hotel
8/11/19

There are three main reasons that I believe that the streetscape project must proceed:

- *Public safety
- *Beautification and updating
- *Economic prosperity

Of these, public safety is of primary concern. The concern is acute, as current visibility with street parking is reduced to a point of danger. Risk of collisions only increases with peak season traffic; both pedestrian and vehicular. During this season, large recreational vehicles and cyclists only enhance the risk. Sidewalks are sparse, and where they do exist are disjointed. Most of the town is little more than a series of potholes and pea gravel; and during the rainy season this transforms to drainage system of puddles, that makes walking the town next to impossible without using the highway or cutting through neighboring parking areas. Only one crosswalk currently joins the west and east sides of the town, and jaywalking becomes inevitable. The situation is untenable; and either current proposal is preferable to the current status.

We are a beautiful, unique, and picturesque town on the California coast; the project will only serve to better frame and enhance the town. Sidewalks have been commonplace for most towns for decades; and for some, centuries. The sidewalks serve to provide walkability and commerce; the crosswalks to sew the west and east side of town closer together, and with proper landscape and lighting can greatly expand the experience for tourist and local alike. Standing water and trip hazards will be reduced, walkability increased, ADA compliance achieved, and those driving through our charming hamlet will be more motivated to stop and admire.

With fishing and abbing gone; and logging disappearing, our dependence on income from tourism is increasing. Many in our town, including our own business, depend on the dollars generated from out of town guests for survival throughout the year. We are not only in competition for dollar spend among businesses in town; but even more so in competition with other coastal towns and cities, as well as other tourist destinations that may attract interest. We need to realize and welcome the fact that beautification and updating is tied to

our economic growth and prosperity as a community. As the first town in Mendocino County on Highway 1 travelling north, I see us as uniquely positioned to attract more tourist dollars. But we must work together as a community and embrace the changes required to attract prosperity.

Many would counter that the charm and ruggedness would be lost by change. Or that the streetscape plan would reduce the traffic to local businesses, and result in bankruptcy. Or, that somehow, people would drive even faster through town, as a result of improvement. I personally see these as stalling tactics, that offer no solution in resolving the current standing issues. I see inaction, as the worst possible action; and feel strongly that change must come. Please realize that in both proposals, The Gualala Hotel stands to lose 10-12 parking spaces in front of our business. Some would question why I would support such a plan. It is my belief that the greater good for the community is best served with the implementation of the streetscape plan. Just as I believe that we enhanced the community through creating the additional parking behind the hotel. And, given the loss of parking spaces in either proposal, I would opt for Alternative 2 as to avoid the loss of additional parking spaces on the west side of town.

65

There are still standing issues that must be addressed; such as adequate assigned parking for large vehicles, parking impact to individual businesses that rely heavily on the current street parking, and the nuances of the streetscape design. Some of these issues would need resolution through the plan; others I feel fall squarely as the responsibility of the individual tenants and landlords to find resolution. All can and need to be addressed and not allowed to interfere with the positive change for our community.

66

Thank you for your time and consideration,

Jim Pedersen
General Manager / Owner Gualala Hotel
314-707-0253
jimp@thegualalahotel.com

Response to Comment #65:

Thank you for your comment and support of the project.

Response to Comment #66:

GMAC has proposed multiple off-site parking areas along the downtown corridor.

From: janet@solar-roof-check.com
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Highway 1
Date: Thursday, August 8, 2019 9:21:30 PM

Please do not "citify" Gualala! We moved here to get away from places where cars seemed more important than people. We like the rural atmosphere and do not want roads that encourage more and faster traffic.

67

Thank you.

Janet Pierucci
Sea Ranch Resident 805-845-8989

Response to Comment #67:

Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

From: [Bonnie Plakos](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Downtown Enhancements Project
Date: Thursday, August 8, 2019 10:33:53 AM

Dear Ms. Williams,

Please do not carry through with the extensive changes described in the "Gualala Downtown Enhancements Project" of June 2019. While some small enhancements would be helpful there, such as better visibility for the crosswalk (lighted lines on the pavement?), we do NOT need wider lanes and a center turn lane. Taking away the street parking, especially the parking on the west side of the highway, will severely damage the Surf Supermarket and other businesses there. Turning highway one into a broader and more urban-like highway will ruin the character of the town and quite possibly, I think, make the town LESS safe, as drivers, especially those from out of the area, will be more likely to speed through rather than being forced to slow down. There is adequate walking room on both sides of the road now, we do not need to lose more to sidewalks on both sides. I believe this is a case where less will actually be more, in terms of improving the area.

68

69

If CALTRANS were to hold another public meeting you may hear different opinions than before; many more community members are paying attention to this than have in the past and most seem to prefer keeping the character of the town as much as possible, and not making changes that will damage our local businesses.

70

Thank you,

Bonnie Plakos
Sea Ranch Resident (but do all shopping and business in Gualala)

Response to Comment #68:

Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Response to Comment #69:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area.

Response to Comment #70:

The selection of the preferred alternative was based on its consistency with the Gualala Town Plan and community support obtained during public and virtual meetings.

From: [Rozanne Rapozo](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala project
Date: Friday, August 9, 2019 11:55:52 AM

Just wanted to chime in with some others (perhaps).

Surf Market has been a vital part of our community and very generous in their contributions to various charitable projects.

Just wanted to say that I could not support any plan that would be detrimental to Surf Market's business.

71

Thank you
Rozanne Rapozo

Sent from my iPhoneX

Response to Comment #71:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

From: [Alan Reinke](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Downtown Enhancements Project
Date: Thursday, August 8, 2019 7:38:38 AM

I am writing to express my opposition to both alternatives set forth in the June 2019 Initial Study. We do not need a 60-foot wide strip of asphalt running through Gualala. We need a sidewalk on the east side of Highway 1 and some additional crosswalks. That is all. Maybe a single bike lane for northbound bikes. Southbound bikes are coming down the hill and are going plenty fast to keep with traffic.

72

The current proposals will severely harm local businesses on the west side of Highway 1. We need them.

ALAN REINKE
P.O. Box 1877
Gualala, CA 95445
alanmreinke@gmail.com

Response to Comment #72:

Although the project does propose to have a TWLTL, the proposed pavement width does not vary greatly from the existing surface. The proposed alternative will still keep the road at two lanes with the added option to turn left at the TWLTL.

The proposed alternative is built to minimize impact at the Surf Market parking lot. However, on-street parking will be removed per the Gualala Town Plan. The installation of multiple crossings in town along with the TWLTL will not increase the speed of the travel lanes.

From: [Barry Richman](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Downtown Plans
Date: Monday, August 5, 2019 9:24:06 AM

August 4, 2019

Dear Ms. Williams,

I am a permanent resident at The Sea Ranch and have lived here with my wife for over 10 years. I'm the shopper in the family and I'm in town (Gualala) and specifically at Surf Market, every single day save maybe one a week. I'm also at Gualala Market several times a week and other stores as well.

I would like to say that I am strongly opposed to the proposed Gualala Streets Plan. It is unnecessary and will do little to improve the downtown area. This is a very rural area, so virtually everyone has to drive into town. There is nothing on the horizon at the moment that will change this. What both of your plans will do however, is to create less parking for grocery shopping, which is the main reason local residents come to town. In addition, it sounds like your plan is to turn the local highway into a multi-lane highway with left turn arrows and what looks like a suburban street,

73

Is the extra lane on Highway 1 intended to reduce speed? It won't. And in a very rural area, in fact, what is considered a frontier area, building left turn lanes astounds me. WE DON'T WANT THEM.

I'm sure many of us think it would be lovely to have pedestrian walkways, but not at the expense of the stores we frequent. It certainly won't help to decrease pedestrian accidents on highway 1. There aren't any. So what is the point?

74

Or is this to satisfy the one person in town who thinks this is a good idea?

Sincerely,

Barry Richman

PO Box 929

Gualala, CA 95445

36881 Green Cove Drive

The Sea Ranch 95449

Response to Comment #73:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

Although the project does propose to have a TWLTL, the proposed pavement width does not vary greatly from the existing surface. The proposed alternative will still keep the road at two lanes with the added option to turn left at the TWLTL.

Response to Comment #74:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. The project proposes to install crossings along the mainline with activated flashing beacons at critical locations throughout the town, which would allow safer pedestrian access as well as slow down oncoming vehicles into the downtown area.

From: [David Robertson](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Highway One Gualala Improvement
Date: Thursday, August 8, 2019 9:14:34 AM

Hello,

We strenuously oppose any reconstruction of Highway One that decreases the available parking for the Surf Market on the west side of Highway One. 75

You have to protect that great community resource in order to protect the greater Gualala community.

David Robertson

*PO Box 464
The Sea Ranch, CA 95497*

Response to Comment #75:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

From: [Bob Rutemoeller](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Downtown Enhancements Project
Date: Wednesday, August 7, 2019 7:36:34 PM

I was able to attend the public displays and have the two alternatives explained at your meeting in Gualala in July.

I prefer alternative 2 as it seems to help some of the businesses on the west side keep more of their limited off street parking.

76

The design providing the two-way left turn lanes and adding the bike lanes will be a great help. The more clearly marked crosswalks and refuge areas will also help with pedestrian safety. This should calm or slow down the traffic. Taking off the on-street parking will make our town safer because traffic will be more visible for both vehicles entering the street and pedestrians crossing it.

I also appreciate the use of bioswales to treat the drainage from the parking area at south end of this project. Hopefully some additional bioswales can be incorporated to treat drainage from Highway 1 before it flows into the Gualala River.

Please continue the Gualala streetscaping progress. It will improve traffic flows and enhance the walk ability along our downtown corridor.

Bob Rutemoeller
brutem@mcn.org
Gualala CA 95445-0587

Response to Comment #76:

Thank you for your comment and support of the project.

From: [Richard & Connie Schimbor](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Plan
Date: Friday, August 9, 2019 11:07:55 AM

Having viewed the proposed plan for widening a section of HWY 1 through the town of Gualala, we would like to be recorded as firmly opposed. The proposed plan appears to us to be a grandiose and overly complex solution to what is, in fact, a non-problem. Having been property owners in the Gualala vicinity for 26 years and almost daily visitors to town for groceries, mail, meetings, the Arts Center and the gym, we are very seldom confronted with significant delays anywhere in town which would be alleviated by the proposed "center turn lane". Left turns made into the Surf or adjacent shops or into the Sundstrom mall very rarely result in delays of more than a few seconds and adequate visibility exists at all points to enable pedestrians to promptly and safely cross the Hwy wherever they choose.

77

The removal of parking spaces close to the Surf market and adjacent shops will not only have a deleterious effect on the economic viability of those services which are vital to full time residents but will make shopping at the Surf almost impossible for elderly residents like ourselves. We urge you to scrap the plan involving multiple bike lanes, the unneeded center turn lane and the overall excessive widening of the present, fully functional highway which serves all of us rural residents perfectly well at all times. We accept that summer brings an influx of large RVs and similar vehicles as well as commercial bicycle touring companies and the combination sometimes may appear to be creating congestion in town but the inconvenience is minimal compared with what we will have to endure if your grandiose and protracted construction project proceeds on its ponderous, expensive and disruptive way. Please scale this monstrosity down and protect our rural town and its essential businesses.

78

Rich and Connie Schimbor
The Sea Ranch with POB in Gualala

Response to Comment #77:

Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Response to Comment #78:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

From: [Susan Elise Schultz](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Proposed Road Improvements
Date: Thursday, August 8, 2019 11:56:51 AM

To Cari Williams

I'm a full time resident of The Sea Ranch and I shop at the Surf Market in Gualala on Mondays and Thursdays each week.

I'm concerned that the proposed plan will reduce the already limited parking near the Surf Market. I'm a senior citizen and do not want to lug my groceries across Highway 1 where I will have to park my car if you move forward with the proposed plan. 79

I did not see a traffic or bicycle use study in your extensive report. I think this would be valuable information to gather and use to determine if there is a significant need for the proposed changes.

Except for the weekends in the summer when there is the farmer's market and lots of visitors in the area there does not appear to be a consistent problem with local traffic.

I do like the idea of a bicycle lane but again there does not appear to be enough bike traffic to warrant two separate lanes for bikes. One 5ft bike lane for use in both directions seems sufficient. Again, you need to show the bike use numbers to justify the need.

I like the idea of more crosswalks but I oppose the use of median islands in the crosswalk. They were incorporated into the roads where I use to live and they were terrible. I do not think they are necessary. 80

I think the idea of 12ft of space for turning lanes is crazy. We are a small town and I have not seen anything in your report to justify the need for huge turning lanes. 81

Likewise our communities do not support sidewalks- they are not used anywhere in Gualala or in The Sea Ranch. I did not read anything in your report to suggest that there is a safety need for sidewalks. If there is documentation about safety issues as a reason for proposing sidewalks it should be included in your report. If it is simply for aesthetic reasons than I do not support sidewalks. 82

In summary, I do not support the proposed plan to revise Highway 1 through the town of Gualala. I'm concerned about the reduction in parking areas for Surf Market and other local shops. This would force many senior citizens to walk across Hwy 1 with heavy grocery bags. I do not support the installation of turning lanes, median islands, or sidewalks. I think a single bicycle lane would be a nice addition but only if data about bicycle usage warrants the change.

I would like to see a copy of the traffic and bicycle use studies as well as any safety data related to sidewalks when they are completed. My email is above.

Thank you for listening to my concerns.

Susan

Susan E. Schultz, Ph.D.
35 Clippers Reach
The Sea Ranch, Ca. 95497

Sent from my iPhone

Response to Comment #79:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

Response to Comment #80:

Including multiple locations for safe crossings will allow safer trips across the State Route 1.

Response to Comment #81:

Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Response to Comment #82:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. The project proposes to install crossings along the mainline with activated flashing beacons at critical locations throughout the town, which would allow safer pedestrian access as well as slow down oncoming vehicles into the downtown area.

From: [David Shpak](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Downtown Enhancements Project; Initial Study and Proposed Negative Declaration
Date: Tuesday, August 6, 2019 7:17:38 PM

Cari Williams, Environmental Planner
Caltrans District 1

Thank you for accepting comment on the Initial Study and proposed Negative Declaration prepared for the Gualala Downtown Enhancements Project. The study complies with the requirements of the California Environmental Quality Act and Guidelines. Impact determinations are based appropriately on substantial evidence and support the proposed Negative Declaration. Analyses and results presented in the Initial Study indicate that a Categorical Exemption from the National Environmental Policy Act would be a reasonable determination.

On the basis of information provided by the Initial Study, both project alternatives appear to be functionally equivalent. Alternative 2 appears to be environmentally superior to Alternative 1, because Alternative 2 would require less property that may be affected by hazardous material contamination than Alternative 1. Alternative 2 would require the acquisition of less right-of-way, so can be expected reasonably to be less disruptive to private properties and businesses along Highway 1. Alternative 2 makes greater use of the existing sidewalks along the east side of the highway, which is an efficient, sensible approach.

Please adopt the proposed Negative Declaration, approve and implement proposed Alternative 2 of the Gualala Downtown Enhancements Project. Thank you.

83

Best regards.
Dave Shpak
Gualala, CA

Response to Comment #83:

Thank you for your comment and support of the project.

From: [David Skibbins](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Downtown Streetscape Enhancement Program e
Date: Friday, August 2, 2019 4:31:42 PM

As a long term resident (25 years) in a community just south of Gualala I am very much opposed to this plan. I am enclosing my letter to our local paper which expresses my opinion:

My concern is that a plan to make Gualala safer and more attractive will actually make it more dangerous and less attractive. Widen Highway One to 3 lanes and drivers will start speeding through at 35 or more. Do we want Gualala to look like Bodega Bay? Wide Highways encourage busy drivers to zoom on through this town and discourage slower-paced sightseeing. This is akin to building freeways around towns that turns them into ghost towns

84

Congestion may be bad for drivers in a hurry to get somewhere but it is a godsend for local business. "Look, a farmers market!" "Let's get some barbeque!" "Hey, there's a bookstore up there."

It is not just about Gualala's financial survival as a town. Slowing traffic down because of congestion, actually makes it safer for pedestrians crossing the street. Drivers must pay more attention to pedestrians on a 2-lane road. Conversely, pedestrians are less likely to want to risk crossing a 3-lane highway with cars barreling through. This plan will bisect our town into two separated districts on either side of the highway.

85

Sidewalks are not worth the price of cutting our town in half, endangering our pedestrians and severely harming our local businesses. Our congestion is not a problem that needs fixing. For this small town, with real financial challenges, it is a gift.

86

Thank you for your consideration

David Skibbins
PO Box 31
The Sea Ranch, CA 95497

Response to Comment #84:

Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Response to Comment #85:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. The project proposes to install crossings along the mainline with activated flashing beacons at critical locations throughout the town, which would allow safer pedestrian access as well as slow down oncoming vehicles into the downtown area.

Response to Comment #86:

See response to Comment #85.

From: [Marla Skibbins](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Comments on the gualala street scape plan
Date: Friday, August 2, 2019 6:07:53 PM

Hey Cari,

I have a few thoughts about the proposed Caltrans street scape plan for gualala.

1 - Since the legalization of marijuana our merchants have been struggling more than usual. Tourism is really all they can rely on to help them survive. As it is we struggle to have all needed services and merchandise available locally. Taking out street parking and the easy chance for travels to stop at the surf, Red Stella's the hotel etc is not going to help our merchants. And ultimately will hurt locals who want to shop local if they close.

2 - I am really concerned your putting The Surf market in jeopardy by removing parking. The Surf supports a network of local produce farmers who will in turn be damaged which will further compromise our local economy. He also carries so much organic and other local food and gluten free alternatives which I absolutely need. The other stores dont do that. If you take out his parking and his BBQ I would imagine that would be a huge blow. And can he survive that? I don't know.

87

3 - In the 20 years I've lived here I have never heard of a pedestrian being hit in downtown Gualala so if your doing this for safety you might think again.

4 - At this point Gualala is one town with a collection of shops. Putting three lanes down the middle of our town will not only divide it, invite people to speed through and not stop but harm it in my eyes...I would love side walks but not at this cost.

88

Thank for making this a part of the public record and comments.

Sincerely
Marla Skibbins
Box 31
The Sea Ranch Ca 95497

Please forgive my brevity and typos sent via my phone

Response to Comment #87:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

Response to Comment #88:

Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

From: [Nelson Smith](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Downtown Gualala Enhancement Project
Date: Thursday, August 8, 2019 11:37:21 AM

The purpose of changes to downtown Gualala should be to improve the pedestrian experience and safety.

89

This is an opportunity to improve the clarity of intersections and drives and to add, improve, and make more clear, pedestrian crossings and walkways. The two-lane roadway is an appropriate pedestrian scale. It promotes traffic calming. It can be crossed easily and quickly. Walkways along the road would be welcomed. I support these improvements.

Caltrans is in the business of seeing that vehicles move as efficiently as possible. Thus, the Caltrans "Downtown Gualala Enhancement Project" is all-in for enhancing the driving experience, to the detriment of pedestrians and to the Gualala center. Through the area of heaviest pedestrian activity, Caltrans is proposing a three lane, blacktop swath. It will degrade the downtown scale, encourage higher vehicle speeds, endanger pedestrians, divide the town, and encourage more automobile trips. All to the detriment of pedestrian safety. I firmly oppose the three-lane highway.

90

Nelson Smith
The Sea Ranch, CA

Response to Comment #89:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. The project proposes to install crossings along the mainline with activated flashing beacons at critical locations throughout the town, which would allow safer pedestrian access as well as slow down oncoming vehicles into the downtown area.

Response to Comment #90:

Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

From: [Carole Spiegelhalter](#)
To: [Walker, Liza M@DOT](#)
Subject: Gualala Streetscape
Date: Friday, August 9, 2019 9:57:03 AM

To whom it may concern:

We are Bill and Carole Spiegelhalter and are owners of NOMA in downtown Gualala.

We feel that the Gualala Streetscape Project aims to solve non-existing problems at great expense, and with the potential to hurt existing downtown businesses by reducing much needed parking. We do not think that the proposed center lane, pedestrian sidewalks, or bike lanes are essential for safety or to ease traffic congestion.

Downtown Gualala does not have a history of traffic accidents, and wait times for left turns are minimal. Traffic congestion has improved in recent years with the relocation of the post office away from Highway One. New speed signs have succeeded in slowing traffic for increased pedestrian safety. The addition of a center turn lane at the cost of losing existing on street parking would be a net loss to the community. 91

Sidewalks would increase pedestrian comfort, but would probably not make a large difference in how many people choose to walk downtown. So much additional hardscape is not necessarily a visual improvement and is not in keeping with our rural environment. 92

We are under the impression that the bike lanes are included in the plan because they are necessary for funding the project, not because they are really needed by bicyclists. 93

In our opinion, the Gualala Streetscape Project provides non-essential improvements, imperils needed parking, and is not overall beneficial.

Sincerely,
Bill and Carole Spiegelhalter

Response to Comment #91:

Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Response to Comment #92:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. The project proposes to install crossings along the mainline with activated flashing beacons at critical locations throughout the town, which would allow safer pedestrian access as well as slow down oncoming vehicles into the downtown area.

Response to Comment #93:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians.

From: [Michael Tilles](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Streetscape
Date: Thursday, August 8, 2019 5:03:13 PM

We do the majority of our shopping...groceries, gas, hardware, dining, books, mail, etc. in Gualala. We are downtown at least once a day. We enjoy the slower pace of Gualala...that is part of why we live here. To my knowledge there have been few if any major accidents of either vehicles or pedestrians with the current layout. The narrowness forces a slow down in speeds and a more careful lookout for pedestrian traffic. Wider lanes will mean faster cars...in spite of any posted signs, more danger to pedestrians and less consumer spending as cars speed through. Let's keep the roads well maintained, not widened.

94

"If it ain't broke, don't fix it."

Thank you,

Response to Comment #94:

Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. The project proposes to install crossings along the mainline with activated flashing beacons at critical locations throughout the town, which would allow safer pedestrian access as well as slow down oncoming vehicles into the downtown area.

From: [Walter Bradley](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: CalTrans Plan for Gualala, CA Highway 1 Improvements
Date: Friday, August 9, 2019 11:59:22 AM

Ms. Williams,

My wife and I are, and have been, full time residents in the area served by the Gualala, CA businesses, for almost 19 years. Many of these commercial enterprises are necessary for the health and welfare of the residents living along or using the Highway 1 corridor. Without access to such necessities, daily life would become problematic for continued full time living here, to say the least.

I believe a great majority of these enterprises currently front on and need adequate access onto Highway 1 and depend, to a greater or lesser extent, on such ingress, egress and sufficient client parking along this highway or on their individual properties to stay in business.

The current plan of CalTrans for improvement of Highway 1 through Gualala has been called into question by many local residents for inadvertently removing adequate parking from some businesses, such as Surf Super. We also are lead to believe that this may well jeopardize the ability to attract sufficient customers (due to such limitations as insufficient parking), making long term viability questionable for some.

95

If this is, in fact, the case, I request that you please review the plan and provide alternative improvements in it that will permit these businesses to “stay in business” with much needed parking. Parking is already at a premium in certain areas along the Highway corridor through Gualala and any lessening of such could obviously have a major impact.

I appreciate your consideration of this email, along with others submitted by local residents.

Sincerely yours,

Walter D. Bradley
(707) 337-5238

Response to Comment #95:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

From: [John](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Downtown Streetscape Comment
Date: Wednesday, August 7, 2019 12:43:24 PM

Good day. I am a full time resident of Gualala and am writing in support of alternative 1. Implementation of this plan to enhance the safety and appearance of the town has been stalled for far too long by a few individuals at the risk ad frustration of many. I believe that the concerns expressed regrading loss of business at Surf Super are unwarranted as there are so few options in our community.

96

Thank you for the oppportunity to comment on this plan.

John Walton, Gualala, CA

john walton

Response to Comment #96:

Thank you for your comment and support of the project.

From: [Lynn Walton](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Downtown Streetscape Comment
Date: Wednesday, August 7, 2019 11:48:17 AM

I am a full time resident of Gualala and I am writing to express my full support for one of the two proposed Gualala Downtown Streetscape Plans. While I prefer the more robust Alternative 1 Plan, I believe Alternative 2 may meet with less resistance from the Surf Market owner and it's property owner and I would love to see a safer downtown for motor vehicles, bicyclist and pedestrians.

97

I strongly support either plan which will clearly create a more livable downtown Gualala that fosters a safer and more health promoting built environment. Both Streetscape plans will facilitate more and safer cycling and walking, and community engagement which are all good for health. I believe these public health and safety benefits are far more important than keeping parking spaces. The current parking and traffic circulation in downtown Gualala is chaos during certain times of the year and undisputedly unsafe.

Thank you,
Laura L. Walton
Gualala, Ca.

Response to Comment #97:

Thank you for your comment and support of the project.

From: [Linda Warnock](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Downtown Gualala proposal
Date: Thursday, August 8, 2019 8:25:27 AM

Ms. Williams,

I'm writing to object to the Cal Trans plan for widening Highway One through downtown Gualala. In particular, adding left turn lanes. Imposing large community requirements to a small hamlet seem ridiculously grandiose.

98

Congestion is not an everyday occurrence in Gualala, and to impose this "fix" for a few who don't live, work and shop here regularly makes me wonder how these plans are so poorly thought out.

This is a community of many retired and older folks, and convenient parking is a major consideration for hauling groceries and necessities. This plan eliminates a good deal of currently available parking without a plan to either replace or at least maintain what is currently available. Adding the left turn lanes eats up valuable real estate that is currently and in the future needed for parking for small businesses in the area.

99

I urge you to reconsider at least the left turn lane portion of the proposed plan.

Sincerely,

Linda L. Warnock
PO BOX 625
Gualala, CA. 95445

Sent from my iPhone
Please excuse genie misspellings

Response to Comment #98:

Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Response to Comment #99:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

From: [Barry Weiss](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Downtown Streetscape Enhancement Plan Feedback
Date: Thursday, August 8, 2019 12:57:30 PM

To whom it may concern,

I own a business that is in Gualala along HWY 1 (39000 S HWY 1). First of all, there is no overwhelming desire for any type of plan of this nature. There is a single business person (Robert Jungling) who has been pushing for this and, frankly, shutting down any dissent from his point of view. Both plans are bad ideas for this area: 100

1. Prohibiting street parking. There are no public parking lots. All of us who's buildings have small parking lots will be inundated with illegal parking. We would have no way to control the illegal parking as there is no police force. 101
2. Visitors to this area who drive recreational vehicles or pull trailers have no choice but to park along highway 1 as there are no public parking lots and any of us with small parking lots at our businesses cannot accommodate these longer, larger vehicles. 102
3. Bike lanes are completely out of the question. There are very few bicycle riders who live locally. The vast majority of bicyclists are from out of the area and on organized bicycle tours. They primarily ride heading south through town (west side of highway 1) and since that is all down hill, for the most part they exceed the 25 mph speed limit within the Gualala town limits. I've never seen someone riding north on highway 1. Probably because it is too steep of a ride. 103
4. As I stated in my opening paragraph, there is only a small group (if not just one person) pushing for this.

If Caltrans wants to help this community, we have a major problem with flood of the Garcia River. During winter rains the Garcia River floods over the HWY 1 bridge necessitating the gate across HWY be closed. During this closure, anyone who works or otherwise has business in Gualala from north of the bridge cannot get to work, or has to leave their jobs early to make sure they get home, or cannot get home. If there is this kind of funding available improving the flood area and bridge resource of Garcia River at HWY 1 is a better use of funds. 104

Thank you.

Barry Weiss
Rams Head Realty
707-884-5417

Response to Comment #100:

The selection of the preferred alternative was based on its consistency with the Gualala Town Plan and community support obtained during public and virtual meetings.

Response to Comment #101:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

Response to Comment #102:

See response to comment #101.

Response to Comment #103:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians. The project is also intended to improve Gualala's visual character by incorporating landscape and hardscape features into the project per the Gualala Town Plan.

Response to Comment #104:

Thank you for the comment related to the flooding issues of the Garcia River. They have been noted and shared.

From: [sarah williams](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Streetscape
Date: Thursday, August 8, 2019 7:51:28 PM

I urge you to read the letters in today's Independent Coast Observer (p 10). There are some very good points made by long-term residents. Most important is the letter from Carolyn André regarding Gualala's senior citizen population. The plan does not consider the senior citizens who rely on downtown Gualala for their daily needs. For example, I have a client who is diabetic and can't walk very well. She makes several trips a week to The Surf and The Gualala Supermarket. As letter-writer Carolyn Andre points out, many seniors are not capable of parking far away (and for a senior, even a block can be far away) and carrying their groceries. The streetscape project needs to accommodate the needs of the entire community and as it is designed now, it is not. Best Regards,
Sarah Williams, The Sea Ranch

Response to Comment #105:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

From: [Susan Wolbarst](#)
To: [Williams, Cari@DOT](mailto:Williams_Cari@DOT)
Subject: Gualala Streetscape Plan
Date: Tuesday, August 6, 2019 9:35:55 PM

I would like to submit a comment urging adoption of Alternative 2 and adoption of the Negative Declaration of Environmental Impact.

106

I hope Caltrans can move expeditiously to get this project done. It seems like we've been hearing about it for 10 years or so. It will be a great aesthetic and safety benefit to the town.

Sincerely,
Susan Wolbarst
Gualala

Response to Comment #106:

Thank you for your comment and support of the project.

INVOICE



August 7, 2019

Liza Walker
Senior Environmental Planner
California Department of Transportation
1656 Union Street
Eureka, CA 95501

To Whom It May Concern:

My name is Peggy Berryhill. I am the owner and operator of community radio station KGUA 88.3 FM, located at Cypress Village in Gualala. I would like to express my concern about the Gualala Streetscape Plan, and the negative affect that the loss of parking on Highway 1 will have on my business and others in Gualala. A Mendocino County report states, "Due to the elimination of on-street (Route 1) parking spaces and private parking spaces, business economic loss is likely."

107

We already have a lack of parking in the downtown Gualala area at peak times. Taking away the on-street parking will make the situation worse. Our economy is tourist oriented and fragile. We need more parking in the downtown area - not less..

I believe that we need consider revising the plan. We welcome any conversations that KGUA can help initiate with the local community.

Please don't hesitate to give me a call if you wish,

Sincerely

A handwritten signature in blue ink that reads "Peggy Berryhill". The signature is written in a cursive style.

KGUA Native Media Resource Center
P.O. Box 574
Gualala, CA 95445
707.884.4883
Fax 707.884.4883
pbnmrc@gmail.com

Response to Comment #107:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area.

Bower Limited Partnership
P.O. Box 1000
Gualala, California 95445-1000
Ph: 707-884-3579 Fax: 707-884-1620

California Department of Transportation
Attn: Cari Williams, Environmental Planner
North Region Environmental – District 1
1656 Union Street
Eureka, CA 95501

August 7, 2019

**RE: REVIEW OF IS/ND FOR CALTRANS PROJECT ENTITLED “GUALALA DOWNTOWN ENHANCEMENTS”;
PROJECT NO. 01-0C720;**


Dear Ms. Williams:

It is my understanding that, Bower Limited Partnership (BLP), is the single largest property owner within the streetscape project boundaries. Our properties encompass 19 different businesses (of the approximately 43 we counted with Highway 1 frontage) which will be affected by the streetscape. Any loss of convenient onstreet parking will adversely affect the business on BLP’s properties within the streetscape boundaries.

Attached is a letter from George Rau, Civil Engineer, who has worked on countless BLP projects in Gualala. I requested that he review the Draft Initial Study and prepare some comments on our behalf. I understand that, in order to be considered, the review comments for the environmental document must be submitted by August 8th. Since we only received the notice a couple of weeks ago, and all of the information cited in the Initial Study was not readily found, the comments are somewhat hastily compiled and not as comprehensive as we would have prepared if we had more time. 108

In addition to the environmental issues, I am very concerned about some of the design deficiencies which are evident in the “Layout” and “Right of Way” plans for Alternative 1 and Alternative 2. I spoke about some of these deficiencies with Frank Demling while attending the Open House held by Caltrans in Gualala on July 25, 2019. Mr. Demling assured me that there would be “plenty of time” to discuss them and get them resolved. My intent in sending a copy of this letter to him is to ask for a design meeting in the near future so that a discussion/resolution of the issues can move forward. 109

Thank you for this opportunity to comment.


John H. Bower,
General Partner, Bower Limited Partnership

C: Frank Demling, Project Manager, Caltrans District 1
Nephele Barrett, Executive Director, Mendocino Council of Governments
Brent Schultz, Director, Mendocino County Planning and Building
Julie Acker Krog, Chief Planner, Mendocino County Planning and Building
George Rau, Civil Engineer, Rau and Associates

Enclosure: Letter re: Draft Initial Study and Proposed Negative Declaration

Response to Comment #108:

The Initial Study/Negative Declaration was in circulation for 30-days as required by CEQA. Notification of circulation of the environmental document was included in the Mendocino Beacon and on Caltrans' social media site(s). Studies relied upon were available upon request and available at the Coast Community Library in Point Arena.

Response to Comment #109:

The selection of the preferred alternative was based on its consistency with the Gualala Town Plan and community support obtained during public and virtual meetings.

August 6, 2019

John H. Bower; David Bower
Bower Limited Partnership
P.O. Box 1000
Gualala, CA 95445

Job Number R15040

RE: REVIEW OF IS/ND FOR CALTRANS PROJECT ENTITLED “GUALALA DOWNTOWN ENHANCEMENTS”; PROJECT NO. 01-0C720; STATE CLEARINGHOUSE NO. 2019079020

Gentlemen:

At your request, I reviewed the Draft Initial Study(IS) with Proposed Negative Declaration(ND) for the referenced project. I have been involved in the downtown planning and engineering design and surveying in Gualala for approximately 25 years, so I have a solid understanding of some of the challenges and constraints facing the property owners in this area. The purpose of my review is to help identify potential environmental effects which require more study or which were omitted from the Draft IS. I understand that we must respond by the August 8th deadline specified in the notice from Caltrans.

My comments are partitioned to address the environmental factors potentially affected as listed in the table directly under Section 2.1 of the IS. The environmental factor is identified, followed by comments about it.

BIOLOGICAL RESOURCES

The text explaining why “No Impact” determinations were made for all of the items in this category refers to a Natural Environmental Study(NES) done in 2017 with an Addendum prepared in May, 2019. A diligent search on the District 01 website and on the State Clearinghouse website was made for these documents, but they were not found. Notwithstanding the absence of these documents to review, the following issues appear to be relevant and their consideration would change the determination from “No Impact” to “Potentially Significant Impact” or “Less than Significant with Mitigation”:

- Nesting Birds – the IS addresses this potentially significant impact in Section 1.5.8 “Animal Species”. An outline of mitigation procedures is provided here, but not included in the section under biological resources. While the mitigation may reduce the potential impact to less than significant, it will require a protocol during construction. Without the formal identification of the desired mitigation, it can be overlooked. 110
- California Red-Legged Frog – no mention of this is found in the IS. It is a generally know fact that this species, which is connected under the Federal Endangered Species Act, exists in most coastal areas and migrates up to a mile from watercourses. Avoidance measures, such as training work crews to search the premises for migrating frogs on a daily basis is a typical mitigation measure for similar projects. 111
- Coastal Bluff Morning Glory – this species has been found in other project areas in Gualala. At a minimum, an evaluation of likely habitat and/or plant species by a qualified professional should be documented prior to declaring there is “No Impact”. 112
- Bluff Habitat – the southern facing slope down into the Gualala River Estuary likely contains a community of plants known as “Bluff Habitat”. Again, an evaluation of likely habitat and/or plant community by a qualified professional should be documented prior to declaring there is “No Impact”. 113

- Gualala Riverine Ecology – The southern end of the project slopes steeply towards the Gualala River Estuary. Accidental spills and runoff from drainage changes can potentially affect the ecology of this estuary. These potential hazards should be identified and mitigation measures to avoid them should be included. 114
- Bioswales - A number of bioswales in the form of grass-lined or vegetated ditches will apparently be paved over as the road is widened for either Alternative 1 or Alternative 2. Again, mitigation by replacement or enhancement of other bioswales should be considered to mitigate this potential environmental effect. Specific areas of potential effect will be identified in the following section under Hydrology/Water Quality. 115
- Environmentally Sensitive Habitat Areas (ESHA's) – Section 20-308.040 of the Mendocino County Zoning Code defines an ESHA. CHAPTER 20.496 – “ENVIRONMENTALLY SENSITIVE HABITAT AND OTHER RESOURCE AREAS” of the Mendocino County Code requires that every project must consider the potential for these types of areas and have the areas studied by a qualified professional to identify and delineate these areas. At least one ESHA will be partially or totally destroyed by either Alternative Project proposed. Specific areas of potential effect will be identified in the following section under Hydrology/Water Quality.

CONCLUSION: The determination that there will be “No Effect” for Items 2.5(a), 2.5(b), 2.5(c), 2.5(d), and 2.5(e) in this section of the IS is not valid and should have further studies, evaluation and explanation to arrive at a determination of “Potentially Significant Impact” or “Less than Significant with Mitigation”.

HYDROLOGY/WATER QUALITY

The explanation for determining that there will be “No Impact” refers to two in-house documents which were not found on the websites searched. Nonetheless, there will be an impact to bioswales and at least one ESHA as discussed under “Biological Resources” above. The IS identifies three resource agencies and one County Agency which are expected to require permits for the work on Page 7, Section 1.4, Table 2, but there is no explanation of the reason these permits are necessary. A rudimentary diagram of the existing drainage system in the project area is illustrated for both Alternative 1 and Alternative 2, but it should be noted that many of the open channels will be paved over by the street widening. How will these open channels which now provide the benefit of bioswales be replaced? 116

Specific locations of some of these features are identified as follows:

- *APN 145-200-UA (Common Area – no address) - Bioswale in front of Cypress Village from Ocean Drive, ± 235 linear feet north, will be destroyed.*
- *39120 Ocean Drive (APN 145-200-07) – Bioswale(±80 lf) in front of Northwest Insurance Hexagon Building will be destroyed.*
- *ESHA (± 750 sf) on northern segment of property line in front of 39111 So Highway 1(APN 145-200-06) will be partially or entirely removed.*

This is only a partial list because of the lack of detail in how the existing open channels will be replaced by the construction of a new drainage system. No evaluation has been provided about the increase in impervious areas and the reduction of vegetated area in the drainage network and how that will affect water quality. No statement has been included about whether the disturbed area will trigger a State Construction General Permit SWPPP. If it does, the Best Management Practices should be described in the IS and the requirement for retention of storm water onsite must be described and quantified. 117

It seems to be premature to issue a CEQA determination without applying for a Coastal Development Permit. Although the IS identifies Mendocino County as the governing agency for such a permit, it is possible that the State Coastal Commission will be the lead agency for this permit. In either case, there is a multitude of studies and information which must accompany such an application. The detail provided in Alternative 1 and Alternative 2 is not sufficient to satisfy such an application.

118

CONCLUSION: The determination that there will be "No Effect" for Items 2.11(a), 2.11(c), and 2.11(e) in this section of the IS is not valid and should have further studies, evaluation and explanation to arrive at a determination of "Potentially Significant Impact" or "Less than Significant with Mitigation".

GREENHOUSE GAS (GHG) EMISSIONS

The explanation of determining "No Impact" in this section includes a comprehensive summary of many projections and state-wide information. While the goals of improving pedestrian and bicycle pathways and reducing the conflicts with traffic and parking are good for the community, the severe reduction of on-highway parking is an impact that was not considered. As noted on Page 37 under "Operational Emissions", the vehicular traffic along this segment of SH1 is not likely to change significantly, including the need for parking. If parking spaces are removed from this segment of SH1, they must be replaced at some other location, which could result in longer trips to and from offsite parking facilities by shuttle services offered for convenience to the public. Alternatively, the lack of parking could curtail or kill the local businesses and result in trips to other service centers as a substitute. Those potential effects were not considered as part of the analysis of GHG emissions.

119

More detail is provided under Transportation/Traffic as the impact on parking is also an effect in that category.

TRANSPORTATION/TRAFFIC

Although an initial study to comply with CEQA does not require an economic impact element, the loss of parking spaces for the Gualala Downtown Enhancement Project does require that parking/no parking impacts on transportation and traffic be evaluated. There are direct environmental impacts which have not been considered. They include:

- Potential environmental impacts to provide replacement off-street and/or on-street parking in another location (outside the Project Limits)
- Loss of Accessibility "paths of travel" and Accessibility parking from the SH1 "Project Limits" to the facilities currently providing accessible service.

The Project disrupts and provides no replacement for parking spaces which have been used for convenient access to businesses and services over many decades. In order to replace those parking spaces, property owners must find other locations, currently undeveloped, to construct additional spaces. It is likely that shuttle services for the convenience of either employees or for patrons of the business or service will develop with additional mileage traveled. The development of replacement parking is a direct impact from the project and, given the environmental and planning regulations in the Coastal Zone, will likely result in significant environmental effects to Biological Resources, Geology/Soils, Hydrology/Water Quality and Land Use/Planning. The alternative is to have the impacted businesses and services curtailed significantly with the potential of killing the business or service.

120

The Project removes accessible elements which currently serves the population requiring such accommodations. There is no provision for replacing these facilities in kind.

A quick and likely incomplete review of impacts to the adjacent businesses and services reveals the following number of lost parking spaces if either Alternative 1 or Alternative 2 is selected:

- 39080 So Highway 1 (APN 145-192-13) former “Bones” Restaurant, is going to lose all its street frontage parking- 7 regular spaces *plus one ADA space and path of travel*. No direct access from SH 1 is provided – access is from Ocean Drive.
- 39150 So Highway 1 (APN 145-261-02 – Ward Shin) will lose 4 or 5 street parking spaces, possibly forcing him to increase his off-street parking and create more runoff toward the Sea Cliff Motel.
- 39175 So Highway 1 (APN 145-262-34) -Sea Ranch Sales office will lose three regular spaces and their *ADA access parking space and path of travel*.
- 39215 So Highway 1 (APN 145-200-71) – Chevron Gas Station will lose three parking spaces.
- 39225 So Highway 1 (APN 145-262-28) – 76 Gas Station will lose two parking spaces.
- 39200 So Highway 1 (APN 145-200-) – miscellaneous shops, will lose 5 parking spaces.
- 39250 So Highway 1 (APN 145-261-05)- Surf Market will lose four spaces in front of its premises and six spaces normally used for overflow parking in front of 39300 So Highway 1. (total = 10)
- 39108 So Highway 1 (APN 145-262-39)- Red Stella Shop, will lose three spaces.
- 39304 So Highway 1 (APN 145-262-22)- Gualala Hotel will lose twelve spaces.
- 39331 So Highway 1 (APN 145-262-10)-Upper Crust Pizzeria will lose four spaces.

Total Number of Parking Spaces lost = ± 54 regular spaces and 2 ADA spaces and two ADA “paths of travel”.

There is no discussion of how Caltrans will mitigate the loss of parking spaces and the potential environmental impacts which will occur by such mitigation.

121

The supposition that the project will “reduce the number of vehicle miles traveled since travelers would have access to non-motorized forms of transportation in the downtown area” is not supported by any studies. The Gualala Town area is a service area for many outlying areas over a 50 mile radius of the southern Mendocino, northern Sonoma County coast. The people who use the business or service need a place to park in order to do their business or obtain a service. A larger number of local Gualala Residents may elect to walk or ride a bicycle to their destination. The tourist traffic will include a

percentage of bicyclists who will enjoy the benefits of an improved pathway, but no studies are provided to indicate that there will be a reduction in the number of motor vehicles because of these amenities.

CONCLUSION: A determination of "No Impact" cannot be made. A serious omission of the impacts of removing a significant number of parking spaces from the downtown area has not been addressed. No mitigation for this effect has been proposed. Effects caused by the reduction of accessible features in the downtown area have not been identified, nor has any mitigation for their loss been proposed.

MANDATORY FINDINGS OF SIGNIFICANCE

A finding of "No Impact" cannot be made for Item 22.2 (a). The lack of information available about the plants, plant communities, and animals identified under the sections of this letter titled "Biological Resources" and "Hydrology/Water Quality" makes this determination inappropriate. Furthermore, mitigation measures for probable potential impacts are likely to be required, again making the determination invalid.

122

A finding of "No Impact" cannot be made for Item 22.2 (b) which states "Does the project have impacts that are individually limited, but cumulatively considerable?" Because of the cumulative effect of the loss of parking on at least 10 businesses and services, this finding cannot be made. Cumulative effects are also likely to occur in some biological resources and hydrologic resources unless mitigation measures are identified to reduce the effects to "less than significant."

A finding of "No Impact" cannot be made for Item 22.2 (c), which states "Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly." At a minimum there will be adverse effects from loss of parking with no commensurate mitigation and loss of accessibility to the population requiring it.

In summary conclusion, with the information currently available, a simple Negative Declaration cannot be supported.

Very truly yours,



George C. Rau

George C. Rau, P.E.
Registered Civil Engineer 21908
Registered Geotechnical Engineer 710
Expires 9-30-2019

Response to Comment #110:

Under CEQA, “mitigation” is defined as avoiding, minimizing, rectifying, reducing/ eliminating, and compensating for an impact. In contrast, Standard Measures and Best Management Practices (BMPs), including measure AS-1 (the protection of migratory and nesting birds) referenced in your comment letter, are prescriptive and sufficiently standardized to be generally applicable, and do not require special tailoring for a project. They are measures that typically result from laws, permits, agreements, guidelines, and resource management plans. For this reason, the measures and practices are not considered “mitigation” under CEQA; rather, they are included as part of the project description in environmental documents.

Response to Comment #111:

The Environmental Study Limits (ESL) for this project does not contain suitable habitat for special status animal species. A qualified biologist determined that based on a lack of suitable habitat within the ESL, California Red-Legged frog are not expected to occur in the ESL or be impacted by project activities.

Response to Comment #112:

The ESL is largely paved, graveled, altered, or otherwise disturbed. Few special status plants occur in disturbed roadside habitats, as are present within the ESL. Focused native plant surveys were conducted by a qualified biologist. No Coastal Bluff Morning Glory were observed.

Response to Comment #113:

Bluff habitat may occur in the greater project vicinity. However, the ESL is limited to paved surfaces and, directly adjacent landscaped and disturbed areas surrounded by development. Qualified biologists have determined through focused surveys that Bluff Habitat are not present within the ESL and would not be impacted by project activities.

Response to Comment #114:

Similar to the comment above related to nesting birds, Standard Measure WQ-1 is included as part of the project description for this project; therefore, no mitigation is necessary.

Response to Comment #115:

Current drainage existing within the ESL consists of urban drainage such as runoff from nearby residences, commercial centers, and roadways that is conveyed through cross-culverts, concrete-lined ditches, slotted drains, and a system of underground pipes. The project design would likely include the following permanent stormwater treatment BMPs: Vegetated surfaces would feature native plants and revegetation would use the seed mixture, mulch, tackifier, and fertilizer recommended in the Erosion Control Plan prepared for the project.

Response to Comment #116:

Please see the response to comments above and response to Comment #108.

Response to Comment #117:

Please see the response to comments above related to the BMPs for the project.

Response to Comment #118:

Permits are obtained in the next phase of the project. Caltrans will work with the Building and Planning Services in order to obtain the Coastal Development Permit necessary to construct the project.

Response to Comment #119:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

Response to Comment #120:

See response to Comment #119.

Response to Comment #121:

See response to comment #119.

Response to Comment #122:

The California Environmental Quality Act requires preparation of an Environmental Impact Report (EIR) when certain specific impacts may result from construction or implementation of a project. The analysis indicated the potential impacts associated with this project would not require an EIR. Mandatory Findings of Significance are not required for projects where an EIR has not been prepared.

Julie Bower
juliebower001@gmail.com
PO Box 1177
38878 Honey Run Lane
Gualala, CA 95445

California Department of Transportation
Attn: Cari Williams, Environmental Planner
Attn: Frank Demling, Caltrans Project Manager
North Region Environmental – District 1
1656 Union Street
Eureka, CA 95501

(Submitted via email to cari.williams@dot.ca.gov and frank.demling@dot.ca.gov)

August 8, 2019

Re: Comments on the “Gualala Downtown Enhancements Project (Post Miles 0.60 to 1.00) 0C720 / 0113000032 Initial Study with Proposed Negative Declaration” dated June 2019

Dear Ms. Williams and Mr. Demling,

The purpose of this letter is to outline some of my concerns with the Gualala Downtown Enhancements Project (“streetscape”) in terms of design.

I am writing to you wearing many hats—as a downtown Gualala resident, active community member, employee, mother of young children, and avid supporter of some sort of streetscape plan that will provide safe sidewalks and bicycle lanes. I live in downtown Gualala, just 0.2 of a mile beyond the north end of the streetscape terminus. I walk with my family and leashed dog to/from downtown regularly in order to shop for groceries and gifts, attend yoga and dance classes, catch the MTA or school bus, go to medical appointments, eat in restaurants, check the mail, go to work, attend board meetings, and exercise. As a mother to two young children and board member for Coast Life Support District (public ambulance service), safety is always at the top of my mind. I am an active volunteer and I deliver food through the local Meals on Wheels program run by Coastal Seniors so I have first-hand experience with the senior and disabled population and their specific needs for public infrastructure and accessibility. I am part of and work for the Bower Family businesses that exist with the scope of the streetscape plan—North Gualala Water Company, Seacliff Motel, Seacliff Commercial Center, and Bower Limited Partnership, which owns the most impacted property under this plan, Surf Market. As an employee who interacts with all of our commercial tenants on a regular basis and works closely with the Seacliff Motel manager, I am acutely aware of how this streetscape plan will financially affect our businesses, the tourist population, our businesses’ patrons/guests, and the management of our properties. That being said, I am an avid supporter of having a network of sidewalks and bicycle lanes for people to use—my family especially. I think we walk downtown more than anyone else in the community. My oldest son is

always dismayed when I will not allow him to ride his bike to the store because I am worried for his safety along the side of the highway. I hope that will change so that he can grow up knowing the 'rules of the road' as a pedestrian, cyclist, and motorist.

To begin, I feel that Caltrans did not adequately publicize the public comment period for review of the Gualala Downtown Enhancements Project (Post Miles 0.60 to 1.00) 0C720 / 0113000032 Initial Study with Proposed Negative Declaration (IS/ND). The scheduling of the public meeting on July 25, 2019 to occur only two weeks before the comment submission deadline gives the impression of an attempt to avoid receiving too much public feedback. 123

Overall it appears that the Alternatives focus on the aesthetic of downtown to tourists rather than its functional role as a service center for locals as well as tourists. I understand that pedestrian and cyclist safety has been emphasized as well but I have not seen any statistics on the numbers of fatalities or injuries sustained by pedestrians or cyclists in downtown Gualala directly or indirectly related to the absence of what the streetscape plan proposes. My experience with Caltrans is that major infrastructure changes occur only as a result of old infrastructure failure (due to age or natural disasters) or documented increases in preventable fatalities or collisions. I would be interested in seeing such statistics for downtown Gualala to support the safety justification. "Prevention is worth a pound of cure" is a noble cause, of course, but it must be backed up with objective data rather than subjective desire. I would like to see some discussion regarding the use of public funds on a project whose main driver is stated to be safety but appears to be aesthetic more than anything. 124

I see a number of issues with the streetscape plan and its implementation. My suggested solutions appear later in the letter.

Issues

- Issue 1: Upper Crust Pizzeria will lose all of its store-front parking—this is an unreasonable burden for a business that has been operating at this location for decades and is largely dependent on take-out orders that utilize those spots for short term parking (~10 minutes) while patrons run into the restaurant just to pick up their orders. Requiring that patrons park at the rear of the Gualala Hotel-Upper Crust Pizzeria complex and walk all the way around to the front is unreasonable. Doing so will have a significant negative impact on the viability of Upper Crust Pizzeria. 125
- None of the proposed Alternative designs provide any parallel on-street parking in the entire downtown district to allow for 3-axel vehicles to park. If you visit downtown Gualala during the summer months, you will notice many vehicles towing trailers (contractors), boats (sport and commercial fishermen), and campers (tourists). These drivers are a large part of our economy and the effect on them cannot be ignored. They stop in Gualala to purchase groceries, eat in restaurants, and stay in hotels, not to mention that the local drivers of such vehicles should be able to continue to easily check their mail, drop their kids off at the downtown dance studio, get a haircut, etc. The Gualala Downtown plan should not discriminate against certain vehicles. 126
- The assumption that the use of non-vehicular modes of transportation will increase enough to mitigate lost on-street and private property parking spaces is uninformed given our community's demographics. The northern Sonoma/southern Mendocino coast has the highest 127

- density of elderly people in the entire state of California. This population will not be able to walk or ride a bike from distant parking for their errands. The senior population requires parking with easy access to the storefront. This is particularly true for grocery stores. 128
- There are two grocery stores in Gualala and both of them are needed to serve our entire population, not just seniors. It is unfair to discriminate against the Surf Market for its historical parcel limitations regarding its position along the highway. By removing storefront parking from one grocery store and not the other, Caltrans is unfairly affecting one store over the other. Such impactful decisions should be left to those business/property owners and not to Caltrans when reasonable alternative designs can be developed. 129
 - Caltrans has not effectively communicated the streetscape plan to all property owners (which change over time) and just as importantly, to the real estate industry, whose role is to disclose these types of infrastructure plans to their clients. Caltrans cannot expect that informing the Gualala public about this project 10+ years ago was adequate. For such long-term projects, there must be a constant effort from the funding agency to inform new owners of the negative impacts to their parcels. For example, the new owners of Antonio's Tacos (former Bones Roadhouse restaurant building) did not know anything about the streetscape plan or its effects on their property. Earlier this year, our office worked with the new owners by renting them equipment so they could mark their storefront parking spaces to finalize their business permit for their grand opening. They were surprised and dismayed when they learned that they would be losing all of their highway frontage parking due to the streetscape plan. Given the limitations for alternative parking arrangements due to their parcel's small size and steep east terrain, their business will suffer massively from this loss of parking. Additionally, their property value will be greatly reduced.
 - Since Gualala is not an incorporated city, and therefore has no sales tax to fund things like trash service in public areas, public trash cans will never be available. Our community already suffers from a litter problem and I am concerned that there will be an increase in littering along the highway from increased pedestrian traffic. What is Caltrans doing to mitigate this inevitable issue? 130
 - Who will maintain the sidewalks if they become damaged? Businesses here struggle financially with the ebbs and flows of tourism seasons and the global economy; taking on the additional financial and management burden of repairing broken sidewalks would be difficult. Trip and fall lawsuits are common in California. It is unfair for property owners to assume that kind of liability. Will Caltrans own the sidewalks and make timely repairs when they become damaged? 131
 - Who will maintain the proposed landscaping along the meandering sidewalks? It is unreasonable to expect property owners to bear the cost of maintaining landscaping and irrigation when our naturally beautiful environment has sufficed for so many decades. It is not uncommon for commercial buildings to sit vacant and essentially abandoned along the highway for extended periods. Will Caltrans take on the responsibility of maintaining the landscaping with irrigation and trimming to keep Americans with Disabilities Act (ADA) paths of travel clear on the adjacent sidewalks of those vacant buildings? 132
 - Does the streetscape plan include any sort of written contractual agreement between Caltrans and each affected property owner to act as a paper trail for all future owners as time goes on? 133

Suggested solutions

The Gualala Downtown Enhancements Project includes a number of design Alternatives. It is my understanding from a Caltrans employee present at the July 25, 2019 meeting that the Alternatives are not “set in stone” and are open to design modifications (within the scope of regulations and ADA requirements). This employee encouraged me to submit suggestions on the Alternatives if alterations could be made that would reduce the negative impact on certain properties. Given the short notice for comment submission, I was not able to develop solutions to each of the issues above.

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- It would be ideal to create an Alternative that retains store-front parking for Upper Crust Pizzeria.
- I suggest that Caltrans incorporate at least two street parking spots on each side of the highway that are long enough to allow a 3-axle vehicle to parallel park. These could also act as pull-outs for vehicles that need to quickly pull over in order to check an address or directions.
- The businesses along the downtown corridor must have their already-inadequate parking maintained *to the extent possible*—not *to-the-extent-desired-for-aesthetic-purposes-as-determined-by-non-resident-Caltrans-designers*.
- Caltrans should take some responsibility for litter along the sidewalks by funding Caltrans personnel to collect litter at least weekly along the length of the streetscape. Caltrans should be required to take responsibility for the maintenance and repair of any damaged sidewalks and built-in planters.
- The streetscape plan should have language that allows individual property owners to make the decision to have Caltrans install built-in planters. And property owners should be permitted to abandon the landscape maintenance at their discretion.
- Traffic backups due to drivers waiting for passing traffic so that they can turn left can sometimes be an issue in downtown Gualala. However, given how short the downtown business corridor is and how necessary parking is for the westside businesses, I do not think that a continuous dedicated left turn lane is necessary throughout the streetscape plan. I urge you to offer an Alternative that removes the left turn lane along the Surf Market property in order to maintain as much parking as possible. Intermittent left turn lanes are common in urban areas and there is no reason to exclude this consideration for Gualala.
- As a possible alternative, I would like to see the sidewalk width reduced in front of the Surf Market property to the legal/ADA minimum in order to reduce or even prevent the loss of any storefront parking spaces.
- At Antonio’s Tacos, offer an Alternative that places the sidewalk on the east side of the highway along the Cypress Village development with a crosswalk across the highway for safe crossing. This would allow Antonio’s to maintain its storefront parking with the added benefit of directing pedestrian traffic east to the Cypress Village, which would financially benefit from increased visitors.
- Written contractual agreements between Caltrans and each affected property owner should be filed with the County Assessor’s Office so that owner responsibilities are transparent as properties change hands in the future.

- Caltrans should be more proactive in its dispersal of information to property owners and the public. Additional community meetings are necessary with increased notice via social media, radio announcements (KGUA and KTDE), and newspaper ads. Caltrans District 1 has a Facebook page that is underutilized. Much of the Gualala-Point Arena community relies on Facebook postings on our community pages as their primary news source (Gualala Trading Post and Point Arena Update Page).
- I urge you to be more creative in finding solutions that work to enhance our community rather than detract from our economy.

Please keep in mind that the Caltrans motto is to “provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.” I urge you to emphasize the *enhancement of our economy and livability* in the Gualala streetscape plan. Remember that people live here and their needs deserve consideration. I look forward to the day when I can walk downtown to the grocery store with my children on a sidewalk. I just hope I am walking there by choice and not because the grocery store has too little parking.

I appreciate your interest in my comments.

Sincerely,

Julie Bower

Response to Comment #123:

Caltrans staff attended a Gualala Municipal Advisory Council meeting on April 4, 2019, and reported on the project alternatives and provided an update on the project schedule and that the project environmental document would be available for community review in the near future.

The draft IS/ND was in circulation from July 8, 2019, through August 8, 2019, and was available on-line on the Caltrans project page and the State Clearinghouse website. The draft IS/ND was also made available at the Coast Community Library in Point Arena both hard copy and disc copy. A newspaper ad was placed in the Mendocino Beacon and a Facebook post also notified the community of the upcoming public meeting.

It is common practice to have an environmental document available for approximately two weeks prior to a public meeting to allow for review prior to the event.

Response to Comment #124:

The project's purpose is to improve traffic flow and create safe and comfortable facilities for pedestrian and bicycle travel through downtown Gualala, including for locals. The project is also intended to improve Gualala's visual character by incorporating landscape and hardscape features into the project.

The project is needed to reduce conflicts between motorized and non-motorized users of the facilities, which are exacerbated by on-street parking and minimal access control. The unmarked shoulder areas are routinely used for parallel parking throughout the downtown area. Bicyclist and pedestrian pathways are not well-defined.

Response to Comment #125:

The Upper Crust Pizzeria driveway will still be accessible to the public. Unfortunately, the geometry and existing right of way of the project does not provide a space to keep the parking in front of the business. Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage." GMAC has identified multiple offsite locations that are possible parking locations throughout the downtown area.

Response to Comment #126:

The previous alternatives regarding adding on-street parking have been rejected by Coastal Commission staff because there is not a safety issue being addressed with adding on-street parking. On-street parking is not included in the Gualala Town Plan and there was no progress on amending the town plan. The current alternative provides multi-modal access while allowing traffic calming to happen. However, the turnout at the south end of the project limits can be used as parking for the trailers.

Response to Comment #127:

The pedestrian and bike improvements will create a safer environment for the community to walk around the downtown corridor of Gualala.

Response to Comment #128:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

Response to Comment #129:

The widening and most of the right of way acquisition happens along the northbound side of the project. In addition, the project team looked at alternatives that required the least amount of right of way take.

Response to Comment #130:

Caltrans is currently working with the local jurisdiction to obtain a maintenance agreement. In addition, Caltrans will continue to maintain SR 1 through downtown Gualala.

Response to Comment #131:

Caltrans is currently working with the local jurisdiction to obtain a maintenance agreement.

Response to Comment #132:

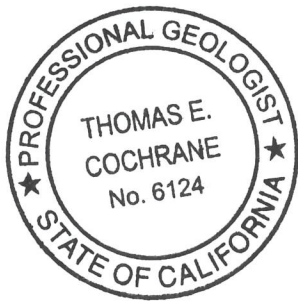
A maintenance agreement is currently being pursued with the local jurisdiction for this project. In the event a maintenance agreement cannot be executed, the project will be delivered with hardscape in lieu of landscaping.

Response to Comment #133:

The Caltrans right of way team will begin working with property owners in the near future regarding acquisition and temporary construction easements.

Response to Comment #134:

Multiple alternatives have been considered and the Project Development Team, along with input from the community, has selected the alternative that is consistent with the Gualala Town Plan that also satisfies the funding requirement of the Active Transportation Program funding. Any type of on-street parking feature cannot be considered for this project as it does not comply with the Gualala Town Plan; however, the GMAC has identified multiple offsite locations that are possible parking locations throughout the downtown area. Caltrans will continue to update the community during the next phase of the project as information becomes available.



THOMAS E. COCHRANE
CA. PROFESSIONAL GEOLOGIST #6124
Post Office Box 358
The Sea Ranch, CA 95497
Office 707-785-2953
Cell 707-292-0602
Email cochrane@mcn.org
Website RiverBeachPress.com

August 9, 2019

Cari Williams, Environmental Planner
North Region Environmental District
California Department of Transportation
Eureka, CA 95501

RE: Suggested Changes to the Cal Trans Road Plan through Gualala, CA 95445

Although I do not live in Gualala or Mendocino County, Gualala is our downtown. We shop there nearly every day, so the proposed changes are important to us.

We loved it when the utilities were put underground. That added much to the streetscape. Obviously, much can be done to beautify Gualala. Most of that is beyond the purview of Cal Trans.

Traffic congestion and parking are our biggest concerns as well as your concerns.

1. The width of the road between businesses on the east and west is tight.
2. To put two 5 ft Bike lanes and two 8 ft sidewalks on both sides of the highway is impossible.
3. Then there is the increased width of turn lanes.
4. An estimated 50+ parking spaces will need to be eliminated. Where will the 50 vehicles park?

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Bike Lanes.

Bike lanes are not the problem through Gualala that endanger bicycles riders across the Gualala Bridge or through the cut just south of the bridge. Those two areas should be addressed first.

Hotel Parking.

Parking is currently perpendicular to the highway. If it is to continue, I would suggest diagonal parking from the south. I would also suggest signage to limit SUVs and trucks from parking there and blocking the view from autos trying to back onto Highway One.

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Sidewalks.

Sidewalks don't need to be 8 feet wide. Four or five feet is more than adequate. Possibly the sidewalk at least part of the way between the Hotel and Surf Super should only be on one side of the street. The gaps can be connected by across the street marked crossings.

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The bottom line is I cannot endorse the current plan. To handle the parking problem, we need to continue to have at least parallel parking along both sides of the Highway through Gualala.

I feel that if the street is widened with bike lanes and reduced parking, it will encourage drivers to drive faster through town. This will lead to more accidents and not fewer ones. If you hit someone at ten miles an hour they probably will survive. If you hit them at 35 mph, then they will die.

Let us rethink this plan and come up with a greatly modified one, with much less cost. Then go fix the bridge and the Highway to the south.

Very truly yours,

A handwritten signature in blue ink, appearing to read "T. E. Cochrane". The signature is fluid and cursive, with a long horizontal stroke at the end.

Thomas E. Cochrane

A resident for over thirty years and a local landowner since 1976.

Response to Comment #135:

Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Response to Comment #136:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to existing businesses.

Response to Comment #137:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Therefore, the scope of the project includes 6-foot sidewalks on straight alignments and 5-foot sidewalk on curvilinear alignments. Two curvilinear sidewalks will be on the southeast end of the project and southwest corner of Ocean drive. This will serve as a "gateway" element.

Response to Comment #138:

Please see response to Comment #136.

August 6, 2019

California Department of Transportation
Cari Williams
Environmental Planner North Region Environmental – District 1
1656 Union Street
Eureka, CA 95501

RE: Comments on the Gualala Downtown Enhancements Project

To whom it may concern:

Unfortunately, I was not able to attend the July 25th meeting in Gualala about this latest environmental report on the streetscape project. However, I have just finished reading the report and as a resident of Gualala (and newly appointed member of the GMAC) I would therefore like to share my comments and reactions.

1.) Overall, I strongly support moving forward with the implementation and construction of these sorely needed enhancements to downtown Gualala. Improving traffic management and creating safer spaces for pedestrians and cyclists can only bring benefit to our coastal village community - benefits that will be realized by residents, local businesses and visitors alike, I believe.

2.) I am impressed by the way CalTrans appears to have followed very closely environmental guidelines laid down by various State and Federal laws, which reflect in large part the desire of a strong majority of Californians to protect the environment and work towards significant reductions in green house gas emissions, as well as the protection of flora and fauna potentially impacted.

3.) In section 1.5.7 in the discussion of plant species, the report mentions a desire to “control pests” and implement “invasive weed control”. My only concern here is that I would rather not see CalTrans use known toxic (to humans) sprays such as RoundUp to achieve this “control”.

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4.) One of CalTrans Strategic Management Plan Goals is to reduce the number of VMTs per capita, in other words get people out of their cars by proposing alternative means. Implementing sidewalks and bike lanes, of course, works in this regard. If so, why not do just a bit more and extend bike lanes (not sidewalks) to Pacific Woods Rd intersection with SR1? Many Gualala residents, if not a clear majority, live up Pacific Woods Rd. and along the ridge. This move could possibly motivate more people to get out of their cars for short trips to downtown. And with an electric bike (more and more popular) getting up the hill going home is not a big chore. Bike lanes in Gualala should be destined to be more than just making it comfortable and safer for touring bike riders to pass through the town - they should be for creating a viable alternative (for some) to leave their cars behind from time to time. Full disclosure here - I am a cyclist myself.

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5.) The report estimates that 100 metric tons of CO2 would be emitted during construction. While this may be relatively small compared with other, much larger projects that CalTrans is pursuing in the state, it is nevertheless “not nothing”. And as “mitigation” for this the report determines that roadway improvements would facilitate traffic flow which, in theory, would reduce CO2 emissions resulting from cars starting and stopping due to congestion that routinely occurs in Gualala, especially during peak use hours. Why not go a bit further and facilitate the establishment of a 4-car electric vehicle charging station? Helping build-out the EV charging infrastructure in this way is entirely consistent with the State’s goal of reducing petroleum use in vehicles up to 50% by 2030. And, it can be part of the mitigation moves to

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offset CO2 emissions caused by this construction project. I have discussed this with Robert J. Juengling and he is in agreement that Gualala needs a public EV charging station. As such, I think we intend to pursue this one way or another, independently or with the support of CalTrans. But it would be highly desirable if CalTrans could at least help with the infrastructure needed for such a charging station - that is to say a paved parking area for 4 cars and the electrical facility to support the requirements of the chargers, etc.

With all this said, I think my personal preference is for Alternative 2, which appears to leave somewhat more space on the West side, especially for the Surf Market.

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Thank you in advance for taking the time to review my comments and I am looking forward to the day when CalTrans breaks ground on this important project.

Yours truly,

Donald Hess
P.O. Box 1852
Gualala

Response to Comment #139:

Caltrans District 1 does not use sprays such as RoundUp to control invasives.

Response to Comment #140:

Unfortunately, that location is outside of the project limits, but your comment has been noted and shared.

Response to Comment #141:

Thank you for your comment regarding EV charging stations. Although this is outside the scope of this project, your comment has been noted and shared.

Response to Comment #142:

Thank you for your comment and support of the project.

August 8, 2019

California Department of Transportation
(Attn.) Cari Williams - Environmental Coordinator
CalTrans - North Region Environmental - District 1
1656 Union Street
Eureka, CA 95501

Dear Cari, and CalTrans,

Since the June 29th, 2012 release of MCOG's Downtown Gualala Refined Streetscape Plan, and for many years prior, I have been a strong advocate for improvements to the Hwy. 1 transportation corridor through the core of downtown Gualala.

I would like to hereby give my comments to the Gualala Downtown Enhancement Project - Initial Study with Proposed Negative Declaration. This document, with Layout and Right-of-Way diagrams dated June 26, 2019, represents a Plan that currently best incorporates and applies Smart Growth Concepts from the CA Complete Streets Act of 2008, for Gualala. It is my assumption that the Complete Streets Act concepts must be adhered to?

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The completion of the Gualala Utility Under-grounding Project in May of 2013 and the relocation of the Gualala Post Office in August of 2016 are two major events that have helped with Gualala's traffic flow.

However, parking **and circulation** problems associated with the BLP 'Surf Center' properties, have long been and continue to be a persistent issue; preventing Gualala from further improving its traffic conditions through the downtown core, for all types of transportation.

One asks how is it possible that a developer was able to build a 11,340 sq. ft. building within the coastal zone in the early 1980's; and have Hwy. 1 realigned so as to accommodate at least some parking spaces on-site for an oversized building; and then be able to utilize the public prescriptive thoroughfare and adjacent properties for their own parking needs without maintenance and upkeep costs for over 30 years?

Removing parking from Highway 1 is **not** the problem portrayed by many. In reality it comes down to a single Gualala property owner / developer whose parking needs are deficient per the zoning code. And the sense of entitlement of the downtown Hwy. 1 corridor parking spaces, which has prevailed for decades, due to BLP fee title ownership of land under and along our downtown travelled roadway area of Hwy. 1.

If the property owner (BLP), cannot be convinced to develop more on-site or off-site parking spaces for their Anchor Tenant - the Surf Supermarket , eminent domain proceedings should be pursued to secure the 60 ft. Hwy. 1 Right-of-Way through the entire town of Gualala..

The perception of owning the entire lands from the east to west side of the Hwy.1 area through the center of town, regardless of CalTrans' prescriptive right-of-way, remains the impediment to accomplishing sorely needed transportation improvements in what is many times a very congested thoroughfare for all, along our busy 'Main-street'.

I am in favor of either Alternative 1 or Alternative 2, as described in the Gualala Downtown Enhancement Project document. Due to Alternative 2 **not** affecting the on-site parking at BLP properties I favor this Alternative. It also offers Gualala the better chance for realizing the improvements itemized in the Gualala Downtown Enhancement project description.

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It is my strong personal belief that a few additional elements may also need to be added to the Gualala Streetscape Project in order to achieve the best possible project and to gain the strongest amount of support .

The development of a parking area south of town at the CalTrans pullout area, would assist with parking space replacement and a perception of prime lost parking spaces in the downtown core. I have attached a draft drawing I prepared years ago, demonstrating the possibility of a community parking area at this location.

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A further idea lately receiving attention by some would be to construct a traffic circle (i.e. modified, smaller-scale roundabout) within the CalTrans easement at the intersection of Hwy. 1 and Old State Hwy. I have also attached a draft drawing I prepared a few years back for this idea.

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Either of these elements, added to our currently evolved Streetscape plans, would be viewed as additional attempts to make the enhancement project work for a greater amount of people.

Otherwise, I am greatly appreciative of the detailed work that has been accomplished by Caltrans on the subject Environmental document for the Gualala Downtown Enhancement Project. We need to stay vigilant and persistent if any further beautification of the Gualala transportation corridor is to occur. With CalTrans' further help we will find an updated, progressive solution to the antiquated, behavioral habits of many locals, and realize we are close to a final Streetscape plan that will make the majority of Gualala residents proud for many decades to come.

I am looking forward to continuing our work on additional ideas and visions for this very worthy Hwy. 1 Enhancement project through our town of Gualala. There is light at the end of the tunnel that we will one day begin construction of this beautiful Gualala "Main Street" roadway for all modes of transportation. Thank you again for all of your efforts.

Sincerely,

Robert Juengling
GMAC Chair

A handwritten signature in black ink that reads "Robert Juengling". The signature is written in a cursive, flowing style with a prominent loop at the end of the last name.

Gualala Downtown Enhancements Project
Open House Meeting – July 25, 2019

(707) 884-4757

Name (please print) Robert Juengling E-mail/Phone# robert@oceanicland.com

Address (home) 34051 S. Hwy. 1 City GUALALA State CA Zip Code 95445

Authorized Representative (name of organization or agency) Gualala Municipal Advisory Council

Address (business) 39150 S. Hwy. 1 City GUALALA State CA Zip Code 95445

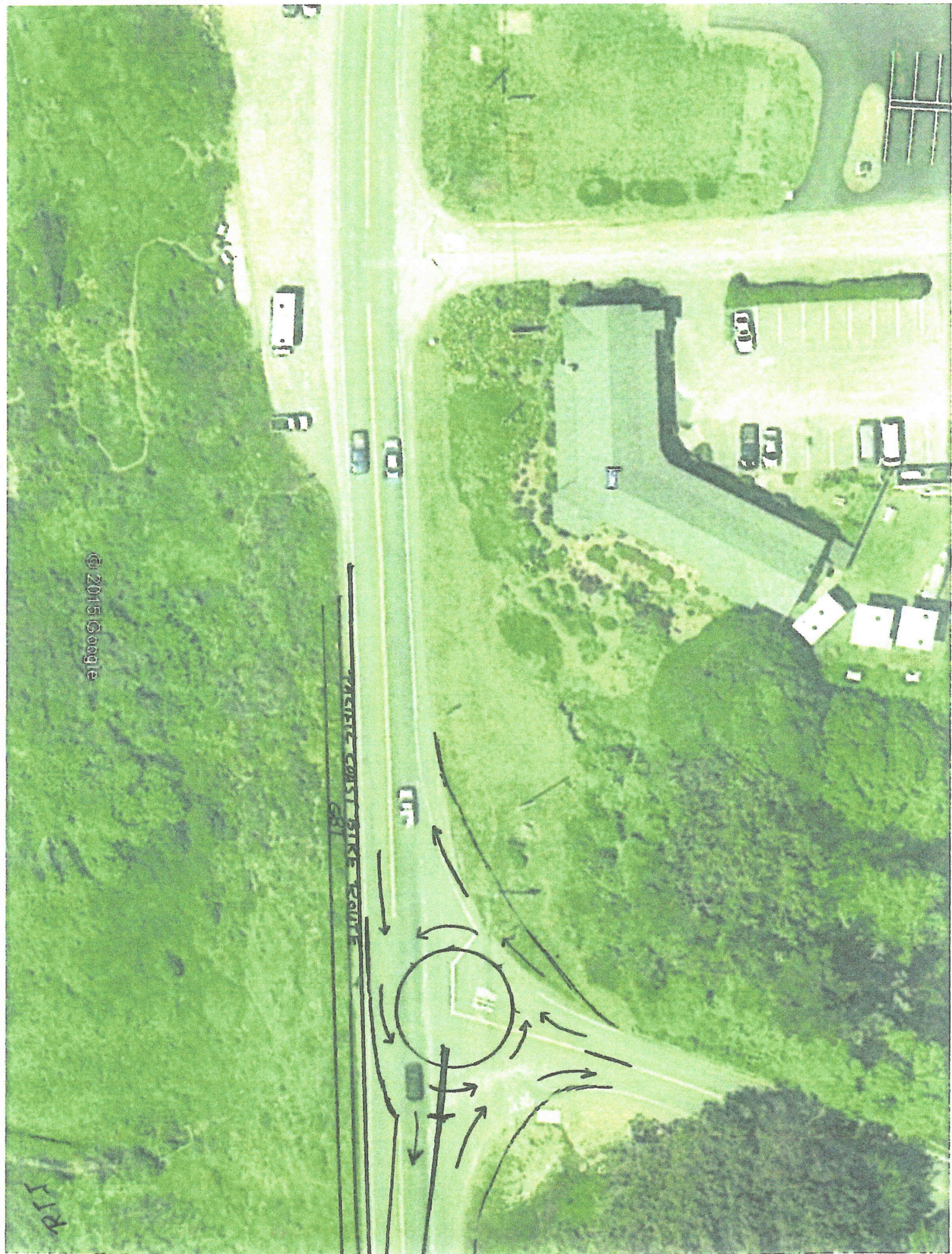
COMMENTS

Please refer to my comments in letter dated August 8, 2019 to Cari Williams and Caltrans. Thank You.

Robert Juengling

Written comments may be mailed to Caltrans, Attention: Cari Williams, 1656 Union Street, Eureka, CA 95501 or emailed to cari.williams@dot.ca.gov. All comments must be sent by August 8, 2019.

Completing and signing this document is voluntary. The Department of Transportation may use this information for statistical purposes, to notify you of any future hearings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.



GUALALA TRAFFIC CIRCLE

RT 1

PACIFIC COAST BIKE ROUTE

© 2015 Google



© 2015 Google

Response to Comment #143:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians. The project also proposes to install crossings along the mainline with activated flashing beacons at critical locations throughout the town, which would allow safer pedestrian access as well as slow down oncoming vehicles into the downtown area.

Response to Comment #144:

Thank you for your comment and support of the project.

Response to Comment #145:

Thank you for your comment but that location is outside of the project limits.

Response to Comment #146:

Thank you for your comment but that is not within the scope of this project.

08/04/19

**Caltrans
Att: Liza Walker
1956 Union St
Eureka, Ca
95501**

To Whom It May Concern:

My name is Robin Leeper. I am a local business owner. The name of my business is Red Stella. We are located in Gualala on Hwy 1. I would like to express my concern about the Gualala Streetscape Plan, and the negative affect that the loss of parking on Hwy 1 will have my business and others in Gualala. A Mendocino County report states, "Due to the elimination of on-street parking spaces, business economic loss is likely."

147

We already have a lack of parking in the downtown Gualala area at peak times. Taking away on-street parking will make the situation worse. Our economy is tourist based and FRAGILE. We need more parking in the downtown area – not less. I also have concerns about the widening of the highway. A wider highway could lead to people driving at dangerous speeds and therefore endanger pedestrians who cross the road. Please consider revising the plan.

148

SINCERELY,

ROBIN LEEPER

RED STELLA
39251 S. HWY 1
GUALALA, CA
95468

Response to Comment #147:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the existing businesses.

Response to Comment #148:

Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Dear Mrs. Williams,

8/7/19

Surf Market has launched a petition to get people involved in the fight to save our town from the negative effects of the Gualala Streetscape Plan as it is currently envisioned will bring. Robert Jungling the chair of GMAC has falsely represented to the county that a majority of community members are in favor of his plan. This is not accurate as over 700 people who signed our online and paper petitions, along with numerous letters from important organizations, businesses, and individuals will attest. (Count as of Wednesday Aug 7th and counting)

As I have spoken with dozens of people in our community over the last week I am learning that many people do not actually understand what the plan includes. Once they see the elements of the plan, they are not happy and are not in favor of moving forward.

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1. They do not like the idea that our downtown will be spilt in two by a road as wide as a 4 lane highway. And they worry that the plan will ruin Gualala's small-town feel.
2. They worry about not having enough parking for locals and visitors, and that less parking will hurt local businesses.
3. They worry that motorists will drive faster and that it will be more dangerous to cross the highway than it is now. Even though the intention is to make things safer.
4. Some residents worry that property values could be negatively affected by the closure of Surf Market due to our selection of local, organic, and specialty products no longer being available.

Some are not convinced that the loss of on street parking will negatively affect Surf and other businesses. They think that customers can park off site and walk to the market. Mendocino County was not confused about the negative impact the removal of parking will have. They declared in a report about the removal "***economic loss is likely***" for Surf Market, NOMA, Beach Rentals, Gualala Video, Fort Gualala, Upper Crust Pizzeria, and Antonio's, (Bones Roadhouse at the time).

150

As a 30+ year veteran grocer, I can say with absolute certainty that a large percentage of customers want to park as close to the front door of a supermarket as possible. Yes, some will walk, but not enough to sustain Surf Market. We learned in 2009 during the recession that if Surf Market loses even 14% of our annual business, we are nearing the failure point. The real recessions are hard enough, we do not want a self-inflicted one. The domino effect of Surf Market closing and the loss of the approximately 2.5 million dollars per year that Surf spends in the local community in donations, wages, rents, taxes, advertising, hired services, and purchases from farmers, and local artisan food producers is certain to be very negative.

I ask that you drastically revise the Gualala Streetscape Plan. I am in favor of abandoning all elements of the plan except an east side sidewalk, and more and better marked cross walks. I am opposed to installing bike lanes, a center turn lane, or removing a single parking spot from highway one.

Sincerely,



Steve May

161 SIGNATURES

PAGE 1

We need more parking not less. Please modify the Gualala St Landscape Plan to allow more parking and avoid harming local businesses.

Name	Address
Chris Gwiltz <i>Chris Gwiltz</i>	PO Box 1562 Gualala CA 95445
Jesus Sanchez Miramontes <i>Jesus Sanchez</i>	P.O. Box 708 Gualala, ca. 95445
Chris Cerda	5081 Rincon Ave 95409
Ann Lisa - Ann	40244 Forest 95497
Mmm Nicolas Kerttala	26600 Tenmile rd.
JAMES PLATT	30820 HWY 1
Martina Woods	<i>Martina</i>
DAVE CALDW	<i>Dave</i> 298 FISH ROCK SEA RANCH, CA. 95497
ANN CALDOW	Matalda PO Box 624 Gualala 95445
Jessica Nilson	38191 Old Stage rd. 95445
Stephanie Lopez	39125 Old Stage Rd. 95445
DAVID JORDAN	PO Box 594, GUALALA 95445
Arthur E. Juhl	PO Box 444 Gualala 95445
Louis Ozanne	38301 S. Hwy 1 Unit 125 #
Stanley Marks	33416 Iversen Rd G
MARIA ARANT	46901 Gypsy Flat Rd. Gualala
Deborah Bishop	1003 Guildford Ct. Encinitas CA 92024
Jennifer Carlson	2541 Wallace Ave. Fullerton, CA 92831
Margie La Junta	PO 1354 Gualala 95445
<i>Marta Skibbins</i>	Box 31 The Sea Ranch, CA 95497
Kenneth Wachten	115 Black Pt. Reach, The Sea Ranch 95497
Bernadette Bell	" " " " "
Patricia Hall	P.O. Box 1562, Gualala CA 95445
Melanie Rose	PO box 104 Mendocino CA 95459
Barbara Smith	Gualala
Alexander Boutekoff <i>Alex</i>	45680 Pacific Woods E.D.
James T. Evans	46130 " "
Dabina Skibbe	39150 S. Hwy 01E Gualala
Cassie Henderson	PO Box 1097, Point Arena CA 95445
Patty Buttega	PO Box 225, Gualala CA 95445
Natasha Lynn	PO 101 Stewarts Pt. CA 95480

We need more parking not less. Please modify the Gualala Scenic Landscape Plan to allow more parking and avoid harming local businesses.

Name	Address
Meredith Beam	34820 So. Hwy 1, Anchor Bay
Laurence Deyton	2501 PA Ave NW DE 20037
Wendy Werthamer	4100 Cathedral Dr, NW DC 20016
Sam A. [unclear]	PO Box 1029 GUALALA
[unclear]	" " "
[unclear]	PO Box 534 Gualala 95445
Ruata Dorn	35101 So Hwy 1 Gualala 95445
Brian Barnes	45156 Bill Owens Rd, Point Arena, CA 95468
Ron Miles	PO Box 10425 95445
Christine Bussard	PO Box 53 Gualala 95445
LARRY JACOBS	PO 261 The Sea Park 95447
Phil Newbury	PO Box 185 Stewart Pt 95480
Lucienne Allen	44680 Tan Bark Rd Gualala
Dawina Allen	44680 Tan Bark Rd "
Margaret STORZ	38351 Old Stage Rd Gualala
Erin Kirchner	P.O. Box 414 Point Arena
Leslie Shackelford	PO Box 126 Gualala CA 95445
Terry Pfardresher	PO Box 11 Gualala, CA
ANDREW FAGAN	PO BOX 710 GUALALA 95445
Nick T Coffee	907 Corte Amarilla RD 94928
Claire M. Carthy	P.O. Box 1145 Gualala 95445
Boyce Lewis	6730 E. Preston St. #21 Mesa, AZ 85215
Janos W. Hayes	1552 Gualala CA
Lou Williams	PO Box 932 Gualala CA 95445
Paul P. Schint	P.O. Box 1657, Gualala CA 95445
ERIKOZHA KRISTI	PO. BOX 67 TSP 95497
Eileen Buell	35501 Hwy. 1 S. #13B Gualala 95445
Ralph Luvant	PO Box 556 " "
Jays Gunn	136 Wild Moor Ranch
Madelin B Bellis	Serranosa
Meg Boone	30 N Cloverdale Blvd, Apt F, Cloverdale 95427

We need more parking not less. Please modify the Gualala Streetscape Plan to allow more parking and avoid harming local businesses.

Name	Address
Ron C. Norman	46903 OLD STAGE RD. GUALALA
FRANCISCA CHAVEZ	109 LAKE STREET MOUNTAIN VIEW, CA
Madelonana Jasso	46651 IVERSEN RD, GUALALA
David Lopez	46600 Old Stage Hwy #12 Gualala
Justo Arce	266001 ten mile rd, Point Arena
Kathryn Gleason	14701 Old Stage Road, Gualala
Lauren Cluff	PO Box 385 PA, CA 95468
Jason Polshroffer	PO Box 616 PA, CA 95468
Justo Arce	PO Box 1583, Gualala, 95445
Derek Barnhouse	PO Box 512, Gualala, Ca. 95445
DAVID HILMER	PO Box 1520 Gualala 95445
Lobby Howard	PO Box 891, GUALALA 95445
Kim Keillett Kim Keillett	P.O. Box 658 Gualala CA 95445
Joel Crockett	PO Box 199 The Sea Ranch 95471
MICHAEL THOMAS Medal	PO Box 1660 Gualala, CA 95445
GARF ABEL	PO Box 22 Gualala, CA 95445
S V Bohm	Box 97 TSK 95497
Christina M. Hafner	42700 Sunset Drive
Jose Luis Meza Lopez	39964 Gualala Court
Raya Madam	327 Cupola Ct. Lincoln, CA
Caren Crumby Rogers	PO Box 396 Gualala 95445
Charles S. Woods	PO Box 571 Gualala CA 95445
Pete MAYER	PO Box 854 GUALALA, CA. 95445
Jesse Gill	PO BOX 1584 Gualala, CA 95445
FV@	PO BOX 1521 Gualala, CA 95445
Crista Brekke	41021 Roseman Crk Rd. Gualala
Taylor Miller	P.O. Box 1331 Gualala CA 95445
Jeff W. Barri	PO Box 572 Gualala CA 95445
Willow J Barri	PO Box 372 Gualala CA 95445
JASON BAKER	PO BOX 431 GUALALA CA 95445
Curlye W. Corcoran IV	

We need more parking not less. Please modify the Gualala Street Landscape Plan to allow more parking and avoid harming local businesses.

Name	Address
Nick Light	320 main st. Point Arena
Jadery DAVIS	20801 Manchester, CA
Leda carpenter	374 Fish Hook Dr., Sea Ranch
MATT DEVITO	116101 WoodsideWAY
Jess Wyrick	ocean ST Gualala
Justin m York	100 mill ST Point Arena
Martin Diaz	37 riverside drive, Point Arena CA
Jan Owens	Point Arena, Ca.
Mel Smith	Point Arena Ca
JEANA GEVAS	POINT ARENA, CA
Ana Sanchez	Point Arena CA
Bob Smith	Point Arena
Bill Adams	GUALALA
Kathy Biondo	Pt. Arena
Pamela K. Wardle	Gualala
Carol Irey	Pt. Arena
Carmen J.	P.O. Box 405 Pt Arena
Kristy Bishop	P.O. Box 526 PA 95468
Jennifer Sanders	Po Box 413 PA 95468
Kelly Hendriks	30400 Mountain View rd
Barbara Burkey	365 School St., PA 95468
Saturna Pitt	Little Green Bean Roastery
Marcy Martin	Anchor Bay
meq Oldman	Point Arena
ALFREDO OROZCO	35501 S. HWY-1 SUITE 155
BARBARA OROZCO	35501 S. HWY-1 SUITE 124
Emily McConnell	35507 S. Hwy 1
Amanda Tom Oisen	35508 S. Hwy 1
Samia Pulero	Gualala CA 95448
Barbara Pettigrew	Gualala 95445

We need more parking not less. Please modify the Gualala Streetscape Plan to allow more parking and avoid harming local businesses.

Name	Address
Linda Bostwick	PO Box 156 The Sea Ranch, 95491
Kathleen Huse	44201 Ten Bark Rd, Gualala, CA 95745
Mel Huse	↑ "Same" ↑
Mary Benton	PO 951, Gualala, 95445
Lisa Wienelke	PO BOX 1204 Gualala 95745
LISA HANZISCH	PO BOX 1303 GUALALA CA 95445
Cindy Kennedy	Box 900 Gualala, Ca 95445
Bryan B. Thurnell	Box 425 Point Arena Ca

Name	Address
Debra Greater	38851 Highway 1 Gualala
Janet Stevens	104 Sea Drift TSK
Bonnie Crocker	45901 Sunset Dr., Gualala
Margery Leap	399 Chingquimbo, TSK
LINDA WENSTEIN	38851 S. Hwy 1, #9 Gualala
Donna Easterson	PO Box 1636 - Gualala
Janet & Jasper	PO Box 1528 Gualala
ADAM BOROWITZ	216401 Hwy 1, MANCHESTER, CA
Ursula Hamilton	35432 Lily Cloud TSK
A-Cole	38664 Coral Ct. Gualala

Name	Address
Maya Fox	378 Hibiscus Way San Rafael Ca.
CHARIE CHAPPELL	9 Belloreid Ave 11
Angelica Lora	Sea Ranch White Tail
Emma Eidenberger	Gualala
Monica Romero	Gualala
JOAN O'CONNELL	Gualala
Al Mauberry	Unit 74 Anchor Bay
Lorna Elliott Scholl	PO Box 762 Gualala CA 95445
James W Scholl	PO Box 762 Gualala, Ca 95445
MARK HANCOCK	PO BOX 1084 GUALALA CA 95445
John W. Bowler	39691 Old Stage Gualala, CA 95445
Kristine Thomure	P.O. Box 309 Gualala CA 95445

Name	Address
Kay Maynard	Gualala Ca 95445
Christine Bussard	38851 S. Hwy 1 307 Gualala Ca 95445
Jayne Miluskevics	Gualala Ca 95445
Judy Carr	39700 Old Stage Rd. 95445
Debrae Sawyer	46330 Jansen Rd Point Arena
MONICA BENEDICT	PO Box 463 - Pt arena, Ca 95469
Joanne Brooks	37400 Old Stage Rd Gualala CA
JULIE VERRAN	38864 Sedalia Drive G. 95445

Surf Market

Recipient: CalTrans

Letter: Greetings,

Modify the Gualala Streetscape Plan to avoid harming local business

40 COMMENTS

Comments

Name	Location	Date	Comment
Lauren Cluff	San Jose, US	2019-07-31	"I like surf"
steven winningham	The Sea Ranch, CA	2019-08-01	"Our community needs the businesses along this corridor to survive and thrive. Other parking options need to be explored."
Mike Nelson	Gualala, CA	2019-08-01	"We need all the parking that is available, especially during the busy summer season"
Susan Miletich	Point Arena, CA	2019-08-01	"Who ever heard of a town with no main street parking? Hw1 IS our main street!"
Pam Powell	Gualala, CA	2019-08-01	"We must protect our businesses."
Barry Richman	Gualala, CA	2019-08-01	"It is flat out outrageous that a plan to improve our town would destroy one of its long-time best businesses."
Jenna Ducato	Seattle, WA	2019-08-01	"I love Surf Market & want to see thoughtful growth in beautiful Gualala that doesn't negatively impact local businesses."
Cathleen Crosby	Gualala, CA	2019-08-01	"We need to continue discussions and exploration of alternatives in order to find successful solutions that work for all stakeholders."
karen may	Catonsville, MD	2019-08-01	"Surf Market is critical to the culture and economy of Gualala. Please design a solution that increases rather than decreases parking. Protect Surf!"
Maggie Crosby	Gualala, US	2019-08-01	"Surf Market is a major reason I enjoy "buying local" and "eating local." It has always been a wonderful store, and it keeps getting better. Surf is also extremely generous in supporting local nonprofit organizations. Please don't carelessly harm such an important resource for our community."
Eve Bennett-Wood	Los Altos, CA	2019-08-01	"The long along-street (Hwy 1) parking is particularly needed for recreational vehicles, people towing trailers, boats, etc. There are many of these in this area and there would be no place for these shoppers, tourists and locals to park without these spots."
John Wiesner	Castro Valley, CA	2019-08-02	"As a homeowner near-by, the Surf Market is an essential amenity. However, I have to drive to Surf and need the available parking, which should NOT be reduced."
Laurie Lamantia	Santa Rosa, CA	2019-08-02	"When changes are made. They must consider seniors, (Which a large majority of the population in this area as well as people that have disabilities that limit their walking capabilities. parking and access to shopping is much more important in my opinion than sidewalks. How about sidewalks on one side, like the east side, with cross walks along the route."
Barbara Owen	The Sea Ranch, US	2019-08-02	"Should there be a "need" to spend money on streetscape.....why not improve the qualities of the existing road and not mess up the charming nature of our little town?"

Name	Location	Date	Comment
Brittany Adamson	Fair oaks, CA	2019-08-02	"I care about Gualala and the businesses and people who live there"
Sita Milchev	Gualala, CA	2019-08-02	"The Surf Super Market is so needed in our rural area. Although we get our share of tourists, without parking, no one will want to walk far. If there was some kind of little jitney, or small car type, to pick up people who park further away, I'd take that. I'd also walk a bit farther to shop at Surf. This is important for our community."
Anne Long	San Francisco, CA	2019-08-02	"I am an older patron of Surf Super--love the store and the community support of its owner. It must have adjacent parking so people don't have to try to carry groceries. Signing for Alex Long also."
Ursula Jones	Gualala, CA	2019-08-02	"Surf needs all the parking they have now. And so does the Gualala Hotel and Upper Crust Pizza"
Dana Frediani	Sea Ranch, CA	2019-08-02	"I'm signing this petition because I think the whole plan is an all around horrible idea. It makes no sense to add/widen the lanes in the downtown area of Gualala. You need to make the town more charming and not more industrial by adding lanes. Protect the town's charm and figure a better and simpler way to allow pedestrians to cross. Maybe a flashing yellow lights at a couple crossing areas. By adding additional lanes you are inviting more cars to speed through town, cars speeding around other cars who are trying to slow down and drive the speed limit. Bad, bad, bad plan."
Trina Turk	Los Angeles, CA	2019-08-02	"SIDEWALKS, not more traffic lanes please! As a frequent visitor to Gualala, it's my opinion that the town will not realize the full potential of its spectacular coastal site until more pedestrian-friendly walkways are added to the downtown area. If tourists and locals could easily walk from one business to another, everyone would benefit and the town would be more appealing. Additional traffic lanes are a terrible idea—as are flashing lights! Even on the busiest holiday weekends, extra lanes are not needed. We simply need a more pedestrian-friendly streetscape and sidewalks."
suki shepard	berkeley, CA	2019-08-02	"I support the Surf Market. Suki Shepard"
crista lucey	san francisco, CA	2019-08-02	"I live 1/2 the time in this community and our local businesses are our fabric."
&Lynn Cuny	Kendalia, TX	2019-08-02	"I am opposed to the Streetscape plan. Leave this small town alone!"
Carolyn André	Sea Ranch, CA	2019-08-03	"I love the idea of walkable areas, but I am not in favor of either of the streetscape plans. Our local businesses are critical to us. In addition, the Mendonoma area has the largest percentage of seniors anywhere in the state. I was told in response to a question that people who couldn't find parking could drive up toward RCMS and park up there. And then what? Walk up the hill with arms full of grocery bags? Ridiculous. Beyond that they're talking about parking in front of Coast Life support district where our ambulances need to be able to get out the minute they get a call. No really a good spot for people to park."

Name	Location	Date	Comment
kathye hitt	Gualala, CA	2019-08-04	"Surf is an important part of the local business landscape. Surely there is a way to improve traffic conditions while keeping our roadside parking. Do we really need to up the speed limit to have folks barreling through town at 35 or 45 mph?"
Judith Fisher	Gualala, CA	2019-08-04	"Two reasons to modify: 1. Bike lanes through our 2/3 block small town are not necessary. North and south of Gualala is 2-lane Hwy 1, so why change it for town? 2. Gualala and the SURF need all the close-by parking we can preserve. Many people could not easily walk from an already busy parking area across Hwy 1--like anyone with injuries, disabilities, or simply older. Only a few in this category can obtain a blue hang tag to park in the "handicapped" zone, AND, there is only ONE of those at the Surf. Our economy needs more parking, not less."
Shawn Marrufo	US	2019-08-04	"We go to these local stores all the time"
Pat McFarland	Point Arena, CA	2019-08-05	"I have been a loyal shopper at Surf Market for almost 40 years. Surf ENDLESSLY supports non-profits in our community and beyond. Shoppers already haven't got enough parking in town. Do not take away a single parking space! Those 3 old buildings to the north of Surf need to be bought, torn down and that property can provide more parking and sweeping views in a park like setting. Then, the widening of the Hwy 1 can be accommodated. There are plenty of empty commercial spaces available for the businesses currently in those buildings. A parking park, not more road and crowding."
Michael Antrim	Santa Barbara, US	2019-08-05	"Do whatever Steve says...he knows what's best for you."
Anthony Mineer	Santa Rosa, CA	2019-08-05	"Whenever I'm in Gualala, I shop at Surf Market. Please don't make the already bad parking situation worse!"
Marena Hefner	Weldon, CA	2019-08-05	"When in Gualala I always shop at Surf Market! Don't make the parking worse!"
Lita Gitt	Sea Ranch, CA	2019-08-05	"We need Surf Super ! They are vital to our community in many ways.. Please revise this plan to accommodate more parking."
Char Cardey	Davis, CA	2019-08-05	"I'm signing because we need Surf Supermarket. Parking places do not need to be taken away from Surf Super"
Priscilla Schlag	Healdsburg, CA	2019-08-05	"please ad my name!! Priscilla Schlag"
Debbie Sullivan	Walnut Creek, US	2019-08-05	"Surf market is absolutely my favorite thing about the town of Gualala! We really need this special food market for our quality of life in this remote area . Please don't take away their parking or anything to effect their business ! We don't need a wider road in Gualala ! That would make cars go faster and wreck the charm of the town !"
Frank Lazzarotto	Sonoma, CA	2019-08-06	"Please do not reduce the number of parking spaces. This really adversely effects the small local community businesses that are located along the roadway through Gualala. There are already far to few parking spaces available for customers of local businesses like the Surf Market."

Name	Location	Date	Comment
Jennifer Mutch	San Jose, CA	2019-08-06	"I love Surf Market! Hopefully there can be a better alternative!!"
robin leeper	point arena, CA	2019-08-06	"I am signing this because the loss of parking will negatively impact the businesses along this corridor and affect our fragile local economy leading to loss of jobs. Please reconsider this plan."
Mary Clark	San Francisco, US	2019-08-06	"Very sad that any changes could be made to downtown Gualala without considering the businesses first."
Patrick Hentschel	Los Angeles, CA	2019-08-07	"Let's find a solution to the streetscape that doesn't threaten Surf. We need to stay focused on what's ACTUALLY needed to improve the downtown experience."

Surf Market

Recipient: CalTrans

Letter: Greetings,

Modify the Gualala Streetscape Plan to avoid harming local business

557 SIGNATURES 8/7/2019

Signatures

Name	Location	Date
Steve May	Gualala, CA	2019-07-30
Kim Kellett	Gualala, US	2019-07-30
Sally Shine	Gualala, CA	2019-07-30
DORIC JEMISON-BALL	GUALALA, US	2019-07-31
Marco Moramarco	Gualala, CA	2019-07-31
Maureen Carr	Point Arena, US	2019-07-31
Chip Wright	San Francisco, US	2019-07-31
Caroline Ducato	Gualala, US	2019-07-31
Todd Barnhouse	Gualala, US	2019-07-31
Lauren Cluff	San Jose, US	2019-07-31
MANJULA DEAN	Reno, US	2019-07-31
DOUGLAS BALOGH	The Sea Ranch, US	2019-07-31
sharon Burningham	Gualala, US	2019-07-31
Don Krieger	The Sea Ranch, US	2019-07-31
Lu Lyndon	The Sea Ranch, US	2019-07-31
Paddy Batchelder	The Sea Ranch, US	2019-08-01
Barry Himmelstein	The Sea Ranch, US	2019-08-01
David Hodges	The sea ranch, US	2019-08-01
Don Kemp	The Sea Ranch, US	2019-08-01
Jessie Booras	Gualala, CA	2019-08-01

Name	Location	Date
Brandon Coonradt	Utica, US	2019-08-01
Michael Kleeman	The Sea Ranch, CA	2019-08-01
Paul Katzeff	Fort Bragg, US	2019-08-01
steven winningham	The Sea Ranch, CA	2019-08-01
liz brady	Lake Forest, US	2019-08-01
Hannah Rapaport	Sydney, Australia	2019-08-01
Stuart Sweeney	Santa Barbara, US	2019-08-01
Anne Kessler Kessler	Zihuatanejo, Mexico	2019-08-01
Lauren Kennedy	Fall City, US	2019-08-01
Susan Bohlin	Gualala, US	2019-08-01
Jim Lieberman	Annapolis, CA	2019-08-01
Mark McLaughlin	Williamsburg, US	2019-08-01
Rich Hughes	The Sea Ranch, US	2019-08-01
Jalise King	Bakersfield, US	2019-08-01
Julia Mello	Point Arena, US	2019-08-01
Paul Batchelder	The Sea Ranch, US	2019-08-01
Tanya Savino	Louise, US	2019-08-01
Donna Robbins	GUALALA, US	2019-08-01
Shyamala Littlefield	Oakland, US	2019-08-01
Anna Tawfik	Colonia, NJ	2019-08-01
Keith Trimble	Lafayette, US	2019-08-01
Angela Georgy	Spotswood, NJ	2019-08-01

Name	Location	Date
Cristine McWhirter	Conroe, US	2019-08-01
Karissa Winland	Wooster, US	2019-08-01
Alex Alvarez	Fort Worth, US	2019-08-01
Jennifer Bosma	Fort Bragg, US	2019-08-01
Mike Nelson	Point Arena, US	2019-08-01
Jimmy Tench	Brunswick, US	2019-08-01
Susan Miletich	Point Arena, CA	2019-08-01
Paula Power	Gualala, US	2019-08-01
Richard Perry	Gualala, US	2019-08-01
Jeff Quenzer	Placerville, US	2019-08-01
Moruah Mitchell	Point Arena, US	2019-08-01
Steven Lusk	Oroville, US	2019-08-01
Arielle Goss	Corpus Christi, US	2019-08-01
Pam Powell	Gualala, CA	2019-08-01
Anita Goldstein	Berkeley, US	2019-08-01
Annie Alpers	Gualala, US	2019-08-01
Katherine Uphoff	Alameda, US	2019-08-01
Carolyn André	Gualala, US	2019-08-01
Barry Richman	Gualala, CA	2019-08-01
Christian Rebollar	Albertson, US	2019-08-01
Jenna Ducato	Seattle, WA	2019-08-01
James McKenna	Point arena, US	2019-08-01

Name	Location	Date
John Kinion	Redding, US	2019-08-01
Kellie Whittaker	Berkeley, US	2019-08-01
Colleen Sweeney	Santa Barbara, CA	2019-08-01
Robert Parriott	Sonora, US	2019-08-01
Lynn Patricio	Sacramento, US	2019-08-01
Ryan Rapee	Montgomery, US	2019-08-01
David Venters	Roseville, US	2019-08-01
Susan Jones	Angels Camp, US	2019-08-01
Anonymous Petitioner	Buford, US	2019-08-01
Richard Heathcock	Gualala, US	2019-08-01
Gregg Warner	Gualala, US	2019-08-01
CYNTHIA SANTANA	Gualala, US	2019-08-01
Jace Astorga	Marion, US	2019-08-01
Cathy Bariao	Santa Clara, CA	2019-08-01
Marina A Boutakoff	Rutherford, US	2019-08-01
Cordelia Eddie	Lexington, US	2019-08-01
Lara Levitan	Waltham, US	2019-08-01
Rick Stewart	Janesville, US	2019-08-01
Carrie Gleason	Littleton, CO	2019-08-01
Cathleen Crosby	San Francisco, US	2019-08-01
paula nascimento	Brooklyn, US	2019-08-01
kimberly herrera	Houston, US	2019-08-01

Name	Location	Date
Michael Bowen	Mount Vernon, NY	2019-08-01
David Skibbins	The Sea Ranch, US	2019-08-01
Michael Monte	San Jose, CA	2019-08-01
Matt Smith	Ayer, US	2019-08-01
Suzanne Frazier	Brooklyn, US	2019-08-01
TERRY GARRETT	Cotati, US	2019-08-01
taylor vickers	Orcutt, US	2019-08-01
Robert Hartstock	Gualala, US	2019-08-01
Teresa Youtz.com	The Sea Ranch, US	2019-08-01
Karen May	Kentfield, US	2019-08-01
Keith Shultz	Kentfield, US	2019-08-01
Scott Cratty	Ukiah, US	2019-08-01
Peter Stathis	The Sea Ranch, US	2019-08-01
Randall Otte	Evanston, US	2019-08-01
Karen Amiel	Gualala, US	2019-08-01
Maureen Simons	The Sea Ranch, US	2019-08-01
WILLIAM WEAVER	Bend, US	2019-08-01
Maggie Crosby	Gualala, US	2019-08-01
Sara and Bill Snyder	The Sea Ranch, US	2019-08-01
kate skinner	San Francisco, US	2019-08-01
Christopher Jaap	The Sea Ranch, US	2019-08-01
Emili Willis	Sherman, US	2019-08-01

Name	Location	Date
Taylor Bacub	Lewisville, US	2019-08-01
kathy baughman	Warren, US	2019-08-01
michael croshaw	Murphys, US	2019-08-01
Marilyn Green	The Sea Ranch, US	2019-08-01
patrick kennedy	gualala, US	2019-08-01
Gabriel Ramirez	The Sea Ranch, US	2019-08-01
Jay Wolcott	santa rosa, US	2019-08-01
Esther Munger	The Sea Ranch, US	2019-08-01
Eve Bennett-Wood	Los Altos, CA	2019-08-01
josh wolcott	Rohnert Park, US	2019-08-01
Joanna Barnes	The Sea Ranch, US	2019-08-01
David Robertson	Gualala, US	2019-08-01
Pulverizer 18	US	2019-08-01
Christian Chavez	Lindenhurst, US	2019-08-01
Richard Alfaro	Aptos, US	2019-08-01
Raul Rios	Pearland, US	2019-08-01
Jena Meachum	Honolulu, US	2019-08-01
bruh moment	Christiansburg, US	2019-08-02
Harper Smith	The Sea Ranch, CA	2019-08-02
William McCarthy	Gualala, US	2019-08-02
Whyte Owen	The Sea Ranch, US	2019-08-02
caryl carr	Gualala, US	2019-08-02

Name	Location	Date
John Wiesner	Castro Valley, CA	2019-08-02
Annette Bork	Irvine, US	2019-08-02
Creeper Awwwman	Medford, US	2019-08-02
Mimi Choi	The Sea Ranch, CA	2019-08-02
Pat Whelan	Rancho Cordova, US	2019-08-02
Jacob Fussy	Dade City, US	2019-08-02
PJ Martin	The Sea Ranch, US	2019-08-02
camille choiniere	Grand Prairie, US	2019-08-02
Thin Ranger	God, US	2019-08-02
Isaiah Myrmo	Waverly, US	2019-08-02
Laura Thompson	The Sea Ranch, US	2019-08-02
Bev Jones	The Sea Ranch, US	2019-08-02
Kevin Adamson	Fair Oaks, US	2019-08-02
Laurie Lamantia	Santa Rosa, CA	2019-08-02
monty anderson	The Sea Ranch, US	2019-08-02
Drake Artman	Saint Cloud, US	2019-08-02
Barbara Owen	The Sea Ranch, US	2019-08-02
Mari Wells	Kyle, US	2019-08-02
Deloras Jones	Renton, US	2019-08-02
Janelle Streich	The Sea Ranch, US	2019-08-02
Cindy Gibbons	US	2019-08-02
Brittany Adamson	Fair oaks, CA	2019-08-02

Name	Location	Date
Donlyn Lyndon	Berkeley, US	2019-08-02
Sita Milchev	Gualala, CA	2019-08-02
Voice of Reason	Austin, US	2019-08-02
Linda Graubart	Chicago, US	2019-08-02
Emily Peterson	Spearfish, US	2019-08-02
Anne Long	San Francisco, CA	2019-08-02
Rachel Kritz	Gualala, CA	2019-08-02
Asha McLaughlin	Williamsburg, US	2019-08-02
Mark Bollock	Gualala, CA	2019-08-02
Kate C	Norfolk, US	2019-08-02
Patricia Wilson	Gualala, US	2019-08-02
Ursula Jones	Gualala, CA	2019-08-02
Cheryl Ross	The Sea Ranch, US	2019-08-02
Aaron Phillips	Portland, US	2019-08-02
Margery Entwisle	The Sea Ranch, US	2019-08-02
samuel parsons	gualala, US	2019-08-02
bob jones	Spring Hill, US	2019-08-02
Roland Pesch	The Sea Ranch, US	2019-08-02
John Pyle	San Francisco, US	2019-08-02
Julio Gomez Zayas	Allentown, US	2019-08-02
School Shooter	Seattle, US	2019-08-02
Liam Davis	Albuquerque, US	2019-08-02

Name	Location	Date
Lillian Moreles	Fontana, US	2019-08-02
Jodene Miles	Sacramento, US	2019-08-02
Liam Owens	Herriman, US	2019-08-02
Naomi Glass	San Francisco, US	2019-08-02
Susan Clark	The Sea Ranch, US	2019-08-02
Laura Chenel	Sonoma, US	2019-08-02
Jshlaat Dickballs	Rochester, US	2019-08-02
Mark F	Chicago, US	2019-08-02
Hana Zhang	Westbury, US	2019-08-02
Minecraft Achievement	Mountain View, US	2019-08-02
Wesley Seawright	Rockville, US	2019-08-02
STEVEN COFFEYSMITH	The Sea Ranch, US	2019-08-02
Kinsley Schumacher	Bloomington, US	2019-08-02
George Calys	The Sea Ranch, US	2019-08-02
Kayden Aingworth	Thousand Oaks, US	2019-08-02
Dana Frediani	Sea Ranch, CA	2019-08-02
Robert Clemons	Lodi, US	2019-08-02
Roland Stoughton	Annapolis, US	2019-08-02
Trina Turk	Los Angeles, CA	2019-08-02
Michael Tully	Sea Ranch, US	2019-08-02
Stephanie Goodwin	The Sea Ranch, US	2019-08-02
suki shepard	berkeley, CA	2019-08-02

Name	Location	Date
Brooks Barry	Southport, US	2019-08-02
Scott Smith	The Sea Ranch, US	2019-08-02
Susan Blair	The Sea Ranch, US	2019-08-02
JM Novosel	Sea Ranch, CA	2019-08-02
Megan Songer	Waukee, US	2019-08-02
crista lucey	san francisco, CA	2019-08-02
Brian Peters	Knoxville, US	2019-08-02
Twitch.tv/ ConnorEatsPants	Jonesborough, US	2019-08-02
Jake Chesbro	Porter, US	2019-08-02
Yvonne Sonnega	The Sea Ranch, US	2019-08-02
Mary Mackie	Gualala, US	2019-08-02
lisa fleming	San Francisco, US	2019-08-02
Cameron Duncan	Osceola, US	2019-08-02
Janeice Spaulding	Chicago, US	2019-08-02
Dayle Imperato	The Sea Ranch, US	2019-08-02
Deanna Martin	Philadelphia, US	2019-08-02
Brandy Gospodarek	Waxahachie, US	2019-08-02
dj khali	Reisterstown, US	2019-08-02
Richard Warmer	The Sea Ranch, US	2019-08-02
Amelia Scort	Carlsbad, US	2019-08-02
Yeet Borgular	Mantua, US	2019-08-02
O'Brien Young	San Francisco, US	2019-08-02

Name	Location	Date
<Lynn Cuny	Kendalia, TX	2019-08-02
Vivienne Duilio	Bend, US	2019-08-02
kimberly pineda	Modesto, US	2019-08-02
Levi Conrow	Kirkland, US	2019-08-02
Harlene Smith	Stoney Fork, US	2019-08-02
Arlene Guerrero	San Francisco, US	2019-08-02
Chuck Sweeney	Santa Barbara, US	2019-08-02
Virginia Root	Gualala, CA	2019-08-02
Maria Bardini-Perkins	The Sea Ranch, US	2019-08-02
Ron Moresco	Petaluma, US	2019-08-03
Diane Jordan	San Francisco, US	2019-08-03
Ellen Matics	The Sea Ranch, US	2019-08-03
Joshua Bowyer	US	2019-08-03
william smith	Austin, US	2019-08-03
Judy Pfeifer	The Sea Ranch, US	2019-08-03
Hannah Olivier	VENTRESS, US	2019-08-03
Aden Tanner	Tempe, US	2019-08-03
jialun he	San Francisco, US	2019-08-03
inga stewart	Inglewood, US	2019-08-03
Joseph Wheeler	Perry, US	2019-08-03
Daniel Rizo	Austin, US	2019-08-03
Adam The Kok	Split, Croatia	2019-08-03

Name	Location	Date
Jacob Zickefoose	US	2019-08-03
Isaac Nugent	Ormond Beach, US	2019-08-03
Shari Rubin-rick	San Mateo, US	2019-08-03
Marcina Boles	Burleson, US	2019-08-03
Jada Shaw	Asbury Park, US	2019-08-03
Gregg Tosello	Montréal, US	2019-08-03
Joe Khamaiseh	Birmingham, US	2019-08-03
John Nelson	The Sea Ranch, CA	2019-08-03
Adrian Smith	US	2019-08-03
Jayson Martinez	Saginaw, US	2019-08-03
Madi Cornell	Boise, US	2019-08-03
Jonathan Rams	Miami, US	2019-08-03
Joshua Chain	Tallapoosa, US	2019-08-04
Carol Emory	The Sea Ranch, US	2019-08-04
Matthew Friel	Lakeland, US	2019-08-04
Chris Villani	Commack,, US	2019-08-04
London Barlow	El Paso, US	2019-08-04
Caiden Tower	Spring, US	2019-08-04
William Longwell	Guymon, US	2019-08-04
Robert Geary	Wakefield, US	2019-08-04
natasha allen	San Francisco, US	2019-08-04
bonnie saland	Los Angeles, US	2019-08-04

Name	Location	Date
Anne Vernon	The Sea Ranch, US	2019-08-04
Malene Samuelsen	Gualala, US	2019-08-04
Kamani Well	Duluth, US	2019-08-04
Mary Spence	Berkeley, US	2019-08-04
Anna Banana	Weehawken, US	2019-08-04
Eugene Turkov	Concord, US	2019-08-04
Barbara Poole	San Rafael, US	2019-08-04
Walt Rush	Point Arena, US	2019-08-04
Diane Cochran	Point Arena, US	2019-08-04
Annette Nunn	Satellite Beach, FL	2019-08-04
Cabarrus schools	Concord, US	2019-08-04
Patrick Ellis	Gualala, GA	2019-08-04
Clout Coochie	coochie123, US	2019-08-04
kathye hitt	Gualala, CA	2019-08-04
Adam Kaluba	Cincinnati, US	2019-08-04
sandy pavlic	pioneer, US	2019-08-04
Bill Apton	Gualala, US	2019-08-04
Jolman Viera	Brentwood, US	2019-08-04
Robert Geib	Barrington, US	2019-08-04
Bruce Goodwin	Pleasanton, US	2019-08-04
Janis Dolphin	Gualala, CA	2019-08-04
Roman Halvorsen	Wenatchee, US	2019-08-04

Name	Location	Date
Briannah French	Catawba, US	2019-08-04
Mohamed Traore	Brooklyn, US	2019-08-04
Drew Fagan	San Francisco, US	2019-08-04
Judith Fisher	Gualala, CA	2019-08-04
Lillian McFarland	Gualala, US	2019-08-04
Shawn Marrufo	US	2019-08-04
Damire Jefferson	Covington, US	2019-08-04
Alter Stern	Brooklyn, US	2019-08-04
Carolyn Case	Oakland, US	2019-08-04
Hu Hi	US	2019-08-04
Bette Covington	The Sea Ranch, US	2019-08-04
Paula Osborne	The Sea Ranch, US	2019-08-04
Jeremiah Grissom	Columbia, US	2019-08-04
Makiah Grover	Ashland, US	2019-08-04
LaTiana Coverson	Lagrange, US	2019-08-05
Caleb Burns	McMinnville, US	2019-08-05
Carol Kennedy	Gualala, US	2019-08-05
Kai T	Monroe Township, US	2019-08-05
Seth Tittle	B M Goldwater A F Range, US	2019-08-05
Derp Oats	Poway, US	2019-08-05
LaraIn Matheson	The Sea Ranch, US	2019-08-05
Pratima Athawale	Morganville, US	2019-08-05

Name	Location	Date
Emma Sanchez	Las Vegas, US	2019-08-05
Reianne Dalo	Las Vegas, US	2019-08-05
Noah Hastings	Round Rock, US	2019-08-05
Paula Haymond Haymond	Gualala, US	2019-08-05
nae educ	Murfreesboro, US	2019-08-05
Jerald H	Lincoln Park, US	2019-08-05
Madison Tedder	Gas City, US	2019-08-05
Jason Perez	Monroe, US	2019-08-05
Pat McFarland	Point Arena, CA	2019-08-05
Melissa Heithaus	Mckinney, US	2019-08-05
Lisa Joakimides	Point Arena, US	2019-08-05
Michael Antrim	Santa Barbara, US	2019-08-05
Anon Anon	Covington, US	2019-08-05
Thomas Good	Gualala, US	2019-08-05
Lorraine Lipani	Gualala, US	2019-08-05
Annie Pivarski	The Sea Ranch, US	2019-08-05
Kaylah Isaacs	Eastpointe, US	2019-08-05
Alejandra Cabanilla	Chicago, US	2019-08-05
aylish arana	gualala, CA	2019-08-05
Rodolfo Moran	Jamaica, US	2019-08-05
Ellen McCann	Escondido, US	2019-08-05
Cindy Espinoza	San Francisco, US	2019-08-05

Name	Location	Date
Laura Cortright	Berkeley, US	2019-08-05
Julia Contreras	Keaau, US	2019-08-05
Lori Lamon	The Sea Ranch, US	2019-08-05
Mary Forgan	Sacramento, US	2019-08-05
Barry Holman	Ukiah, US	2019-08-05
Kelly Richardson	Calistoga, US	2019-08-05
Teresa Spade	Fort Bragg, US	2019-08-05
Kathy Hile	The Sea Ranch, US	2019-08-05
Adrian Smith	Los Angeles, US	2019-08-05
Shelley Priest	Gualala, CA	2019-08-05
Sarbani Chakrabarti	Foster City, CA	2019-08-05
Rebecca Stewart	The Sea Ranch, US	2019-08-05
Maribel Gonzalez	Gualala, US	2019-08-05
Nancy Jewhurst	Elk Grove, US	2019-08-05
Shannon Patricks	Santa Rosa, US	2019-08-05
Cynthia Naoum	Gualala, CA	2019-08-05
Tom Goodrum	Austin, US	2019-08-05
Kristin Sleek	Keller, US	2019-08-05
Audrey Beck	San Francisco, US	2019-08-05
Surina Khan	Gualala, US	2019-08-05
Paul Mundy	The Sea Ranch, CA	2019-08-05
Elizabeth Roland	Modesto, US	2019-08-05

Name	Location	Date
Crystal Case	Sacramento, US	2019-08-05
Rachael Klapko	Annapolis, US	2019-08-05
Anthony Mineer	Santa Rosa, CA	2019-08-05
Debbie Byrd	Vacaville, US	2019-08-05
Andy Moore	Tucson, US	2019-08-05
Dena Parish	Gualala, US	2019-08-05
Brandi Hubert	Auburn, US	2019-08-05
Will Guyan	Gualala, US	2019-08-05
Steve Hillis	Nevada City, US	2019-08-05
Marena Hefner	Point Arena, US	2019-08-05
Dennis Paoletti	San Mateo, US	2019-08-05
Jeffrey Germaine	San Francisco, CA	2019-08-05
Ellen Clas	Silver Spring, US	2019-08-05
Frederic Kelley	Gualala, US	2019-08-05
Gail Porto	Orinda, CA	2019-08-05
Lita Gitt	Sea Ranch, CA	2019-08-05
Pablo Beck	The Sea Ranch, US	2019-08-05
Char Cardey	Davis, CA	2019-08-05
Heron Whiteside	Point Arena, US	2019-08-05
Priscilla Schlag	Healdsburg, CA	2019-08-05
Lindy Fay	The Sea Rance, US	2019-08-05
Audrey McCullough	Gallatin, US	2019-08-05

Name	Location	Date
Gregory Miller	The Sea Ranch, US	2019-08-05
Jack Walsh	The Sea Ranch, US	2019-08-05
Austim Hammond	Denver, US	2019-08-05
Janeen Murray	Healdsburg, US	2019-08-05
Shawn Doebling	Gualala, US	2019-08-05
victor briere	Gualala, US	2019-08-05
Laura Iliffe	Hyannis, US	2019-08-05
Julian Cannone	Gualala, US	2019-08-05
Robin Klingbeil	Napa, US	2019-08-05
Robert Widi	Piedmont, US	2019-08-05
David Bower	San Francisco, US	2019-08-05
Bonnie Plakos	Gualala, US	2019-08-05
KELLY MC DONALD	berkeley, US	2019-08-05
Yasmin Solomon	Gualala, CA	2019-08-05
John Landon	Bozeman, US	2019-08-05
Jonathan Forte	South Ozone Park, US	2019-08-05
Rebecca Avila	Santa Rosa, US	2019-08-05
Debbie Sullivan	Walnut Creek, US	2019-08-05
Sandra Hughes	The Sea Ranch, CA	2019-08-05
Brett Soloman	Sacramento, CA	2019-08-05
Karin Arrigoni	San Jose, US	2019-08-06
Dave Arrigoni	San Jose, US	2019-08-06

Name	Location	Date
Sarah Johnson	Oakland, US	2019-08-06
Daniel King	Birmingham, US	2019-08-06
Louella Hudson	Alpharetta, US	2019-08-06
William Robles	Point Arena, US	2019-08-06
Michi Perkins	Anchor Bay, US	2019-08-06
Laura Rasmussen	Rancho Cordova, US	2019-08-06
Beverly Naso	Watsonville, US	2019-08-06
Spirit Freeman	Petaluma, CA	2019-08-06
Deborah Lane	The Sea Ranch, CA	2019-08-06
Frank Lazzarotto	Sonoma, CA	2019-08-06
Melanie Backus-Kanuf	Richmond, US	2019-08-06
Jennifer Terry	Irvine, CA	2019-08-06
Karen Tracy	San Francisco, US	2019-08-06
Sage Gagnon	Woodland, US	2019-08-06
Jennifer Mutch	San Jose, CA	2019-08-06
Theresa David	Tucson, US	2019-08-06
Patti Pomplin	San Francisco, US	2019-08-06
Travis Cowden	Sonora, US	2019-08-06
Brittany Gonzalez	Vallejo, CA	2019-08-06
Karen Shapiro	US	2019-08-06
Cindy Kennedy	The Sea Ranch, US	2019-08-06
Omar Bernal	Duluth, US	2019-08-06

Name	Location	Date
Khoa Nguyen	San Jose, US	2019-08-06
Yemeni Yemeni	Oakland, US	2019-08-06
Clinton Vitorelo	San Francisco, US	2019-08-06
molly jans	San Francisco, US	2019-08-06
dana vitorelo	petaluma, CA	2019-08-06
amy smedley	Jacksonville, FL	2019-08-06
Clayton Hunt	Simi Valley, US	2019-08-06
Hamed Aldahmi	Oakland, US	2019-08-06
Lisa Smith-Youngs	Sacramento, CA	2019-08-06
Carol Frechette	Gualala, US	2019-08-06
Steve Chinchio	Ripon, US	2019-08-06
Jason Crews	Grand Prairie, US	2019-08-06
Linda Bradbrook	Gualala, US	2019-08-06
Nicole Ponsler	Sacramento, US	2019-08-06
theresa vitorelo	novaot, CA	2019-08-06
Steve Kaylor	Sea Ranch, US	2019-08-06
Jack Crispin Cain	Ukiah, US	2019-08-06
Theresa Slaman	Orinda, CA	2019-08-06
Jacqueline Brown	Healdsburg, CA	2019-08-06
Irma Brandt	Gualala, US	2019-08-06
Ellen Loring	Sea Ranch, US	2019-08-06
Krista Crews	Los Angeles, US	2019-08-06

Name	Location	Date
Ibrahim Saleh	San Francisco, US	2019-08-06
Jacqueline Strock	Point Arena, CA	2019-08-06
Ellen Buechner	Caspar, US	2019-08-06
Anna Marie Stenberg	Fort Bragg, CA	2019-08-06
Christy Gordon	Monrovia, US	2019-08-06
Deborah Heatherstone	Point Arena, US	2019-08-06
Elisabeth Watson	Berkeley, US	2019-08-06
Kasey Haffner	Yorktown, US	2019-08-06
Brock Kennedy	Juárez, Mexico	2019-08-06
Joseph Presnell	Scranton, US	2019-08-06
Juliet Tochi	Denver, US	2019-08-06
Debbie Cassani	The Sea Ranch, US	2019-08-06
Russell Olson	San Francisco, US	2019-08-06
Peter Buchman	Sacramento, CA	2019-08-06
Rhonda Lee	Santa Rosa, US	2019-08-06
Steven Harris	Austin, US	2019-08-06
Richard Curl	US	2019-08-06
robin leeper	point arena, CA	2019-08-06
Catherine Van Camp	Caspar, CA	2019-08-06
Rebecca MacFife	Fort Bragg, CA	2019-08-06
Laurence Anderson	Frem, US	2019-08-06
Robert Ortiz	San Francisco, US	2019-08-06

Name	Location	Date
Wendy Bailey	Gualala, US	2019-08-06
Kathleen Mitchell	San Francisco, US	2019-08-06
Bryan Gonzales	Charlotte, US	2019-08-06
Judith Leeper	Point Arena, US	2019-08-06
mohammed alghazali	Mechanicsville, US	2019-08-06
Nancy Morin	Point Arena, CA	2019-08-06
Vicki Hiltz	Point Arena, US	2019-08-06
Jesse Audette	Springfield, US	2019-08-06
Haleu Martin	Missoula, US	2019-08-06
Talan Nelson	Saint Cloud, US	2019-08-06
Mary Clark	San Francisco, US	2019-08-06
Sheryl Swales	Point Arena, US	2019-08-06
Betsy Anderson	San Francisco, CA	2019-08-06
Jessica Price	Point Arena, US	2019-08-06
Kyle Herlich	San Antonio, US	2019-08-06
Nita Hiltz	Gualala, US	2019-08-06
Marquasha Sherriod	Charlotte, US	2019-08-06
Micki Robbins	The Sea Ranch, US	2019-08-06
William Nieser	Gualala, US	2019-08-06
Mary Jarboe	Sneads Ferry, US	2019-08-06
Kerrie Shelton	Napa, US	2019-08-06
Nicholas Underhill	King, US	2019-08-06

Name	Location	Date
Audrey Perret	Metairie, US	2019-08-06
Becker Suman	Mesquite, US	2019-08-06
a m	Dallas, US	2019-08-06
Susie Gilley	The Sea Ranch, US	2019-08-06
Oona cava	Bellingham, WA	2019-08-06
jessica smith	Toledo, US	2019-08-06
Marcus Ezane	Stafford, US	2019-08-07
Charmaine Burrell	Gualala, US	2019-08-07
Rita Harrington	Newcastle, US	2019-08-07
Naseem Aldalali	Daly City, US	2019-08-07
Tiffany Graf	Sacramento, US	2019-08-07
Elizabeth Lowry	San Francisco, US	2019-08-07
Idek Fakkk	Rockville, US	2019-08-07
Liam Boehning	Lehighton, US	2019-08-07
jack Millard	Decatur, US	2019-08-07
marlene dorough	guerneville, CA	2019-08-07
Ken Jones	Louisville, US	2019-08-07
Michael Mayes	Houston, US	2019-08-07
Janet Flink	Santa Rosa, US	2019-08-07
Andrea Fregoso	Los Angeles, US	2019-08-07
Bobbie Clark	San Francisco, US	2019-08-07
Joaquin Sherman	Point Arena, US	2019-08-07

Name	Location	Date
Kyle Wagner	New Berlin, US	2019-08-07
Shelby Goodrum	Austin, US	2019-08-07
Athena Bolton	Albion, US	2019-08-07
Lisa Nicol	Healdsburg, US	2019-08-07
Shawn Brown	Beavercreek, US	2019-08-07
Nicholas La Mont	Los Angeles, US	2019-08-07
Brandon Garcia	Savannah, US	2019-08-07
Whitney Badgett	Point Arena, US	2019-08-07
Nevaeh Grace	Rae ford, US	2019-08-07
Daniel Schoenfeld	cazadero, CA	2019-08-07
Luisa Sanchez moreno	Spain	2019-08-07
Brian Levitow	Atkinson, US	2019-08-07
Jennifer Beem	Saint Peters, US	2019-08-07
Sabrina Costa	Worcester, US	2019-08-07
Sigrid Hillscan	Point Arena, CA	2019-08-07
Rachel Turner	The Sea Ranch, US	2019-08-07
Gabriel Cofer	Rochester, US	2019-08-07
Stan Donovan	Gualala, US	2019-08-07
Laurie York	Albion, CA	2019-08-07
Palmer Zarzycki	Warren, US	2019-08-07
Marghi Hagen	The Sea Ranch, US	2019-08-07
Ili Sanchez	Santa Rosa, CA	2019-08-07

Name	Location	Date
Lisa Wieneke	Gualala, US	2019-08-07
Kathleen Powers	The Sea Ranch, US	2019-08-07
Jr Madrigal	Absecon, US	2019-08-07
Patrick Hentschel	Los Angeles, CA	2019-08-07
Colin Madden	Gualala, US	2019-08-07
Maurene Viele	San Francisco, US	2019-08-07
Jo Nieser	Gualala, CA	2019-08-07
Mariah Trevino	Portland, US	2019-08-07
Abdul ali	Bronx, US	2019-08-07
Madison Madden	Gualala, US	2019-08-07
Drucilla Hamilton	Jenner, US	2019-08-07
Alexus Alexander	Austin, US	2019-08-07
Rebecca Smith	Corbin, KY	2019-08-07

Response to Comment #149:

Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the existing businesses.

Response to Comment #150:

Please see response to Comment #149.

August 6, 2019
P.O. Box 629
Gualala, CA 95445-0629
707-884-3368

California Department of Transportation
Cari Williams
Environmental Planner North Region Environmental – District 1
1656 Union Street
Eureka, CA 95501

Re: Comments on the *Gualala Downtown Enhancements Project*

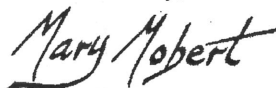
To whom it may concern:

Unfortunately, I was unable to attend the Gualala meeting of 25 July regarding the latest environmental report on the *Gualala Downtown Enhancement/Streetscaping Project* (GCAP). However, I would like to offer my comments below:

- 1) I strongly support the implementation and construction of these badly-needed improvements to downtown Gualala; traffic management and safer areas for pedestrians and cyclists will be beneficial to our residents, local businesses, and visitors. I personally prefer Alternative 2 that appears to leave more space on the West side of Highway One, especially for the Surf Market complex and its parking issues. I am also in favor of meandering sidewalks and the overall feel of the plan. 151
- 2) In section 1.5.7—the discussion of plant species—the report states CalTrans will “control pests” and implement “invasive weed control”. Since CalTrans is known to use toxic sprays such as RoundUp, I would strongly request that, for the health of the human community, the environment, and the wild species that inhabit that environment, you avoid such use to achieve this goal. 152
- 3) During your first public meetings starting 10 March 2012, you presented plans for the GCAP to start just at- or a little south of Old State Highway (CR 501A). At the intersection of 501A and Highway One, a traffic-calming circle was in one of the suggested plans. This had unanimous public approval at that time for it would cause traffic to enter the remainder of the downtown area at a safe speed. Presently, the southern electronic speed display slows the majority of drivers but circa 20% still enter town 15-20 mph above the posted 25 mph speed limit. A traffic-calming circle is really needed at that intersection and I request it be returned to- and retained in the final design plan. 153
- 4) Also, during your first public meetings and as late as fall of 2018, bicycle “sharrows” were being highly recommended by CalTrans and *Mendocino Council of Government* (MCOG) staff as a way to keep the roadway at a 60-foot width, accommodate side-walks and turn lanes, and allow cyclists the best access to Route One. In your present suggestions, neither option has incorporated this feature. Please consider reinstating/reinserting “sharrows” into the plan. 154

Thank you for taking time to review and consider my suggestions, as well as heading this wonderfully beneficial project; I look forward to viewing the final design. I remain,

Sincerely,



Mary Mobert

Response to Comment #151:

Thank you for your comment and support of the project.

Response to Comment #152:

Caltrans District 1 does not use RoundUp to control invasives.

Response to Comment #153:

Thank you for your comment but that is not within the scope of this project and is not included in the Gualala Town Plan.

Response to Comment #154:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians.

August 7, 2019

Subject: Gualala Streetscape

Caltrans
Attn: Liza Walker
1656 Union St
Eureka, Ca
95501
Email: Liza.walker@dot.ca.gov

To Whom It May Concern:

My name is *Lisa Wieneke-Rich* and I'd like to express my concern about the Gualala Streetscape Plan, and the negative affect that a widened road and the loss of parking on Highway 1 will have on Surf Market and other local businesses. A Mendocino County report states, "Due to the elimination of on-street (Route 1) parking spaces and private parking spaces, business economic loss is likely."

155

Surf Market is a vital community resource. I depend on Surf for the selection and quality of products that are only available there, and they consistently support many community organizations with financial or in-kind support. Without that support, it would be more difficult for those organizations to serve our community.

Though our businesses (*Center for Applied Conscious in Cypress Village & Pacific Coast Ayurveda further north on Highway 1*) may not be directly affected with loss of parking spaces, I believe strongly that the health and well-being of our community depends on the continued presence and prosperity of our existing businesses as well as fostering an environment in which additional future businesses could thrive. Diminished parking (which is already too sparse for the businesses on the west side of Highway 1) will result in lost business, which could lead to business closure.

Part of what makes Gualala attractive – to live in and to visit – is the slow paced local feel. Our town is tiny, so the reality of cars wandering slowly through town and maybe pausing while they wait for someone to make a left into Surf or elsewhere, allows visitors time to look around, and decide to visit a business. A center turn lane would only encourage people to race through town, exceeding the speed limit, as people are prone to do, and missing the opportunity to spend time and money in our town. For those who have voiced "safety concerns," the current plan could increase risk because of this "open road" affect.

156

Many of the business owners and residents agree that this plan, while having good civic intentions and some viable elements, would have too many negative effects overall. We do not support this plan. A sidewalk on the East side of the road where parking will not be lost, and a couple more clearly marked crosswalks would address safety and walkability, without the negative effects of a widened road.

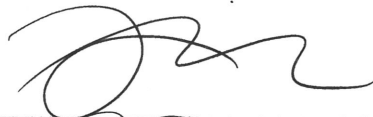
157

We need more parking in the downtown area - not less. Please consider revising the plan. We have a concerned group of local business owners who will participate in a focused collaboration to modify the existing plan to one that does not include widening the road.

Sincerely,

Lisa Wieneke-Rich

Signature



Joe Rich

Signature



Response to Comment #155:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

Response to Comment #156:

Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Response to Comment #157:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. The project proposes to install crossings along the mainline with activated flashing beacons at critical locations throughout the town, which would allow safer pedestrian access as well as slow down oncoming vehicles into the downtown area, sidewalks on both sides of the street.

Gualala Downtown Enhancements Project Open House Meeting – July 25, 2019

Name (please print) SUSAN ARCHER E-mail/Phone# _____

Address (home) 37981 Pacific View City Gualala State CA Zip Code 95445

Authorized Representative (name of organization or agency) resident

Address (business) _____ City _____ State _____ Zip Code _____

COMMENTS We don't need any bike lanes in town. We need bike lanes from Bed Rock north to Big Bluch. Highway 1 does not need to be widen. Hence the parking for the Big Rigs - 5th wheels, motorhomes etc.

158

We do need more lights along Highway 1 thru town.

Written comments may be mailed to Caltrans, Attention: Cari Williams, 1656 Union Street, Eureka, CA 95501 or emailed to cari.williams@dot.ca.gov. All comments must be sent by August 8, 2019.

Completing and signing this document is voluntary. The Department of Transportation may use this information for statistical purposes, to notify you of any future hearings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.

Response to Comment #158:

The purpose of the project is to provide comfortable facilities for pedestrian and bicycle travel through downtown Gualala and the project is needed to reduce conflicts between motorized and non-motorized users of the facility. Bike lanes allow for more accessibility for cyclists and create a separation between vehicles and pedestrians.

Although the pavement width of the highway would increase with the addition of the two-way left turn lane (TWLTL), the configuration of the two-lane road would still be maintained. The TWLTL will allow for reduced queuing in the travel lane and allow left turning vehicles room to wait and provide a space to safely wait for opposing traffic while still allowing vehicles to make a left turn into businesses and is included in the Gualala Town Plan.

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.

Gualala Downtown Enhancements Project Open House Meeting – July 25, 2019

Name (please print) Lloyd Chasey E-mail/Phone# lloydchasey@yahoo.com

Address (home) 30230 S Highway 1 City Gualala State CA Zip Code 95445

Authorized Representative (name of organization or agency) Gualala Municipal Advisory Council (GMAC)

Address (business) _____ City _____ State _____ Zip Code _____

COMMENTS _____

The GMAC is very supportive of the streetscape project. It will improve public safety by providing a designated bike lane, 5 additional pedestrian crosswalks and improve visibility for vehicles entering the highway by eliminating on-street parking. ~~Eliminate~~ 159
The project will provide ~~an~~ ability for pedestrians to walk the length of the village and will improve the ~~are~~ aesthetics of the town.
I prefer Alternative 2, which would avoid eliminating parking spots in the Surf Market parking lot

Written comments may be mailed to Caltrans, Attention: Cari Williams, 1656 Union Street, Eureka, CA 95501 or emailed to cari.williams@dot.ca.gov. All comments must be sent by August 8, 2019.

Completing and signing this document is voluntary. The Department of Transportation may use this information for statistical purposes, to notify you of any future hearings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.

Response to Comment #159:

Thank you for your comment and support of the project.

Gualala Downtown Enhancements Project
Open House Meeting – July 25, 2019

aol.com

Name (please print) Melissa Finley E-mail/Phone# ingredients.woman@
Address (home) 38851 South Hwy 1 City Gualala State CA Zip Code 95445
Authorized Representative (name of organization or agency) I am a GMAC member.

Address (business) PO Box 305 City Gualala State CA Zip Code 95445

COMMENTS sidewalk plantings ought to be native if possible
also xeriscape plants, widely available. 160

Are meandering sidewalks as safe, navigable, and as
easily & comparably priced in maintenance? I like both!
as the straight sidewalks? Both are great! 161
It looks gorgeous - I can't wait to see it all in
its completed glory! :)

I will be so GLAD, and feel a LOT SAFER,
when the street parking is GONE! It is a fearful
thing to turn left when the view is blocked by
large vehicles up and down the road.

Written comments may be mailed to Caltrans, Attention: Cari Williams, 1656 Union Street, Eureka, CA 95501 or emailed to cari.williams@dot.ca.gov. All comments must be sent by August 8, 2019.

Completing and signing this document is voluntary. The Department of Transportation may use this information for statistical purposes, to notify you of any future hearings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.

Response to Comment #160:

Non-irrigated, drought resistant native species will be utilized in the landscaping elements.

Response to Comment #161:

Thank you for your comment and support of the project.

Gualala Downtown Enhancements Project Open House Meeting – July 25, 2019

Name (please print) Bruce Jones E-mail/Phone# bsjones36@gmail.com
 Address (home) 38575 Robinson Reef Drive City Gualala State _____ Zip Code _____
 Authorized Representative (name of organization or agency) GCSD

Address (business) _____ City _____ State _____ Zip Code _____

COMMENTS I prefer alternative #2

Written comments may be mailed to Caltrans, Attention: Cari Williams, 1656 Union Street, Eureka, CA 95501 or emailed to cari.williams@dot.ca.gov. All comments must be sent by August 8, 2019.

Completing and signing this document is voluntary. The Department of Transportation may use this information for statistical purposes, to notify you of any future hearings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.

Response to Comment #162:

Thank you for your comment and support of the project.

Gualala Downtown Enhancements Project
Open House Meeting – July 25, 2019

Name (please print) Terry Phardresher E-mail/Phone# 707-884-4321
Address (home) 46050 Big Canyon Rd City Gualala State CA Zip Code 95745
Authorized Representative (name of organization or agency) GMAC

Address (business) _____ City _____ State _____ Zip Code _____

COMMENTS The options proposed at the open house on July 25th both jeopardize the future of our community's finest supermarket, Surf Super!!! The amount of parking space that the Surf would lose would surely be crippling!

163

Should ^{are} other options that need to be explored by Caltrans. As our community has grown and prospered the Surf Market continues to be innovative and successful despite the already limited and unsafe parking. To take away more parking from a supportive and vital business is not an option!!!

Please take time to look at other creative options to open up the ocean view north of Surf market and create parking so desperately needed in our small town! Thank you!

Written comments may be mailed to Caltrans, Attention: Cari Williams, 1656 Union Street, Eureka, CA 95501 or emailed to cari.williams@dot.ca.gov. All comments must be sent by August 8, 2019.

Completing and signing this document is voluntary. The Department of Transportation may use this information for statistical purposes, to notify you of any future hearings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.

Response to Comment #163:

Per the Gualala Town Plan section G3.6-12 "No on-street parking shall be permitted on Highway 1. County staff shall coordinate with Caltrans to develop appropriate signage."

GMAC has identified multiple offsite locations that are possible parking locations for visitors throughout the downtown area. The project aims to add pedestrian and bicycle accessibility by providing walking and biking space and allowing for safer crossing at several locations in the downtown area. Also, the proposed alternative will have minimal impact to the Surf Market parking lot.



Chapter 4. List of Preparers

California Department of Transportation, District 1

Phlora Barbash	Landscape Associate, Visual Contribution: Visual Impact Assessment, September 11, 2017 Supplemental Visual Impact Assessment, June 6, 2019
Katie Everett	Project Manager Contribution: Project Coordination
Ash Arreola	Project Engineer Contribution: Project Design
Joan Fine	Architectural Historian Contribution: Historic Review
Dawn Graydon	Associate Environmental Planner, Natural Resources Contribution: Natural Environment Study Addendum, May 10, 2019
Samantha Hadden	Transportation Engineer, NPDES Coordinator Contribution: Water Quality Assessment Memo, April 25, 2018
Brian James	Associate Environmental Planner, Archaeology Contribution: Cultural Resources Compliance Memo, May 23, 2019
Mark Melani	Associate Environmental Planner, Hazardous Waste

Brandon Larsen	Supervising Environmental Planner Contribution: Environmental Office Chief
Liza Walker	Senior Environmental Scientist (Supervisory) Contribution: Acting Environmental Office Chief
Saeid Zandian	Transportation Engineer, Air and Noise Contribution: Traffic Noise and Air Quality Impact Memo, May 23, 2019

Chapter 5. Distribution List

Federal and State Agencies

California Department of Fish and Wildlife
619 2nd Street
Eureka, CA 95501

North Coast Regional Water Quality Control Board
5550 Skylane Boulevard Suite A
Santa Rosa, CA 95403-1072

United States Army Corps of Engineers
1455 Market Street #16
San Francisco, CA 94103

Regional / County / Local Agencies

Mendocino Council of Governments
367 N. State Street, Suite 206
Ukiah, CA 95482

Mendocino County Planning Department
501 Low Gap Road
Ukiah, CA 95482

Interested Groups, Organizations and Individuals

Gualala Municipal Advisory Council
P.O. Box 67
Gualala, CA 95445



Appendix A. Title VI Policy Statement



DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

April 2018

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Related federal statutes and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, please visit the following web page:
http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone (916) 324-8379, TTY 711, email Title.VI@dot.ca.gov, or visit the website www.dot.ca.gov.

A handwritten signature in blue ink, appearing to read "Laurie Berman".

LAURIE BERMAN
Director

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*



Appendix B. Layout of Proposed Work





WELCOME TO GUALALA

PLANTED MEDIAN TURNOUT

2' LANDSCAPE STRIP

MEDIAN ISLAND WITH PEDESTRIAN REFUGE

SURFACE MARKET

MEDIAN ISLAND WITH PEDESTRIAN REFUGE

CURVILINEAR SIDEWALK WITH LANDSCAPE ON BOTH SIDES

SEA CLIFF LODGING GALLERIES

TRINKS CAFE

PM 1.0 END PROJECT

VUE KITCHEN

HOTEL BREAKERS

DREAM CATCHER INTERIORS

SURF INN

FORTE GUALALA LLC

PM 0.6 BEGIN PROJECT

CURVILINEAR SIDEWALK WITH LANDSCAPE ON BOTH SIDES

GUALALA COUNTRY INN

UPPER CRUST PIZZERIA

GUALALA HOTEL

RED STELLA

CHURCH ST

CHEVRON

AT&T

GUALALA PLAZA LLC

PLANTED MEDIAN

VILLAGE COBBLERY

RUMOR SALON

OCEAN DRIVE

NEW SIDEWALK

OLD STAGE ROAD

CENTER ST

SUNDSTROM MALL

01-0C720

PROPOSED ALTERNATIVE NO SCALE

Appendix C. USFWS and NMFS Species List





United States Department of the Interior



FISH AND WILDLIFE SERVICE
Arcata Fish And Wildlife Office
1655 Heindon Road
Arcata, CA 95521-4573
Phone: (707) 822-7201 Fax: (707) 822-8411

In Reply Refer To:
Project Code: 2024-0025956
Project Name: 01-0C720 - Gualala Downtown Enhancements

December 13, 2023

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through IPaC by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at: <https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see [Migratory Bird Permit | What We Do | U.S. Fish & Wildlife Service \(fws.gov\)](#).

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
-

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Arcata Fish And Wildlife Office

1655 Heindon Road

Arcata, CA 95521-4573

(707) 822-7201

PROJECT SUMMARY

Project Code: 2024-0025956

Project Name: 01-0C720 - Gualala Downtown Enhancements

Project Type: Road/Hwy - Maintenance/Modification

Project Description: Improve traffic flow and create safe and comfortable facilities for pedestrian and bicycle travel through downtown Gualala. The project proposes to modify State Route 1 (SR-1) through the community of Gualala. The project is intended to improve the livability of downtown Gualala while still maintaining the tourist functions of Gualala. The project proposes a lane width reduction along with the addition of pedestrian facilities, Class II bike facilities and left-turn channelization. The proposed lanes are two 11-foot-wide travel lanes with a 12-foot-wide two-way left-turn lane (TWLTL), a 5-foot-wide bike lane on each side of SR-1, and 6-foot to 8-foot-wide winding pedestrian sidewalks.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@38.7676947,-123.52992797854445,14z>



Counties: Mendocino County, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 16 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

BIRDS

NAME	STATUS
Marbled Murrelet <i>Brachyramphus marmoratus</i> Population: U.S.A. (CA, OR, WA) There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4467	Threatened
Northern Spotted Owl <i>Strix occidentalis caurina</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1123	Threatened
Western Snowy Plover <i>Charadrius nivosus nivosus</i> Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8035	Threatened
Yellow-billed Cuckoo <i>Coccyzus americanus</i> Population: Western U.S. DPS There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3911	Threatened

REPTILES

NAME	STATUS
Green Sea Turtle <i>Chelonia mydas</i> Population: East Pacific DPS No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6199	Threatened
Leatherback Sea Turtle <i>Dermochelys coriacea</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1493	Endangered
Northwestern Pond Turtle <i>Actinemys marmorata</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1111	Proposed Threatened

AMPHIBIANS

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened

FISHES

NAME	STATUS
Tidewater Goby <i>Eucyclogobius newberryi</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/57	Endangered

INSECTS

NAME	STATUS
Behren's Silverspot Butterfly <i>Speyeria zerene behrensii</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/900	Endangered
Lotis Blue Butterfly <i>Lycaeides argyrognomon lotis</i> There is proposed critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/5174	Endangered
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

CRUSTACEANS

NAME	STATUS
California Freshwater Shrimp <i>Syncaris pacifica</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7903	Endangered

FLOWERING PLANTS

NAME	STATUS
Burke's Goldfields <i>Lasthenia burkei</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4338	Endangered
Contra Costa Goldfields <i>Lasthenia conjugens</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7058	Endangered
Showy Indian Clover <i>Trifolium amoenum</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6459	Endangered

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: California Department of Transportation District 3

Name: Christopher Hart

Address: 1656 Union Street

City: Eureka

State: CA

Zip: 95501

Email: christopher.l.hart@dot.ca.gov

Phone: 7073827561

Hart, Christopher L@DOT

From: NMFS SpeciesList - NOAA Service Account <nmfs.wcrca.specieslist@noaa.gov>
Sent: Tuesday, December 12, 2023 9:48 AM
To: Hart, Christopher L@DOT
Subject: Federal ESA - - NOAA Fisheries Species List Re: Gualala Downtown Enhancements, Caltrans project 0C720, 01-MEN001 PM 0.6-1.0

EXTERNAL EMAIL. Links/attachments may not be safe.

Please retain a copy of each email request that you send to NOAA at nmfs.wcrca.specieslist@noaa.gov as proof of your official Endangered Species Act SPECIES LIST. The email you send to NOAA should include the following information: your first and last name; email address; phone number; federal agency name (or delegated state agency such as Caltrans); mailing address; project title; brief description of the project; and a copy of a list of threatened or endangered species identified within specified geographic areas derived from the NOAA Fisheries, West Coast Region, California Species List Tool. You may only receive this instruction once per week. If you have questions, contact your local NOAA Fisheries liaison.

Hart, Christopher L@DOT

From: Hart, Christopher L@DOT
Sent: Tuesday, December 12, 2023 9:48 AM
To: NMFS SpeciesList - NOAA Service Account
Subject: Gualala Downtown Enhancements, Caltrans project 0C720, 01-MEN001 PM 0.6-1.0

Dear NMFS,

I am requesting confirmation that I have identified selected species and critical habitats potentially affected by the referenced project; 0C720 – Gualala Downton Enhancements. The project is located in the of Gualala Quadrangle, Quad #38123-G5.

Project details:

The California Department of Transportation (Caltrans) proposes to improve multimodal transportation in Mendocino County at Gualala from 150 feet south of Center Street to 275 feet north of Ocean Drive (PM 0.6 to PM 1.0). To accomplish this, this project will widen SR 1 to accommodate two 11-foot wide travel lanes, a center 12-foot wide two-way left-turn lane, two 5-foot wide Class II bike lanes and 8-foot wide sidewalks on both sides of the highway.

Additional work will include the following: installation of crosswalks and median islands at selected locations to improve pedestrian safety, utility relocations where the utilities conflict with proposed drainage work or sidewalk, installation of a radar feedback sign at PM 0.94 facing southbound traffic, and pedestrian activated flashing sign panels at crosswalks. Drainage inlets will be relocated to the outside edges of the sidewalks. Longitudinal drains will be replaced. Drainage from adjacent parking lots on the right side of the highway will be conveyed under the sidewalks, to the highway surface on the right side of the northbound bicycle lanes.

Please Note: No work within fish bearing streams is proposed.

Data were accessed today, December 12, 2023, via the Google Earth Pro Kmz file

Agency:

Caltrans District 01
North Region Environmental
1656 Union Street
Eureka, Ca 95501

Contact:

Christopher L. Hart
Environmental Scientist/Biologist
707-382-7561
Christopher.L.Hart@DOT.ca.gov

Thank you,
Chris Hart

Quad Name **Gualala**

Quad Number **38123-G5**

ESA Anadromous Fish

SONCC Coho ESU (T) -

CCC Coho ESU (E) - **X**

CC Chinook Salmon ESU (T) - **X**

CVSR Chinook Salmon ESU (T) -

SRWR Chinook Salmon ESU (E) -

NC Steelhead DPS (T) - **X**

CCC Steelhead DPS (T) -

SCCC Steelhead DPS (T) -

SC Steelhead DPS (E) -

CCV Steelhead DPS (T) -

Eulachon (T) -

sDPS Green Sturgeon (T) - **X**

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -

CCC Coho Critical Habitat - **X**

CC Chinook Salmon Critical Habitat - **X**

CVSR Chinook Salmon Critical Habitat -

SRWR Chinook Salmon Critical Habitat -

NC Steelhead Critical Habitat - **X**

CCC Steelhead Critical Habitat -

SCCC Steelhead Critical Habitat -

SC Steelhead Critical Habitat -

CCV Steelhead Critical Habitat -

Eulachon Critical Habitat -

sDPS Green Sturgeon Critical Habitat - **X**

ESA Marine Invertebrates

Range Black Abalone (E) - **X**

Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) - **X**

Olive Ridley Sea Turtle (T/E) - **X**

Leatherback Sea Turtle (E) - **X**

North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) - **X**

Fin Whale (E) - **X**

Humpback Whale (E) - **X**

Southern Resident Killer Whale (E) - **X**

North Pacific Right Whale (E) - **X**

Sei Whale (E) - **X**

Sperm Whale (E) - **X**

ESA Pinnipeds

Guadalupe Fur Seal (T) - **X**

Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH - **X**

Chinook Salmon EFH - **X**

Groundfish EFH - **X**

Coastal Pelagics EFH - **X**

Highly Migratory Species EFH - **X**

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office

562-980-4000

MMPA Cetaceans - **X**

MMPA Pinnipeds - **X**

Chris Hart

Environmental Scientist

Caltrans | North Region Environmental

1656 Union Street | Eureka CA 95501

Work Cell: 707-382-7561