

# Surfers Beach Parking Plan



*Image Courtesy: Google Maps*

**Pursuant to Coastal Development Permit**

**A-2-SMC-24-0010/A-2-HMB-24-0025**

**For the State Route 1 Multi-Asset Roadway Rehabilitation Project**


**Prepared for the California Coastal Commission**

***Approved by the California Coastal Commission May 15, 2026***

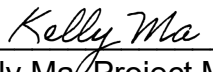
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**Table of Contents**

Executive Summary ..... 1

Chapter 1: Background ..... 1

    1.1 Regulatory Context ..... 1

    1.2 Existing Safety Conditions and Parking ..... 2

    1.3 Project Components Related to Safety and Public Access ..... 4

    1.4 Future Conditions ..... 5

    1.5 Coordination with Harbor District ..... 5

    1.6 Additional Stakeholder Coordination ..... 6

    1.7 Public Outreach ..... 7

Chapter 2: Pillar Point/Surfers Beach Safe Parking Project ..... 10

    2.1 Project Location ..... 10

    2.2 Project Description ..... 13

    2.3 Design and Operation ..... 13

    2.4 Project Benefits ..... 14

    2.5 Caltrans Project Funding and Scope of Work ..... 14

Chapter 3: Conclusion ..... 14

**List of Figures**

Figure 1: Project Vicinity ..... 9

Figure 2: Project Location and Elements ..... 11

Figure 3: Walking Distances and Paths to Coastal Recreation ..... 12

**Appendices**

- Appendix A Surfers Beach/Community of El Granada Transportation Safety and Bike Lane Study
- Appendix B Supplemental Information Prepared for California Coastal Commission Hearing

## **Acronyms List**

ADA	Americans with Disabilities Act
Caltrans	California Department of Transportation
CCC	California Coastal Commission
CDP	Coastal Development Permit
City	City of Half Moon Bay
County	County of San Mateo
EV	electric vehicle
Harbor District	San Mateo County Harbor District
Parking Project	Pillar Point/Surfers Beach Safe Parking Project
ROW	right-of-way
RV	Recreational Vehicle
Safety Study	Surfer's Beach/Community of El Granada Transportation Safety and Bike Lane Study
School District	Cabrillo Unified School District
SR	State Route
SR 1 Project	State Route 1 Multi-Asset Rehabilitation Project

## **Executive Summary**

The California Department of Transportation (Caltrans) is planning to construct the State Route (SR) 1 Multi-Asset Roadway Rehabilitation Project (SR 1 Project) to rehabilitate existing pavement, improve existing traffic facilities, rehabilitate existing drainage systems, install Complete Streets elements (including a Class II bike lane on SR 1), and install traffic operations system elements along SR 1 in San Mateo County, California. This project is in the Coastal Zone, and Caltrans was issued a Coastal Development Permit from the California Coastal Commission that includes a condition to provide public parking for coastal access. To address this condition, Caltrans is proposing to partially fund a new public parking lot and enhance the construction staging dirt lot in the vicinity of coastal access. Caltrans has partnered with the San Mateo County Harbor District to partially fund the cost of constructing a new parking lot that would provide free public parking directly west of Sam's Chowder House, within walking distance of Surfers Beach amenities. Caltrans is also proposing to grade and place gravel in the existing construction staging dirt lot in state right-of-way on the Burnam Strip, which is within walking distance of Surfers Beach. The proposed improvements to the existing construction staging dirt lot would occur upon completion of the Project. In addition, Caltrans is proposing wayfinding signage on SR 1 to direct the public to parking lots for coastal access.

## **Chapter 1: Background**

### **1.1 Regulatory Context**

The State Route (SR) 1 Multi-Asset Roadway Rehabilitation Project (SR 1 Project) is subject to coastal development permitting within the areas of authority of two separate local coastal programs administered by the County of San Mateo (County) and the City of Half Moon Bay (City). Three appeals were submitted to the California Coastal Commission (CCC) contesting the project's Coastal Development Permits (CDP) that the County and City issued. After going through the appeals and CCC hearing process, the CCC issued California Department of Transportation (Caltrans) CDP A-2-SMC-24-0010/A-2-HMB-24-0025 on November 14, 2024. Special Condition 2 of the CDP is related to one of the appeals that was filed on the grounds that the project would result in a loss of unregulated spaces along SR 1 between Capistrano Road and Coronado Street, used primarily for coastal access, where unregulated use of the shoulder is practiced along the roadside of SR 1. The SR 1 Project would convert the existing SR 1 shoulder to a new transportation facility in the form of a continuous Class II bike lane. Special Condition 2 reads as follows:

*WITHIN ONE YEAR OF CDP APPROVAL (i.e., by November 14, 2025),  
the Permittee shall submit a plan, for the review and written approval of  
the Executive Director, that will provide public access improvements  
supporting at least 75 free public parking spaces in the area near*

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*Highway 1 at Surfer's Beach. The plan may provide such improved public access improvements via any combination of the following, in order of preference: creation of new parking lots/areas in the Caltrans right-of-way or the extension of pavement (and any necessary realignment) along Highway 1 to provide on-highway parking; creation of new parking areas in conjunction with other public entities (e.g., the Harbor District); and improvements to the parking in the Obispo Road dirt parking lot and the extension of a trail to the existing Coronado Road crosswalk, or installation of a new crosswalk. In all cases, convenient and safe sidewalk access along and/or crosswalk access across Highway 1 from such parking spaces to the California Coastal Trail and the beach shall be provided.*

*The Executive Director approved plan shall be implemented and the improvements made available as soon as possible, but no later than two years from CDP approval (i.e., by November 14, 2026) and at least prior to the completion of construction.*

*In the event the Permittee cannot complete the improvements by the deadlines above, the Permittee shall return the informal shoulder parking on Highway 1. In this event, within 3 years from permit issuance (November 14, 2027), the Permittee shall complete or fund an off-highway bike and pedestrian path that provides through-cycling access through the Surfers Beach Corridor (or along Obispo Road) from Coronado Street to at least Capistrano Road.*

On November 10, 2025, Caltrans sent the CCC a request for a 6-month time extension to comply with Special Condition 2 of the CDP. On November 14, 2025, the CCC issued Caltrans an extension to extend the parking plan submittal deadline from November 14, 2025 to May 14, 2026.

## **1.2 Existing Safety Conditions and Parking**

Caltrans prepared the *Surfers Beach/Community of El Granada Transportation Safety and Bike Lane Study*<sup>1</sup> (Safety Study) [Appendix A] to evaluate parking, access, and safety concerns in the area of Surfers Beach and El Granada.

SR 1 is a major north-south state highway that runs alongside most of the Pacific Coast. SR 1 in the project area has 8-foot-wide shoulders on either side of the highway. The current unregulated use of the shoulder to access the coast and recreational facilities causes unsafe conditions for vehicles, bicyclists, and pedestrians. Therefore, the designated continuous bike facility would provide bicyclists the safety of having their own lane and eliminate the weaving of vehicles and bicyclists using the shoulder. There

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<sup>1</sup> California Department of Transportation. 2024. Surfers Beach/Community of El Granada Transportation Safety and Bike Lane Study. Available: <https://static1.squarespace.com/static/613d069a1c250f668bd42feb/t/6717f536e552cf2009ed8eb9/1729623364556/2024-10-02-Caltrans-MultiAsset-SafetyStudy.pdf>

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is a safety component for pedestrian traffic too, because the unregulated use of the shoulder has caused pedestrians to cross live traffic from the eastern side to the western side, and vice-versa. Caltrans encourages pedestrians to use signalized crosswalks where available.

The current unregulated use of the shoulder area on the eastern side of SR 1 presents these challenges to road users:

- Bicyclists riding within the shoulder area or Highway 1 travel lane may be hit by a vehicle attempting to park, or by opening car doors of parked vehicles.
- With numerous vehicles parking in the unregulated shoulder area, there are more pedestrians crossing SR 1 at various uncontrolled locations (i.e., no signal or stop sign) to access the beach area on the western side of the highway. These mid-block pedestrian crossings increase the potential for pedestrian-vehicle collisions.
- With vehicles slowing down and stopping frequently to maneuver in and out of the shoulder area, traffic congestion along SR 1 has increased in this area. Higher congestion could potentially lead to an increase in rear-end-type collisions and delays in emergency responses.

The study found that there were approximately 180 unregulated spaces on the shoulder of SR 1, of which 65 spaces are within walking distance to the entrance of Surfers Beach, and 115 spaces north of Surfers Beach are used to access other commercial establishments. Furthermore, the study found approximately 530 spaces available on high-use days (weekends, summer, sunny days) within walking distance of Surfers Beach. Current conditions result in the public engaging in unregulated use of the shoulder for parking along the northbound and southbound sides of SR 1, as well as the dirt lot in the Burnham Strip.

Prior to the issuance of the CDP, the CCC stated that Caltrans should construct a sidewalk along SR 1 to connect Caltrans' dirt lot in the Burnham Strip to the Coronado Street intersection. Caltrans reviewed the feasibility of installing a sidewalk in this location and determined that the current road width constrains improvements to the existing 12-foot travel lanes and 8-foot shoulder, which would accommodate the 6-foot Class II bikeway and 2-foot buffer. SR 1 is a conventional highway, and the minimum widths for vehicular lane, shoulder, bike lane, on-street parking area, and other geometric standards are defined in Caltrans' Highway Design Manual. Based on the minimum width requirements found in the Highway Design Manual, the existing roadway is not wide enough to accommodate both bike lanes and sidewalks, and/or on-street parking. Widening the roadway in this location would result in permanent environmentally sensitive habitat area impacts, and likely require other agency permits and compensatory mitigation as well. Additional details regarding constraints for installing a sidewalk in this location are provided in Appendix B.

### **1.3 Project Components Related to Safety and Public Access**

#### ***1.3.1 Safety and Multimodal Access Improvements***

Continuous Class II Bikeways (bicycle lanes striped for one-way travel, typically 6 feet wide) are proposed in both directions along approximately 7 miles of the SR 1 corridor, including adjacent to Surfers Beach between Capistrano Road and Coronado Street. Within the project area, the 6-foot Class II bike path and 2-foot buffer would be painted and striped in the shoulder along the SR 1 corridor in both directions. To increase public safety, no parking signs would be placed along portions of SR 1 in the vicinity of Surfers Beach. The existing dirt lot within Caltrans right-of-way (ROW) that is used for construction staging & maintenance purposes would be blocked off with guardrail along SR 1 to ensure safety of cyclists using the bike lane. This guardrail is depicted in the project construction plans on Layout Sheet L-19 that was provided in the CDP application.

Proposed conditions would improve safety by providing a dedicated bicycle lane and minimizing vehicle and pedestrian weaving. Proposed project improvements are expected to provide these safety enhancements:

- Reduce potential conflict between bicycles and vehicles.
- Reduce risk of potential vehicle collisions with both pedestrians and bicyclists.
- Discourage and reduce the incidents of pedestrians crossing at uncontrolled mid-block locations.
- Reduce traffic congestion and the potential for rear-end collisions.

California Highway Patrol is in support of adding “No Parking” signs along the bike lane. This would further enhance safety in the project area for cyclists, pedestrians, and drivers.

#### ***1.3.2 Public Access Improvements***

Caltrans is proposing improved wayfinding signage along the SR 1 corridor in the area of Surfers Beach and El Granada to better inform the visiting public about parking availability in public parking lots accessible from the intersections of SR 1 with Coronado Street and Capistrano Road. Wayfinding signage would indicate that parking is available to the west of the SR 1 and Capistrano Road intersection in the Oceano Hotel and San Mateo Harbor District (Harbor District) lots, and to the east of the SR 1 and Coronado Street intersection. Additional way-finding signage is also proposed along the southbound roadway of SR 1 to indicate that there is public parking available in the Pillar Point Recreational Vehicle (RV) Park.

#### ***1.3.3 Enhancement of Caltrans Staging Area***

Caltrans is proposing to make enhancements to the dirt lot in state ROW on the Burnam Strip that is currently being used for construction staging and maintenance purposes for the SR 1 Project. Upon project completion, the dirt lot in state ROW would be graded level and stabilized with rock or gravel to improve the conditions.

## **1.4 Future Conditions**

Caltrans is currently evaluating options to re-align SR 1 in anticipation of future sea level rise. Various scenarios to react to future sea level rise and current erosion are in the early planning stages, and work would continue with community, governmental, and agency stakeholders to evaluate potential scenarios and refine those towards alternatives that can be studied further. Any proposed solution would also need to include coastal access requirements, including parking. One goal of a future project to improve the resilience of infrastructure in the Surfers Beach area is to address coastal access and parking more fully, and to provide for safe parking and access for all various users of Surfers Beach.

## **1.5 Coordination with Harbor District**

This Surfers Beach Parking Plan was written to satisfy the requirement to provide a plan for public access improvements in Special Condition 2 of the CDP. In addition to the improvements identified in Section 1.3.2 and 1.3.3, Caltrans would provide a financial contribution to the Harbor District to fund a portion of the capital construction costs for the proposed Pillar Point/Surfers Beach Safe Parking Project (Parking Project). Based on preliminary design, this project would create approximately 114 free public parking spaces, including Americans with Disabilities Act (ADA) spaces, on the western side of SR 1, north of Surfers Beach (Figure 1).

The Harbor District was established in 1933 by a Resolution of the County of San Mateo Board of Supervisors. The Harbor District is governed by a five-member Board of Harbor Commissioners, who are elected for staggered 4-year terms<sup>2</sup>. The Harbor District manages Pillar Point Harbor, a harbor of refuge on the coast of San Mateo County.

Caltrans began coordinating with the Harbor District in September 2024, prior to the issuance of CDP A-2-SMC-24-0010/A-2-HMB-24-0025, to find a parking solution in the vicinity of the coastal segment of SR 1 between Capistrano Road and Coronado Street. This coordination was documented in the Safety Study. During this coordination, the Harbor District informed Caltrans that multiple times per year (the start of crab and salmon fishing seasons, holidays, nice weather weekends, and special events), the parking capacity of the existing Pillar Point Harbor parking lot is exceeded. On these occasions, the shoulder of SR 1 is used as an unofficial overflow parking area for coastal access. The Harbor District owns several parcels west and east of SR 1 that they have evaluated as locations for additional formal public parking to address this public access and safety issue. This potential future parking project proposed by the Harbor District was also discussed in the 2024 Safety Study. The parking locations reviewed by the Harbor District included a lot off the northbound roadway in the Burnam Strip and a lot off the southbound roadway next to Sam's Chowder House. In late 2025, the Harbor District determined that the lot would be constructed off the southbound roadway next to Sam's Chowder House. Caltrans will be partially funding the construction capital costs associated with the Harbor District's project that would result in the creation of 75 spots

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<sup>2</sup> San Mateo County Harbor District. 2025. About the Harbor District. Available: <https://www.smharbor.com/about-the-harbor-district>

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to comply with Special Condition 2 in the CDP. Coordination with the Harbor District is ongoing.

During coordination with the Harbor District, it was also determined that there are additional free public parking spaces in the Pillar Point RV Park that are new and were not accounted for in the Safety Study. The lot is situated across SR 1 on the southbound, directly adjacent to Surfers Beach. As of December 2025, the Harbor District re-striped the parking lot so that there are now eleven new parking spaces, two of which are reserved for electric vehicles (EV) with charging stations. Nine spaces are marked as coastal access parking and the other two are marked EV parking. There are also an additional seven parking spaces directly adjacent to Surfers Beach that comply with the ADA, and one 30-minute loading zone for vans/buses for pick up/drop off for children who attend the Surf School nearby. As stated prior, Caltrans would provide wayfinding signage along the southbound SR 1 roadway to indicate there is public parking in this lot.

## **1.6 Additional Stakeholder Coordination**

### *San Mateo County*

Caltrans has coordinated extensively with the San Mateo County Planning Division to inquire about upcoming projects in the area that could closely meet the needs of the CDP condition. In November of 2024, the County advised Caltrans that they had a future project for the Fire Station 41 South Lot Improvements, which included construction of a new sidewalk along the corner of Avenue Alhambra and Coronado Street connecting to a new crosswalk across Obispo Road. The new sidewalk replaced an undeveloped dirt path, providing new street parking with sidewalk access connecting directly to Surfers Beach. Caltrans approached the Coastal Commission about funding this project, and was told that the amount of street parking provided was not sufficient to offset for the loss of unregulated spaces on SR 1.

In a meeting held on August 26, 2025, the Coastal Commission asked Caltrans to inquire about the installation of additional parking at Magellan Avenue within San Mateo County right-of-way. Caltrans inquired about this location with the County and determined that no projects are currently planned or programmed in this location. Previous work on Magellan Ave was completed to install detour signs on SR 1 to route traffic properly onto Mirada Road when the road was converted from a two-way to a one-way (northbound only) due to coastal erosion.

### *Granada Community Services District*

Caltrans met with Granada Community Services District in November 2024, February 2025, and September 2025 to discuss the Granada Community Park and Recreation Center on the Burnham Strip. It was determined that the timeline for the Granada project did not meet the needs of the timeline for the CDP condition. However, Caltrans and Granada Community Services District will continue to collaborate on the effort to enhance parking in the area.

*Cabrillo Unified School District*

Caltrans met with the Cabrillo Unified School District (School District) in October 2025 to explore the feasibility of the visiting public using the El Granda Elementary School parking lot in the evenings and weekends. Per the discussion, the School District mentioned that the parking lot may already informally be in use during weekends; however, weekday evenings are not an option because of evening events and students/faculty staying at the school after school hours.

Caltrans followed up with the School District in January 2026. They mentioned that at this time, the school is not looking to take on any additional responsibility for the public parking lot and its maintenance. The coordination with the School District has closed.

**1.7 Public Outreach**

Given the extensive public interest in parking, the Burnham Strip, and the Surfers Beach area, a town hall meeting was held by the County of San Mateo on October 27, 2025 to discuss Harbor District's Parking Project in the El Granda community. The town hall hosted a panel consisting of Senator Becker, Supervisor Mueller, the Caltrans Project Manager, and the Harbor District General Manager. The Harbor District's initial parking lot proposal was in the Burnham Strip, because they owned two undeveloped parcels . However, it was soon realized that the Burnham Strip was not the ideal location for the District's needs; therefore, their consultant was requested to look at all parcels in the area that are owned by the Harbor District. On revisiting the project, the Harbor District presented four alternatives proposed for the Parking Project to the public:

1. Separated parking on SR1 within Caltrans ROW: *This alternative was deemed not realistic and likely to be eliminated because it is not on Harbor District property, would not support truck/trailer parking, and is not safe.*
2. Burnham Strip parking with access from Avenue Alhambra
3. Burnham Strip with parking with access from SR1:

*The concerns with Alternatives 2 and 3 are that there would be limited area to maneuver trailers, the lot would be contained to only one parcel because obtaining adjacent parcels is cost-prohibitive, requires a crosswalk or overcrossing across SR 1, the launch ramp is far to walk to, and public concern for using the Burnham Strip. These alternatives were deemed likely to be eliminated.*

4. Launch Ramp area with access from Pillar Point and SR 1 adjacent to Sam's Chowder House: *Among the alternatives, this was the most likely option because the advantages outweighed the disadvantages. This parcel is close to the launch ramp, coastal trail, and Surfers Beach; it would satisfy the 75 spaces condition that Caltrans has in their CDP; and in terms of cost, it would be more affordable.*

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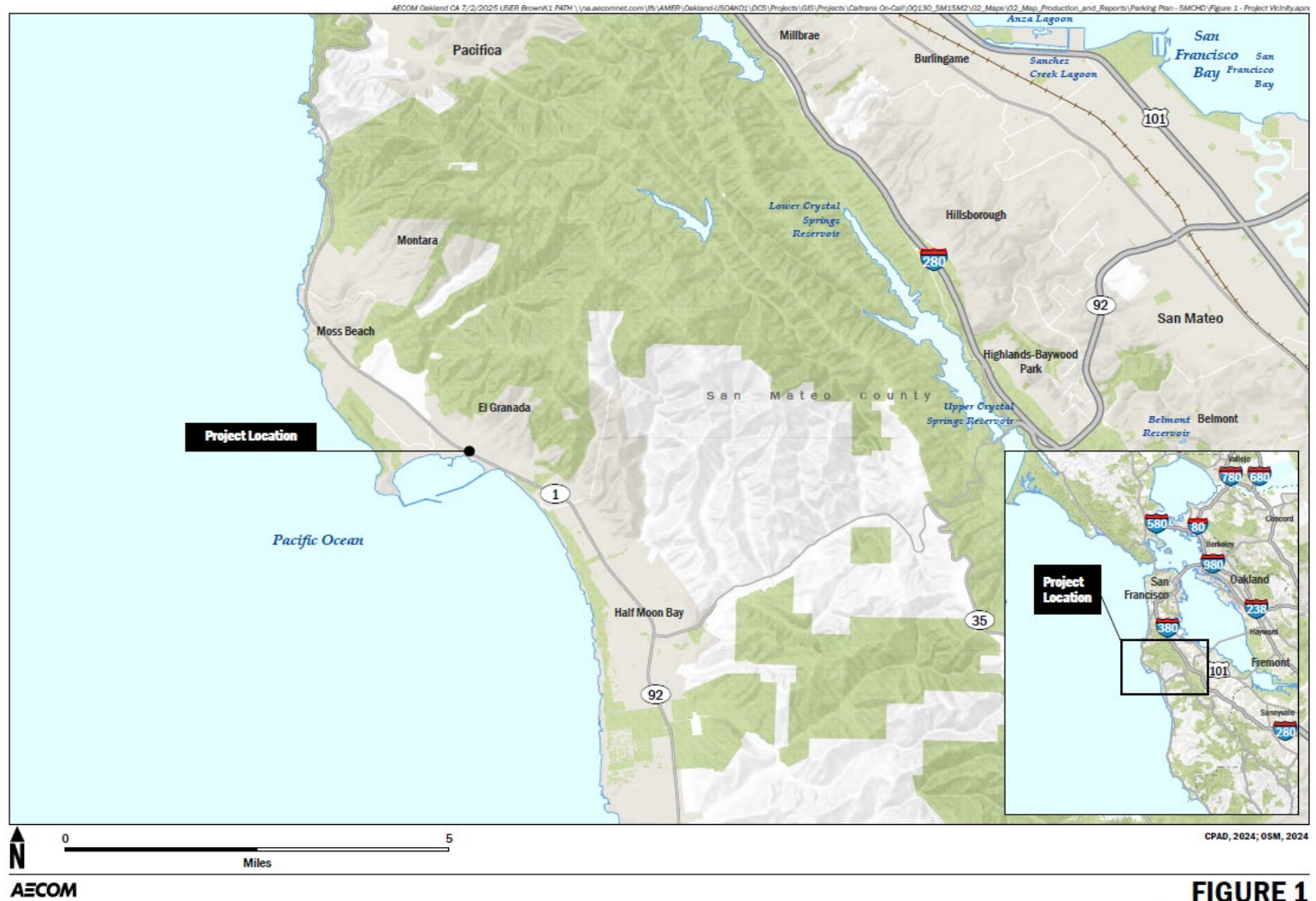
Following the presentation, public participation was encouraged, and several comments were received. The following comments were made primarily by the public:

1. Use of the Burnham Strip: Several residents of the area expressed that the historic Burnham Strip should never be used for any development, notably a parking lot, and that it should remain open space as intended. Several comments also expressed concern regarding viewshed and biological resource impacts.
2. Traffic: Several residents of El Granada and surrounding areas commented that because the entrance for the lot was off of Avenue Alhambra, the lot would cause excess traffic along SR 1 between Capistrano and Coronado, spilling into the residential neighborhood along Avenue Alhambra. In addition, there were several comments saying traffic would be much worse with the additional proposed lot on Burnham Strip. Avenue Alhambra is backed up already, and a new lot would exacerbate the traffic.
3. Safety Concerns: Several comments were raised regarding safety of pedestrians crossing SR 1 to get to Surfers Beach. Comments indicated that pedestrians were running across the highway with their belongings and children. Suggestions were made about adding a crosswalk or an overcrossing in the area.
4. Parking on the western side of SR 1: Several members of the public commented that converting the existing RV lot to public parking would be the best option, given its proximity to the beach and safer conditions.

Generally, public comment opposed the Burnham Strip location in favor of the location next to Sam's Chowder House. Due to this, the Senator and Supervisor took a show-of-hands vote to gauge the public's opinion on shifting the proposed parking lot to the western side of SR 1, adjacent to Sam's Chowder House, off the southbound roadway. The majority of the public present voted in the affirmative.

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(A-2-SMC-24-0010/A-2-HMB-24-0025)

Figure 1: Project Vicinity



**FIGURE 1**  
Project Vicinity

## **Chapter 2: Pillar Point/Surfers Beach Safe Parking Project**

### **2.1 Project Location**

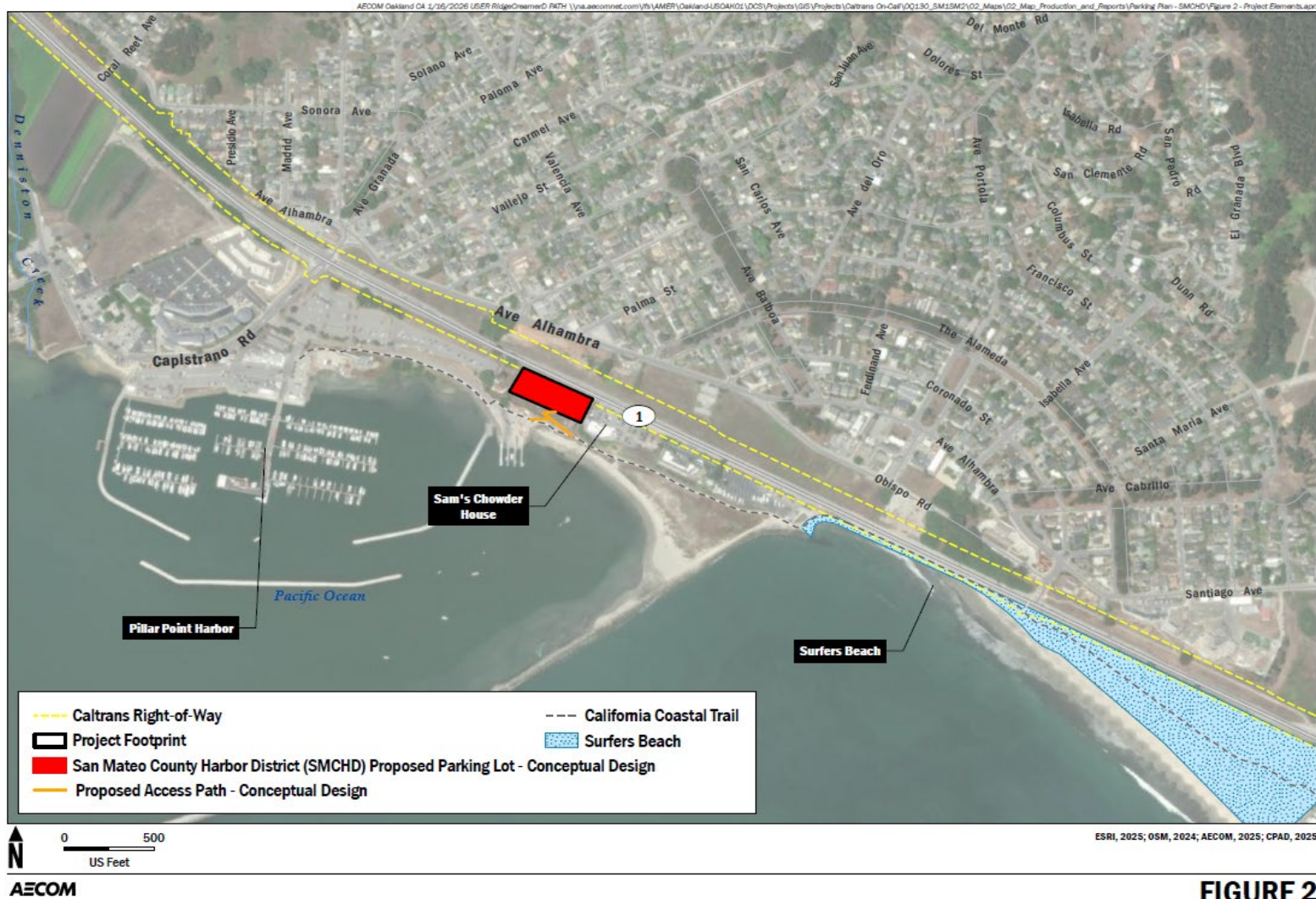
The Harbor District is proposing the Pillar Point/Surfers Beach Safe Parking Project in San Mateo County on the vacant parcel west of Sam’s Chowder House and north of the Pillar Point Launch Ramp, west of SR 1. The project would consist of design and construction of a public parking lot on Harbor District owned parcels (Assessor’s Parcel Numbers 047-252-390, 047-252-360, 047-252-226, 047-252-230, and 047-252-240), as depicted in Figure 2 below. A portion of the proposed lot is within Caltrans ROW.

#### ***2.1.1 Existing Conditions***

The site for the parking lot itself is a vacant strip primarily consisting of mowed ruderal nonnative grassland. The proposed parking lot would have an access path connecting to the existing coastal trail, which can be used for pedestrian access to coastal access points such as the Surfers Beach amenity area (approximately 0.3 mile) and Pillar Point Harbor (approximately 0.3 mile), as illustrated in Figure 3.

**Surfers Beach Parking Plan**  
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**Figure 2: Project Location and Elements**



**FIGURE 2**  
*Project Location and Elements*

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(A-2-SMC-24-0010/A-2-HMB-24-0025)

Figure 3: Walking Distances and Paths to Coastal Recreation



**FIGURE 3**  
*Walking Distances and Paths to Coastal Recreation*

## **2.2 Project Description**

### *Purpose and Need*

The project is needed to provide safe and accessible public parking in support of Pillar Point Harbor and prevent overflow parking in the surrounding neighborhoods. The parking area is required to support parking for the multiple missions of the Harbor District to include support of coastal access, commercial and recreational vessel fleets, shoreside fishing, maritime recreational opportunities, and limited low-cost housing options. The parking area is also required to support parking for beach and coastal access from Mavericks Beach in the north to Surfers Beach in the south.<sup>3</sup>

### *Project Elements*

The parking lot would be approximately 70,500 square feet and have roughly 114 spaces, including ADA parking spaces, and fifteen 30-foot by 12-foot RV parking spaces based on preliminary designs. The proposed lot would have EV charging stations and parking spaces would be free to the public. The RV spaces would have water, power, and electric hookups. An accessible path to the existing coastal trail is also proposed. In addition, the lot would have an amenity area with picnic tables and dedicated bicycle parking.

Stormwater treatment would be taken into consideration, with features such as permeable surface and bioretention basins being considered as part of the design. The project may include a stormwater catchment system to store water for landscape watering throughout the harbor. Proposed lighting would be compliant with DarkSky International approved lighting. In addition, the lot would be constructed on a lower grade to not obstruct views. Excavated material is proposed to be re-used for the lot.

The access path to the coastal trail would provide access to Surfers Beach, Pillar Point, the Beach House Hotel, the breakwater area for fishing, Coastal Trail, and local businesses such as Sam's Chowder House. Walking paths and distances are depicted in Figure 3.

## **2.3 Design and Operation**

Design, Engineering, and Permitting has started. A traffic study would be conducted to address traffic impacts that may result from the proposed parking lot. However, the project is expected to improve traffic by removing the unregulated parking of vehicles from the highway shoulder. The Harbor District would work with agencies and stakeholders in the area with jurisdiction such as the San Mateo County, Regional Water Quality Control Board, Granada Community Services District, Midcoast Community Council, and California Coastal Commission, among others.

Operation of the parking lot would have height restrictions. No large trucks, semi-trucks, or box trucks can park on the lot. The parking area, if developed, would be patrolled by

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<sup>3</sup> San Mateo County Harbor District. 2025. Pillar Point Surfers Beach Safe Parking Project. Available online at: <https://www.smharbor.com/pillar-point-surfers-beach-safe-parking-project>.

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Harbor Patrol on a regular basis, trash picked up several times per day, with professionally designed landscaping with native, drought-resistant plants.

## **2.4 Project Benefits**

In addition to the project providing additional parking, operation of the project would provide free public parking spaces within walking distance of coastal public access and amenities. The lot would be within 0.3 mile of Surfers Beach amenities, which include a new public restroom, outdoor shower and changing room, and bike parking. In addition, no crossing of SR 1 would be required to access coastal recreation from the proposed lot. This would enhance safety, coastal access and recreation for the public. Members of the public can access Pillar Point Harbor and Surfers Beach from the existing coastal trail.

## **2.5 Caltrans Project Funding and Scope of Work**

Caltrans is proposing to support the project through a one-time lump sum transfer of funds that would go toward funding capital construction costs of the parking lot. This funding would be provided directly to the Harbor District or through a third party, and would be specifically earmarked for implementation of construction. A Cooperative Agreement prepared by Caltrans would require signatories from Caltrans and the Harbor District.

## **Chapter 3: Conclusion**

As stated in earlier sections, Caltrans is required to provide at least 75 parking spaces per Special Condition 2 of the CDP. Caltrans has been in coordination with the Harbor District and will transfer funds for the Harbor District's Pillar Point/Surfers Beach Safe Parking Project upon approval of this parking plan by CCC. The parking lot would provide more than 75 new free public parking spaces directly west of Sam's Chowder House, within walking distance of Surfers Beach amenities. Further, Caltrans is proposing to enhance the existing construction staging area by grading and placing gravel on the existing dirt lot in state ROW on the Burnam Strip.

Caltrans will be installing wayfinding signs on SR 1 to existing parking lots at the Oceano Hotel and Pillar Point Harbor. Wayfinding signage would also be added on SR 1 to direct the public to public parking spaces at the Pillar Point RV lot.

Caltrans recommends that the CCC determine that funding support of the Harbor District parking lot, enhancements of Caltrans' construction staging dirt lot, and the addition of wayfinding signage to the Pillar Point RV lot would fulfill and meet Special Condition 2 of the CDP issued to Caltrans.

## APPENDIX A

### Surfers Beach/Community of El Granada Transportation Safety and Bike Lane Study

# 0Q130 State Route 1 Multi-Asset Roadway Rehabilitation Project

## Surfers Beach/Community of El Granada Transportation Safety and Bike Lane Study



Surfers Beach/Community of El Granada

SAN MATEO COUNTY, CA

04--01--SM-PM 27.5/34.8

EA 04--0Q130/PROJECT ID 04-1800-0053

**October 2024**



## Table of Contents

Executive Summary .....	ES-1
Chapter 1: Introduction.....	1
1.1 Overall Project Overview .....	2
1.2 Existing Transportation and Planning Studies.....	8
1.3 Agency Coordination and Stakeholder Outreach .....	10
Chapter 2: Transportation Safety and Bike Lane Study .....	15
2.1 Background and Need for the Project’s Class II Bikeway .....	15
2.2 Existing Conditions and Public Safety.....	16
2.3 Proposed Conditions and Public Safety Benefits .....	17
Chapter 3: Methodology .....	24
3.1 Desktop Analysis.....	24
3.2 Personnel and Survey Dates.....	25
3.3 Data Sources .....	25
3.4 Limitations that May Influence Results.....	25
Chapter 4: Results.....	29
4.1 Existing Public Parking in Study Area .....	29
4.2 Parking Occupancy in Study Area.....	31
4.3 SR 1 Unregulated Use of Shoulder Occupancy Discussion.....	35
4.4 Measures to Enhance Existing Public Parking.....	37
Chapter 5: Conclusions and Determinations .....	38
Chapter 6: References .....	39

## List of Tables

Table 1	Caltrans Meetings with City of Half Moon Bay-----	11
Table 2	Summary of Existing Public Parking in the Study Area-----	31
Table 3	Summary of Public Parking Availability in Study Area -----	32
Table 4	Average Street Parking Occupancy in Study Area -----	32
Table 5	Average Parking Lot Occupancy in Study Area -----	33
Table 6	Average Parking Lot Occupancy in Reference Lots-----	35

## List of Figures

Figure 1	Project Vicinity -----	3
Figure 2	Transportation Safety and Bike Lane Study Area-----	4
Figure 3	Class II Buffered Bikeway-----	5
Figure 4	Existing Conditions on SR 1-----	18
Figure 5	Proposed Class II Bikeways in Study Area -----	19
Figure 6	Simulation of Proposed Conditions on SR 1 -----	23
Figure 7	Aerial Imagery of SR 1 Unregulated Use of Shoulder – Low-Use Scenario (May 4, 2020)-----	26
Figure 8	Aerial Imagery of SR 1 Unregulated Use of Shoulder – Moderate- Use Scenario (October 14, 2020)-----	27
Figure 9	Aerial Imagery of SR 1 Unregulated Use of Shoulder – High-Use Scenario (May 24, 2021)-----	28

## List of Appendices

Appendix A	Transportation Study and Bike Lane Study Map
Appendix B	Representative Site Photographs

## **Acronyms List**

BPAC	Bicycle and Pedestrian Advisory Committee
Caltrans	California Department of Transportation
CCC	California Coastal Commission
CDP	Coastal Development Permit
GIS	geographic information system
IS	Initial Study
LCP	Local Coastal Program
MHW	mean high water
ND	Negative Declaration
PM	post mile
Project	State Route 1 Multi-Asset Roadway Rehabilitation Project
ROW	right-of-way
SHOPP	State Highway Operation and Protection Program
SR	State Route
SVBC	Silicon Valley Bicycle Coalition

## **Executive Summary**

The transportation safety and bike lane study (study) was conducted to evaluate parking, access, and safety concerns in the area of Surfers Beach and the El Granada community in San Mateo County, California. The study aimed to assess the effect of converting the existing State Route (SR) 1 shoulder to a new transportation facility in the form of a continuous Class II bike lane as part of the SR 1 Multi-Asset Roadway Rehabilitation Project, and associated effect on the utilization of the existing unregulated use of shoulder on SR 1. Unregulated use of the shoulder is defined in this study as areas that are not controlled by any local or state regulation. These areas may be paved or unpaved and have not been officially designated for any particular use. Considering safety and coastal access as well as the available public parking capacity near the entrance to Surfers Beach, the study concludes that in the absence of unregulated use of shoulder on SR 1, there would still be adequate public parking capacity near Surfers Beach to accommodate current demand. Even during peak periods of "high" use of the existing shoulder, parking spaces within the vicinity would be available. The Class II bike lane would improve bicycle connectivity, provide coastal access, and would better support multi-modal transportation on SR 1. Implementation of the facility would also be in line with Director's Policy 37 (the Caltrans Complete Streets Policy), adopted County plans, and Half Moon Bay plans.

## **Chapter 1: Introduction**

The California Department of Transportation (Caltrans) is proposing the State Route (SR) 1 Multi-Asset Roadway Rehabilitation Project (Project) to rehabilitate existing pavement, improve existing traffic facilities, rehabilitate existing drainage systems, install Complete Streets elements, and install traffic operations system elements along SR 1 in San Mateo County, California (refer to Figure 1). The purpose of this project is to extend the life of the roadway by repairing the deteriorated pavement and drainage systems. In addition, the existing sidewalks, curb ramps, and traffic signals will be upgraded to enhance pedestrian and bike access. These repairs and upgrades will restore and enhance the roadway so that only minimal future maintenance will be required.

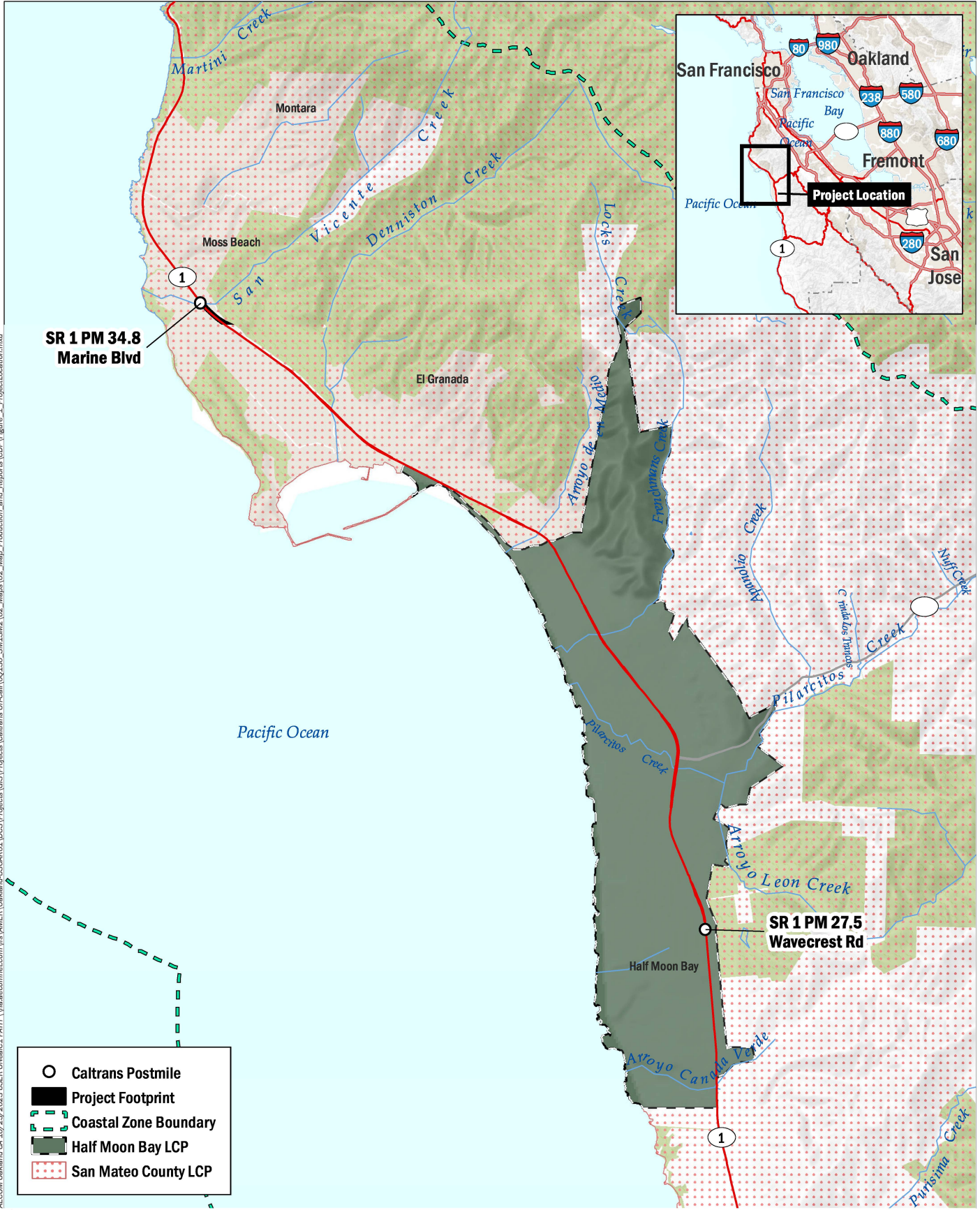
The project also aims to implement essential Complete Street and multi modal improvements to approximately 7 miles of the SR 1 corridor. As part of this Project, Class II buffered bikeway striping is proposed along specific segments of the SR 1 corridor in both directions within the project limits. A Class II buffered bikeway is a bicycle lane that is separated from the adjacent general-purpose lane by pavement markings, but with no vertical separation element. These enhancements are designed to improve bicycle facilities, increase connectivity, provide better coastal access, and to support multi-modal transportation on SR 1. These improvements are a necessary component of the project in line with Caltrans Complete Street policies, which prioritize the integration of all modes of transportation, including cycling, walking, and public transit, to create more sustainable and accessible transportation networks. Additionally, these efforts support statewide initiatives aimed at reducing Vehicle Miles Traveled (VMT) which in turn would result in reduction of Greenhouse gas (GHGs) emissions. They would also align with goals to improve multimodal transportation, as established in adopted county and regional transportation plans.

Caltrans has prepared this comprehensive transportation safety and bike lane study (study) in the Surfers Beach and adjacent El Granada area in San Mateo County in response to Coastal Development Permit (CDP) appeals filed by the public and requests from state, County, and City agencies with jurisdiction under the California Coastal Act. The study area runs along an approximately one mile stretch -of coastline between Coronado Street and Capistrano Road and extends inland 0.25 mile from the mean high water (MHW) (refer to Figure 2). It encompasses Surfers Beach and commercial and residential areas in the El Granada Community. This study area, which covers a smaller one-mile subset of the overall Project area, was established based on concerns raised in appeals of the Project's CDP regarding the conversion of the unregulated use of the shoulder on SR 1 to a bike path facility between Coronado Street and Capistrano Road. The visiting public currently utilizes

the unregulated shoulder along this stretch of SR 1 to access the entrance to Surfers Beach at the southern end and commercial establishments like Sam's Chowder House at the northern end. This use is not in line with the purpose of the roadway shoulder, which is for accommodating stopped vehicles, for emergency use, and for lateral support of base and surface courses. The study area was buffered out 0.25 miles from MHW because this is a common distance used to represent a reasonable walking distance for pedestrians.

## **1.1 Overall Project Overview**

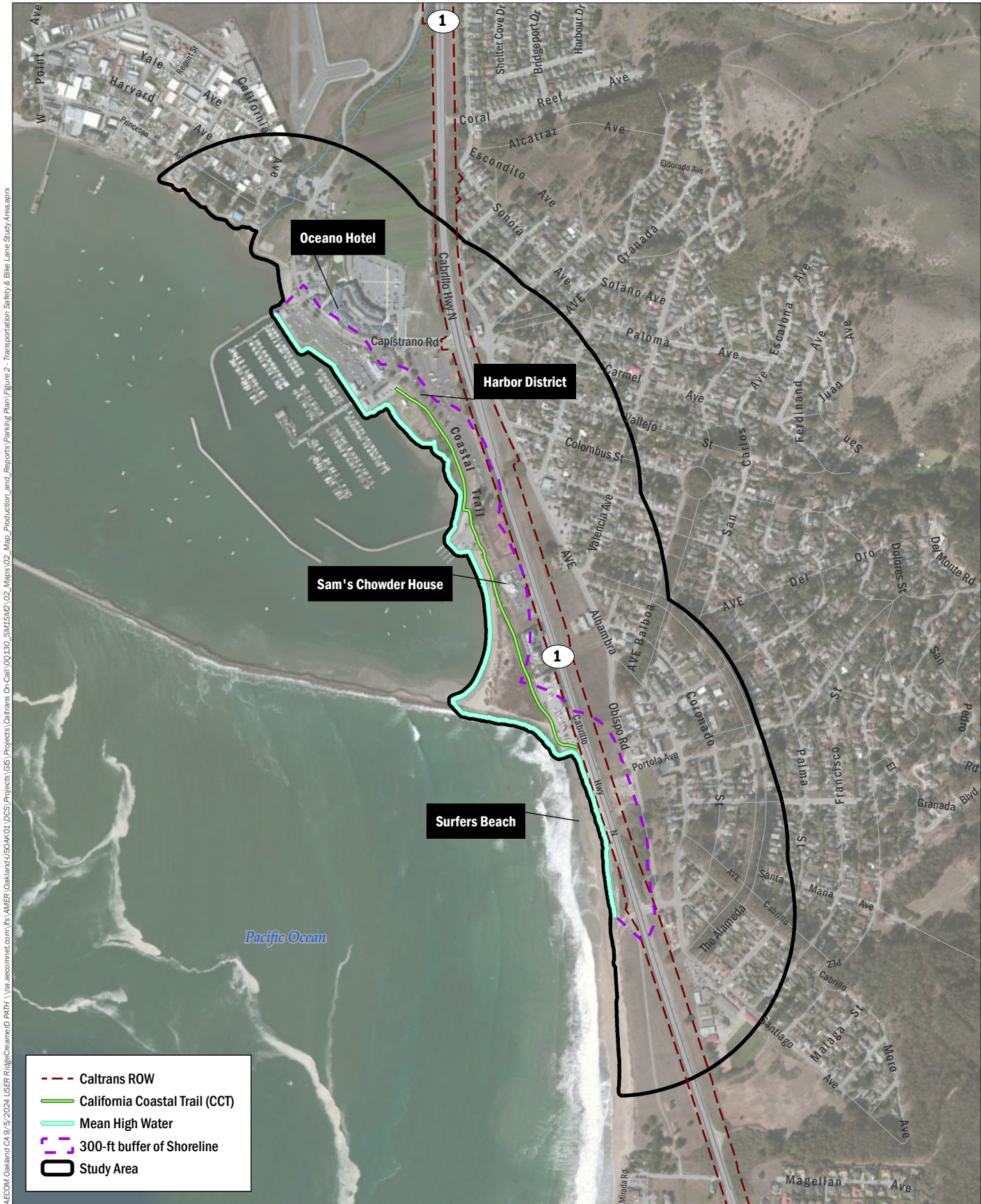
Caltrans is proposing the Project to rehabilitate existing pavement, improve existing traffic facilities, install Complete Streets elements, and install traffic operations system elements along an approximately 7-mile segment of SR 1 in San Mateo County, California. The Project would include rehabilitating pavement; replacing existing drainage inlets, culverts, and dikes in kind (no upsizing would occur); replacing existing guardrails with Midwest guardrail systems; replacing existing crash cushions; upgrading curb ramps; implementing Complete Streets elements including Class II buffered bikeways on SR 1; upgrading signal poles; installing conduits; installing traffic operation system elements (intersection cameras, closed-circuit television cameras, and traffic monitoring stations); and relocating and/or replacing utility cabinets. An example of a Class II buffered bikeway is provided in Figure 3.



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**FIGURE 1**  
 Project Vicinity



AECOM, Oakland CA 9/15/2024, USER: Riggie/Creamer/ID: PNTM \\\ya.aecomnet.com\ifs\AMER\Oakland\USD\AK01\DCS\Projects\Caltrans On-Call\00130\_SMI\SM2\02\_Maps\02\_Map\_Production\_and\_Reports\Parking\_Plan\Figure 2 - Transportation Safety & Bike Lane Study Area.aprx

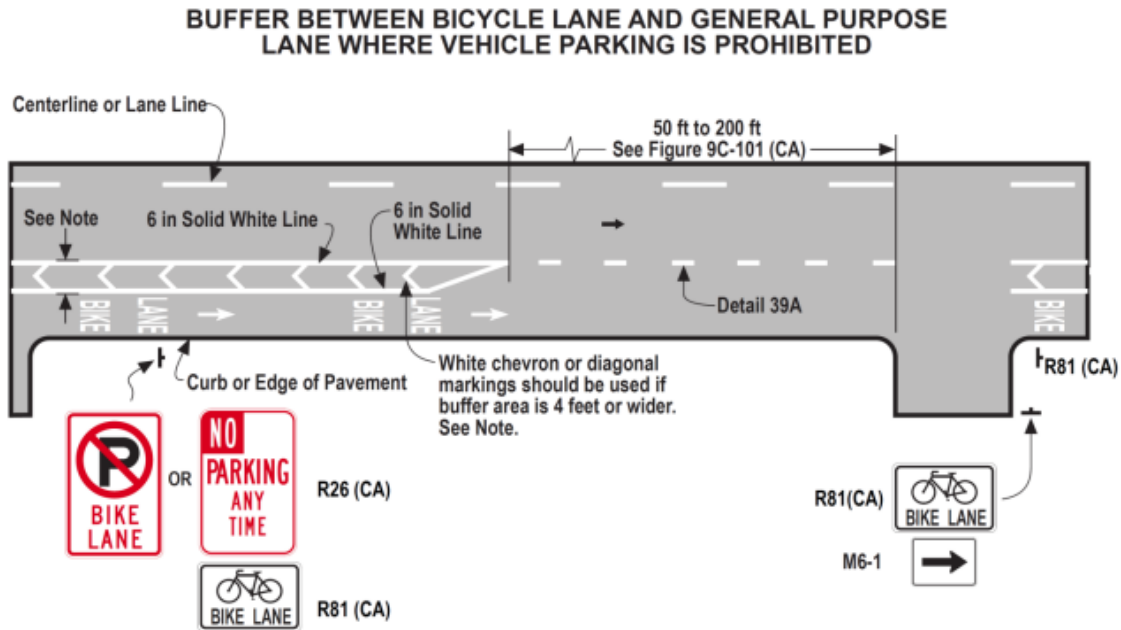
OSM Roads, 2023  
 AECOM, 2024  
 California Coastal Commission, 2024  
 ESRI, 2024



Caltrans District 4  
 State Route 1 Multi-Asset Roadway Rehabilitation Project  
 San Mateo County, CA  
 PM 27.5/34.8  
 EA 04-0Q130 / Project ID 0418000053

**FIGURE 2**  
*Transportation Safety & Bike Lane Study Area*

**Figure 3 Class II Buffered Bikeway**



**1.1.1 Project Purpose and Need**

The Project would preserve and extend the life of the roadway to a condition that would require minimal maintenance expenditures, improve the ride quality, upgrade drainage systems, improve roadway safety, enhance pedestrian and bicycle access, and upgrade the traffic system infrastructure.

The pavement on SR 1 in the Project area was evaluated in 2016 and found to be in poor condition overall (Caltrans 2016). Caltrans uses the International Roughness Index to evaluate and determine how smooth or rough a pavement surface is. The Federal Highway Administration International Roughness Index threshold for acceptable pavement surface is between 170 and 96; the threshold for good road surface is 95 or less; and surfaces that are greater than 170 do not meet the acceptable threshold. The stretch of Project highway pavement surface ranges from 100 to 226. If left untreated, this portion of SR 1 will continue to provide poor ride quality to users and will require frequent, expensive maintenance. Portions of the highway are near the acceptable roughness threshold, but continued pavement degradation is expected over time. In addition, existing highway elements and facilities in the Project area are worn out or functionally obsolete and need to be replaced. The current traffic systems (e.g., guard rails, crash cushions, and drainage) are approaching the ends of functional life and need to be upgraded.

**1.1.2 Project Funding**

The Project is funded by the State Highway Operation and Protection Program (SHOPP). SHOPP is a “fix-it-first” program to fund repair and preservation, emergency repairs, and safety improvements. By continuously repairing and

rehabilitating the State Highway System (SHS), the SHOPP protects the investments that have been made over many decades to create and manage the approximately 15,000 miles SHS. The SHOPP is a four-year document of projects that are adopted by the California Transportation Commission (CTC) every two years. SHOPP projects are consistent with the Transportation Asset Management Plan (TAMP) and State Highway System Management Plan with engagement with diverse partners, stakeholders, and the public through a transparent development and selection process. The primary asset of the SHOPP 0Q130 SR 1 Multi-Asset Roadway Rehabilitation Project is pavement preservation.

### ***1.1.3 Project Location***

The Project is in San Mateo County, California, on SR 1 between post mile (PM) 27.5 (SR 1 at Wavecrest Road) and PM 34.8 (SR 1 at Marine Boulevard) (refer to Figure 1). The Project is in the California Coastal Zone and intersects the Coastal Zone Management Act and California Coastal Act authorities administered by the Local Coastal Programs (LCPs) of San Mateo County and the City of Half Moon Bay.

### ***1.1.4 Coastal Development Permit Process and Status***

The Project is in the Coastal Zone across areas that are governed by the LCPs of the City of Half Moon Bay and the County of San Mateo. Therefore, coastal development permits are required from both jurisdictions. The Project is also partially within the California Coastal Commission's (CCC) appeal jurisdiction (Public Resources Code Section 30603). An appeal to the CCC of actions taken by the local jurisdiction may be made for developments sited between the sea and the first public road paralleling the sea or within 300 feet of the mean high tideline, whichever is the greater distance.

After receiving an appeal, the CCC must set a public hearing within 49 working days after the date on which the appeal is filed with the Commission to determine as to whether the appeal raises a "substantial issue" relative to conformance with the LCP and/or with the Coastal Act public access and recreation policies. The CCC may consider several factors, including the significance of resources potentially impacted, the scope of the project, and whether and to what degree the local decision conflicts with LCP requirements or with Coastal Act public access requirements. Unless it is determined that there is no substantial issue, the CCC will take jurisdiction over the application and proceed to the de novo portion of the appeal hearing and review the merits of the proposed project.

#### **1.1.4.1 San Mateo County Coastal Development Permit**

On October 26, 2023, Caltrans submitted a CDP application to the County of San Mateo Planning and Building Department. The project team met with staff from the department and made updates to the application based on feedback received. On January 8, 2024, the CDP application was deemed complete and scheduled for hearing. On February 28, 2024, the County Planning Commission

unanimously approved the Project CDP with Conditions of Approval during a public hearing, as implementation of bike lanes would adhere to goals and policies in adopted county and regional plans.

On April 2, 2024, the CCC received an appeal for the approved County of San Mateo CDP (Appeal No. A-2-SMC-24-0010). This appeal was filed in response to the loss of unregulated use of the SR 1 shoulder near Surfers Beach, resulting from the implementation of Class II bicycle lanes.

#### **1.1.4.2 City of Half Moon Bay Coastal Development Permit**

On December 13, 2023, the Caltrans submitted its CDP application to the City of Half Moon Bay Planning Division. The Project was presented at the March 26, 2024 Half Moon Bay Planning Commission meeting. At the March 26, 2024 hearing, Commissioners requested additional information from Caltrans and the hearing was continued to a later date. On April 9, 2024, Caltrans presented additional information requested by the Commission and public to the City of Half Moon Bay Planning Commission. The City of Half Moon Bay Planning Commission voted at the second hearing to conditionally approve the Project's CDP.

Caltrans filed an appeal to the Half Moon Bay City Council on April 23, 2024. Simultaneously, a joint appeal by two members of the public was filed, one of whom was the same appellant as the appeal filed for the San Mateo County (SMC) CDP. The public appeal included a request for additional conditions to be made to the CDP to address parking concerns on the SR 1 roadside near Surfers Beach. However, the Half Moon Bay Planning Commission had already included Condition 9 in the CDP, which addresses this concern as follows:

12 conditions were included in this CDP, including one related to the proposed bicycle lanes, as follows:

“9. BICYCLE LANES. Class 2 bicycle lanes between Capistrano Road and Coronado Road within the City's jurisdiction may be installed. However, in the section extending from approximately 0.5 miles northward from Coronado Road to the northerly City boundary, installation of the bike lanes shall be, subject to compliance with any Coastal Commission requirements resulting from the appeal of the related San Mateo County CDP. This may require provision of replacement coastal access parking or other modifications.”

The April 23, 2024 public appeal (appeal number PDP-23-084) to the City of Half Moon Bay City Council for the Planning Commission-approved CDP included comments relating to the loss of the unregulated use of shoulder SR 1 near Surfers Beach and Sam's Chowder House. The appeal stressed that Surfers Beach is a popular recreational area used by the public and the loss of unregulated use of shoulder without replacement would lead to adverse effects. The presentation used a September 2020 Google Earth aerial, a time of peak use of the beach, to estimate the potential lost spaces. The presentation also detailed the other above-mentioned studies in the area and stated that increased erosion at Surfers Beach has led to parking migrating toward the Coronado

intersection. Caltrans is in the process of developing a Preliminary Coastal Study addressing sea-level rise and erosion in the area, which is discussed in further detail in Section 1.2.3

On May 21, 2024, Caltrans presented the Project, its appeal, and its response to the appeal filed by members of the public to the Half Moon Bay City Council. The City Council voted to revise some conditions and approve the revised conditional CDP. No changes were made to conditions that address unregulated use of the shoulder near Surfers Beach.

In addition to appeals filed directly to the City of Half Moon Bay, two appeals were also filed with the CCC on the approved City of Half Moon Bay CDP. On May 29, 2024 and June 10, 2024, the CCC received an appeal from two separate members of the public in regard to specific issues in Half Moon Bay, unrelated to the Surfers Beach area.

## **1.2 Existing Transportation and Planning Studies**

A review was made of existing planning and transportation studies that have evaluated the study area and included an analysis and/or design recommendations for the SR 1 unregulated use of shoulder area near Surfers Beach. A summary of these studies is provided in the following sections.

### ***1.2.1 Highway 1 Safety and Mobility Improvement Study (April 2010)***

The Highway 1 Safety and Mobility Improvement Study was conducted to develop a plan for SR 1 to better serve all users (San Mateo County 2010). This process engaged citizens in developing short- and long-term transportation strategies along the corridor and adjacent communities between Frenchman's Creek in the City of Half Moon Bay and the intersection of the Half Moon Bay Airport in unincorporated San Mateo County.

One of the design strategies detailed was short- and long-term concepts to improve multi-modal access and respond to coastal erosion between Capistrano Road and Coronado Street, which overlap the study area for this study. Four concepts were developed that included near-term and long-term realignment of SR 1. One such concept was to retain the road alignment and convert the unregulated shoulder into diagonal parking east of the highway and the unpaved parking lot off Obispo Road into a regulated lot, which would create approximately 300 diagonal spaces along SR 1 and approximately 60 spaces in the unpaved lot off of Obispo. The other three concepts with road realignment also include diagonal on-street parking.

### ***1.2.2 Connect the Coastside (July 2022)***

The San Mateo County Midcoast Comprehensive Transportation Management Plan (Connect the Coastside) aims to improve safety and mobility for Midcoast residents, businesses, and visitors. This study recommends a suite of projects, policies, and programs to address current and future transportation conditions (San Mateo County 2022).

The Plan points out that Highway 1 has paved shoulders (typically 8-feet wide) in some areas, but no defined bikeway. There are safety concerns for bicyclists

along Highway 1 due to high vehicle speeds and parked cars often blocking the shoulder. Highway 1 continues to serve as an important bikeway for commuting, generally cycling recreation, and events such as the AIDS/LifeCycle fundraiser. The Plan identified proposed class II bike lanes along SR 1 in all communities as one of the recommended infrastructure and service improvements and mentioned Caltrans State Highway Operation and Protection Program (SHOPP) EA# 0Q130 SR 1 Multi-Asset Roadway Rehabilitation Project being implemented to address these improvements. The Plan also identified Surfers Beach as a recreational attraction that generates a high parking demand, generally met by the unregulated use of the shoulder along SR 1. Connect the Coastside used weekend peak-period parking occupancy to assess parking need and aims that beach access points should have no more than 95 percent parking occupancy during the recreational peak. The parking analysis found that when designated lots fill to capacity, visitors often park on the roadside. It was also observed that some private properties, such as restaurants, are required to provide parking for public use but do not necessarily have signs showing visitors that parking is available. Accordingly, one of the infrastructure improvements proposed by the study is to install wayfinding signage to help orient drivers to navigate the Midcoast, including to find parking, throughout the Midcoast area. The Plan also concludes that there is a need for a standalone Coastside parking study to address and resolve parking needs, and suggests needs include recreational and park-and-ride parking in El Granada and Princeton, particularly near Surfers Beach.

### ***1.2.3 Regional Bike Plans***

Several regional and local bike plans include recommendations for this segment of highway. The Caltrans District 4 Bike Plan [Caltrans 2018] Update draft (final version expected in early 2025) recommends a Class I path along the highway here, which is also consistent with the recommendations from the Unincorporated San Mateo County Active Transportation Plan [SMC 2021], the C/CAG Countywide Bicycle and Pedestrian Plan [C/CAG 2021], and the Half Moon Bay Bicycle and Pedestrian Master Plan [City of Half Moon Bay 2019]. Additionally, the Unincorporated San Mateo County and C/CAG plans recommend installing Class II bike lanes along this portion of SR 1.

### ***1.2.4 Caltrans Coastal Study (In Development)***

Caltrans is in the process of developing a Preliminary Coastal Study addressing sea-level rise and erosion on SR 1 in the vicinity of the study area. As erosion has threatened the highway and Coastal Trail, the existing revetment holding the bluff in place at Surfers Beach has progressively extended to the south. Caltrans evaluated a range of conceptual shoreline scenarios based on different assumptions regarding future highway alignments and bluff armoring. These include protecting SR 1 in place by adding additional erosion protection or setting back SR 1 inland from its current alignment. Results show that the setback scenarios are projected to experience shallower depth of flooding, lower velocities, lower rates of overtopping, and lesser extent of inland flooding due to the presence of a wider beach fronting the bluff and higher coastal topography

along the more inland highway alignments. The results of this study can be used to further develop and evaluate long-term alternatives for this site. These results can inform the basis for the development of alternatives, future modeling, and engineering design (AECOM 2024).

### **1.2.5 Granada Park and Community Center**

Burham Strip is an unpaved parcel of land between Obispo Road and SR 1, north of Coronado Street. The Granada Community Services District (GCSD) intends to develop this parcel to include active and passive recreational zones, walking paths, fitness stations, park restrooms, outdoor showers, a dog park, small and large group picnic areas, kids' play structures, a skate ramp and related skate feature, parking areas, and a renovated and expanded community recreation center.

Several small dirt lots in the strip are currently used by the public as unregulated parking for Surfers Beach access. The GCSD project would add a paved and painted 25 -space permeable parking lot and would provide an additional 10 angled permeable street parking stalls along Obispo Road. In addition, 20 new permeable parking stalls would be installed in front of the renovated community recreation center, and approximately 57 street parking spaces would remain along Obispo Road adjacent to the project site.

## **1.3 Agency Coordination and Stakeholder Outreach**

Agency coordination for the proposed project began in fall 2021 and continues to date. Caltrans has coordinated with following organizations regarding the roadway design and existing conditions, including at Surfers Beach, throughout project planning, and design:

- California Highway Patrol (CHP)
- Half Moon Bay Coastside Chamber of Commerce
- City of Half Moon Bay Planning and Engineering Divisions
- Midcoast Community Council (MCC)
- Granada Community Services District (GCSD)
- San Mateo County Harbor District
- Coastside on Bikes
- City of Half Moon Bay Bicycle and Pedestrian Advisory Committee (BPAC)
- Silicon Valley Bicycle Coalition (SVBC)
- San Mateo County Planning and Building Department
- San Mateo County Transit District
- City of Half Moon Bay Planning Commission and City Council
- City of Half Moon Bay Engineering
- Assemblymember Kevin Mullin's office

Additional coordination with the public and LCP authorities during the CDP process are summarized in Section 1.2.5. Public comments during the project's California Environmental Quality Act phase were addressed and documented in

the Initial Study Negative Declaration (IS-ND) filed for the project and available to download online here: <https://dot.ca.gov/-/media/dot-media/district-4/documents/d4-environmental-docs/0q130-sr-1-multi-asset-roadway-rehabilitation/2022-10-12-0q130-fed-final-508-cc-a11y.pdf>.

Coordination with stakeholder agencies and others is detailed in Table 1 below.

**Table 1 Caltrans Meetings with City of Half Moon Bay**

<b>Date</b>	<b>Participants</b>	<b>Purpose</b>
09/23/2021	CCC, San Mateo County, City of HMB, Midcoast Community Council, HMB Coastside Chamber of Commerce	Advance stakeholder outreach to receive stakeholder feedback
03/28/2022	The Office of Assemblymember Kevin Mullin, SMC Sheriff's Department, CAL FIRE, CCC, SM County, City of HMB, Midcoast Community Council, HMB Coastside Chamber of Commerce	Follow-up stakeholder outreach prior to public circulation of the draft environmental document.
04/13/2022-04/14/2022	CCC, CAL FIRE, California State Assembly, CHP, SM County, City of HMB, HMB Coastside Chamber of Commerce, Midcoast Community Council	Three separate focus meetings to receive and incorporate stakeholder feedback
07/08/2022-08/08/2022	All interested parties	Public circulation period for the draft environmental document
07/21/2022	All interested parties	Public open house meeting for the draft environmental document
12/11/2023	CCC, San Mateo County, City of Half Moon Bay	Joint meeting to discuss CDP applications
02/28/2024	San Mateo County Planning Commission and all interested parties	Public CDP hearing for SMC portion of the Project; CDP unanimously approved by SMC
03/26/2024	Half Moon Bay Planning Commission and all interested parties	Public CDP hearing for HMB portion of the project; motion tabled for future date
04/09/2024	Half Moon Bay Planning Commission and all interested parties	Public CDP hearing for HMB portion of the project; CDP granted with conditional approval
05/21/2024	Half Moon Bay City Council and all interested parties	Public hearing in which Caltrans appealed Conditions A.1 (Conformance with Approved Plans), A.2 (Additional Commitments by Caltrans), A.6 (Kelly Ave Intersection), A.7 (Monitor Culvert Replacement), A.10 (Poplar Street Intersection), and A.11 (Highway Widening) of the conditioned HMB CDP. CDP was approved by HMB - Condition A.6 was revised, and Condition A.10 was deleted. All other conditions were unchanged.

### **1.3.1 California Coastal Commission**

Coordination with CCC and Caltrans has been ongoing since fall 2021. In addition to past coordination, on April 10, 2024, Caltrans held a meeting with the CCC to discuss the filed appeal to the San Mateo County CDP, the CCC Staff recommendations, possible CCC Hearing dates, and other project considerations. On April 22, 2024, Caltrans held another meeting with CCC staff to discuss staff input on the filed appeal to the Half Moon Bay CDP. On May 15, 2024; and June 12, 2024, Caltrans held meetings with CCC staff and San Mateo County Planning Department staff to discuss the project's proposed bike lane impact on the unregulated use of the shoulder along SR 1 and the development of a safety and bike lane study to analyze this impact at Surfers Beach and the City of Half Moon Bay Coastal Trail.

### **1.3.2 San Mateo County**

#### **1.3.2.1 Planning**

Coordination with SMC and Caltrans has been ongoing since fall 2021. In addition to past coordination on May 23, 2023, Caltrans hosted a meeting with San Mateo County Planning Department staff to provide an overview of the project scope, proposed design at Surfers Beach, coordination with other projects, and proposed schedule, and concluded with an open discussion. In addition, safety concerns at Surfers Beach and the addition of bike lanes to improve safety in the area were discussed. Caltrans will continue coordination with San Mateo County on the Granada Community Park. As described in Section 1.3.1, Caltrans held meetings with San Mateo County and the CCC staff on May 15, 2024; and June 12, 2024.

#### **1.3.2.2 Harbor District**

Caltrans met with San Mateo County Harbor District (Harbor District) on September 19, 2024, to discuss existing parking lots around the harbor district area and future lot planning. Harbor District indicated that about 3 to 4 times a year, especially around opening days for salmon, crab, or bluefin tuna fishing seasons, their parking lots are filled to capacity with boats, trailers, and cars. Overflow from their lots goes into the SR 1 shoulder. Harbor District has bought land to build future parking lots on the east and west sides of SR 1 south of the Capistrano Road intersection to address overflow issues.

### **1.3.3 City of Half Moon Bay**

Caltrans has held several meetings with the City of Half Moon Bay to discuss the overall project. These dates are detailed below. In addition, on April 22, 2024, Caltrans held a meeting with the City of Half Moon Bay to discuss staff input on the filed appeal to the Half Moon Bay CDP.

### **1.3.4 Midcoast Community Council**

Midcoast Community Council was included in stakeholder outreach meetings prior to and during the development of the draft environmental document. These meetings took place from 2021 to 2022 and the purpose of these meetings were

to inform project stakeholders of the upcoming project scope and gain community feedback.

### **1.3.5 Bicycle Interest Groups**

Three bicycle/pedestrian-focused organizations provided comments to Caltrans on the proposed project: Coastside on Bikes, Silicon Valley Bicycle Coalition, and the City's BPAC. The Coastside on Bikes letter dated December 17, 2023, requested project changes outside of the study area. Caltrans provided a response to Coastside on Bikes on February 2, 2024.

The Silicon Valley Bicycle Coalition provided a letter dated May 21, 2024 in support of the overall project. In addition to showing support, the letter also stated concerns that the SVBC has in the project area. One of the concerns overlaps the study area. The letter stated that the current speed of this corridor is between 45 to 55 mph and the proposed bike lanes are Class-II buffered bike lanes. However, they state that for any corridor with speeds above 35 mph, Caltrans' guidelines themselves recommend having Class-I or Class IV bike lanes. In addition, with over six schools in the area, opening a high-speed corridor for biking poses significant safety risks for both children and adults and they highly encourage Caltrans' to consider adding physical protection between bike lanes and vehicle lanes to make it safe for all.

The City BPAC provided a letter dated January 31, 2024, requesting project changes outside of the study area. The letter also stated that the overall project, especially the proposed bicycle and pedestrian improvements, upgrading ramps to meet ADA standards, and restriping crosswalks are much anticipated, sorely needed, will be appreciated by the community. Caltrans provided a response to the City BPAC on February 15, 2024, directly addressing their comments.

### **1.3.6 California Highway Patrol**

On March 27, 2024, Caltrans reached out to CHP via email communication (CHP 2024). Caltrans requested CHP input on installation of "No Parking" signs for safety/reduction of accidents in this area in the future proposed conditions. In response, on April 4, 2024, Lieutenant Kurt Peterson of CHP Redwood City supported the posting of "No Parking" signage if the proposed bicycle lanes were to be implemented in the area. In addition, in the interest of public safety, Lieutenant Peterson recommended, if possible and applicable by law, making the bike lanes a designated "tow away area" with appropriate signage. CHP also attended the April 9, 2024 City of HMB Planning Commission meeting. CHP also mentioned, due to the Coastside Fire Protection District located on Obispo Road, the congestion would be reduced on Hwy 1 and incident response time could benefit from the "No Parking" signage.

### **1.3.7 Others**

On March 21, 2023, Caltrans held a meeting with San Mateo County Transit District to discuss the project's proposed bus and pedestrian improvements.

*State Route 1 Multi-Asset Roadway Rehabilitation Project (EA 04--0Q130)*

Following the discussion, Caltrans incorporated bus stop improvements along the project stretch of SR 1.

## **Chapter 2: Transportation Safety and Bike Lane Study**

In response to appeals received on the approved CDPs for the Project from San Mateo County and City of Half Moon Bay, CCC staff requested that Caltrans conduct a transportation safety and bike lane study to assess the effect of converting the existing SR 1 shoulder between Coronado Street and Capistrano Road to a new transportation facility in the form of a continuous Class II bike path as a result of the Project and to explore alternative parking options within walking distance (estimated at 0.25 miles) of MHW along this stretch of coast.

### **2.1 Background and Need for the Project's Class II Bikeway**

The proposed Class II Bikeway striping from Wavecrest Road to South of Marine Boulevard would improve access and safety for bicyclists along SR 1 for recreation and transportation within El Granada. Implementing the Class II Bikeway along this segment would replace the existing shoulder along SR 1, some of which is used by the driving public for unregulated access to the coast and existing recreation facilities. This use is not in line with the purpose of the roadway shoulder, which is for accommodating stopped vehicles, for emergency use, and for lateral support of base and surface courses. This study examines the safety and feasibility of converting the existing roadway shoulder to a Class II bikeway in both directions of the highway; identifies the subset of the unregulated use of shoulder that is used primarily for recreation and coastal access; provides an analysis of the current public parking supply and demand within walking distance of SR 1 unregulated use of shoulder; and identifies measures to enhance public use of existing public parking facilities.

The proposed bicycle lane aligns with Caltrans goals for a multi-modal transportation network and complete streets. All Caltrans projects are required to incorporate not only transportation improvements for vehicles, but equally for pedestrians and bicyclists understanding there are various modes of transportation.

The bike lane also is aligned with Caltrans District 4 Bike Plan for the San Francisco Bay Area which was developed in 2018. The Bike plan included input from various stakeholders and is one of the core reasons why the bike lane was included in the project. Although the District 4 Bike Plan recommends a Class I shared-use path along this segment of SR 1, that type of improvement was not feasible to include in the Project. In addition, implementing the Class II bike lane is aligned with San Mateo County's Connect the Coastside (detailed in Section 1.2.2, and adopted in 2022), and will improve the mobility and safety for Coastside residents and visitors. County Planning and Building staff have been supportive of the proposed bike lanes as they implement recommendations from adopted plans, including Connect the Coastside, the Unincorporated San Mateo County Active Transportation Plan (2021), and City/County Association of Governments (C/CAG) San Mateo County Comprehensive Bicycle and Pedestrian Plan (2021), and further support County climate goals to reduce emissions and add 90 miles of bike lane by 2030 (Community Climate Action Plan (2022)). Other bicycle interest groups have voiced their support of the continuous bike lane as well (detailed in Section 1.3.5). This study also references earlier performed safety

studies within the same area, such as the Highway 1 Safety and Mobility Improvement Study (detailed in Section 1.3.1).

Although some bicyclists currently use and will continue to use parallel routes for access, including the path along the beach and the local road network, the buffered bike lanes will allow more confident bicyclists to continue along SR 1 without having to mix with pedestrians and slower bicyclists. The buffered bike lanes would also reduce the need for bicyclists to ride in the lane with faster motor vehicle traffic.

Bicyclists cannot be prohibited from riding on the non-freeway portion of SR 1, and Caltrans has an obligation to provide complete streets on all of our facilities where pedestrians or bicyclists have access. The local road network, including parallel routes along Obispo Rd and Ave Alhambra, is outside of Caltrans jurisdiction and beyond the State's ability to provide dedicated facilities for bicyclists. SR 1 is a conventional highway, and the minimum widths for vehicular lane, shoulder, bike lane, on-street parking area, and other geometric standards are defined in Caltrans' Highway Design Manual (HDM) [Caltrans 2023]. Based on the minimum width requirements found in the HDM, the existing roadway is not wide enough to accommodate both bike lanes and on-street parking. Further, Environmentally Sensitive Habitat Areas (ESHAs), in the form of Endangered Species Act listed species habitat and waters of the United States/state are located along the SR 1 corridor within portions of the study area. Widening the roadway in these locations would result in permanent ESHA impacts. In addition, widening SR 1 to add on-street parking would contribute to increased impervious surface area not considered in the project's Regional Water Quality Control Board (RWQCB) permitting. The RWQCB requires runoff from all new impervious areas to be treated. An increase in impervious surface may also exacerbate coastal erosion from stormwater runoff.

## **2.2 Existing Conditions and Public Safety**

SR 1 is a major north-south state highway that runs along most of the Pacific coast side. SR 1 in the project area has eight-foot-wide shoulders on either side of the highway. The current unregulated use of the shoulder to access the coast and recreational facilities causes unsafe conditions for vehicles, bicyclists, and pedestrians. A simulation of existing conditions on SR 1 at Surfers Beach is provided in Figure 4. Caltrans assigns safety as their number one priority in any projects developed. Hence, the designated continuous bike facility will provide bicyclists the safety of having their own lane and eliminate the weaving of vehicles and bicyclists using the shoulder. There is a safety component for pedestrian traffic too, as the unregulated use of the shoulder has caused pedestrians to cross live traffic from the east side to the west and vice versa. Caltrans encourages pedestrians to use signalized crosswalks where available.

The current unregulated use of the shoulder area on the east side of SR 1 presents these challenges to road users:

- Bicyclists riding within the shoulder area or Highway 1 travel lane may be hit by opening car doors of parked vehicles.

- With numerous vehicles parking within the unregulated shoulder area, there are more pedestrians crossing SR 1 at various uncontrolled locations (i.e., no signal or stop sign) to access the beach area on the west side of the highway. These mid-block pedestrian crossings increase the potential for pedestrian-vehicle collisions.
- With vehicles slowing down and stopping frequently to maneuver in and out of the shoulder area, traffic congestion along SR 1 has increased in this area. Higher congestion could potentially lead to an increase in rear-end type collisions.

Long-term planning studies, including safety studies, multi-modal access studies, and regional bike plans have been discussed in [Section 1.2 Existing Transportation and Planning Studies](#). In addition, potential future improvements due to Sea-level Rise and future developments such as the El Granada Park and Community Center in the study area have been discussed in Sections [1.2.4](#) and [1.2.5](#), respectively.

### **2.3 Proposed Conditions and Public Safety Benefits**

As part of the overall Project, continuous Class II Bikeways (bicycle lanes striped for one-way travel) are proposed in both directions along approximately 7 miles of the SR 1 corridor, including adjacent to Surfers Beach (Figure 5). This is intended to improve access for cyclists and connectivity within the project limits. Caltrans would resurface and restripe the existing 12-foot-wide travel lanes and add Class II Bikeway striping (typically, 6 feet wide) and 2-foot-wide painted striped buffer between the travel lanes and bikeway in the existing 8-foot-wide shoulder. Within the project area, the Class II bikepath and buffer would be painted and striped in the shoulder along the SR 1 corridor in both directions, from Wavecrest Road to South of Marine Boulevard, including between south of Coronado Steet and north of Capistrano Road in the study area. Simulations of the proposed bike lane are provided in Figure 6.

The current road width constrains improvements to the existing 12-foot travel lanes and 8-foot shoulder, which would accommodate the 6-foot Class II bikeway and 2-foot buffer. SR 1 is a conventional highway, and the minimum widths for vehicular lane, shoulder, bike lane, on-street parking area, and other geometric standards are defined in Caltrans' HDM [Caltrans 2023]. Based on the minimum width requirements found in the HDM, the existing roadway is not wide enough to accommodate both bike lanes and on-street parking. Further, ESHAs located along the SR 1 corridor would be permanently impacted if the roadway was widened. In addition, widening the roadway would contribute to increased impervious surface area not considered in the project's RWQCB permitting. The RWQCB requires runoff from all new impervious areas to be treated. An increase in impervious surface may also exacerbate coastal erosion from stormwater runoff.

Proposed conditions would improve safety by providing a dedicated bicycle lane and minimizes vehicle and pedestrian weaving. Proposed project improvements are expected to provide these safety enhancements:

- Reduce potential conflict between bicycles and vehicles.
- Reduce risk of potential vehicle collisions with both pedestrians and bicyclists.
- Discourage and reduce the incidents of pedestrians crossing at uncontrolled mid-block locations.
- Reduce traffic congestion and the potential for rear-end collisions.

CHP is in support of adding “No Parking” (refer to Figure 3) signs along the bike lane. This will further enhance safety in the project area for cyclists, pedestrians, and drivers.

**Figure 4 Existing Conditions on SR 1**





AECOM, 2024; ESRI, 2022; Giza Imagery, 2024



# FIGURE 5

Proposed Class II Bikeways in Study Area  
Page 1 of 4



AECOM, 2024; ESRI, 2022; Giza Imagery, 2024



**FIGURE 5**  
*Proposed Class II Bikeways in Study Area*  
 Page 2 of 4



AECOM, 2024; ESRI, 2022; Giza Imagery, 2024



**FIGURE 5**  
*Proposed Class II Bikeways in Study Area*  
Page 3 of 4



AECOM, 2024; ESRI, 2022; Giza Imagery, 2024



# FIGURE 5

Proposed Class II Bikeways in Study Area  
Page 4 of 4

Figure 6 Simulation of Proposed Conditions on SR 1



## Chapter 3: Methodology

The shoulder of the SR 1 within the Project area would be repurposed to provide a new transportation facility in the form of a continuous Class II bike path. This new facility would provide connectivity for all households in the vicinity of this stretch of SR 1 to a bikeway. The purpose of this study is to assess the effect of converting the existing SR 1 shoulder to a Class II bike path as a result of the Project and characterize the existing public parking within the study area using publicly available information and field reconnaissance to identify alternate parking solutions.

The study area, which covers a smaller subset of the overall Project area, extends inland 0.25 mile from the MHW along an approximately one -mile stretch of coastline between Coronado Street and Capistrano Road. This study area was established based on concerns raised in appeals of the Project's CDP regarding the conversion of the unregulated use of the shoulder on SR 1 to a bike path facility for a one-mile stretch between Coronado Street and Capistrano Road. The visiting public currently utilizes the unregulated shoulder along this stretch of SR 1 to access Surfers Beach at the southern end and commercial establishments like Sam's Chowder House at the northern end. The study area was buffered out 0.25 miles from MHW because this is a common distance used to represent a reasonable walking distance for pedestrians. An inventory of public parking areas and parking occupancy within these areas was conducted in this study area. A summary of how this inventory was compiled and quantified is provided below, and a map of public parking in the study area is provided in Appendix A.

### 3.1 Desktop Analysis

The following reference materials were reviewed to inform and provide background information for the field investigation:

- historical aerial imagery via Google Earth web version 7.3.1 (Google Earth 2022);
- Google Street View via Google Maps;
- NearMap aerial imagery;
- San Mateo County parking restrictions data; and
- personal communications with local commercial businesses.

Aerial imagery from Google Earth and NearMap was used to identify and map all existing parking lots and street parking in the study area prior to the field survey. Google Street View was used to identify parking restriction signs and markings. Commercial businesses in the study area that had parking lots that appeared to be used by the public were contacted directly to determine parking restrictions.

### **3.2 Personnel and Survey Dates**

AECOM conducted a parking supply and parking utilization field survey on June 21, 2024. During the field survey, all parking lots and street parking in the study area were visited and checked for mapping accuracy. Americans with Disabilities Act spots were counted, and parking restriction signs and markings not visible in Google Street View were recorded. 'No parking' areas were mapped, and available public parking was categorized as regulated or unregulated. Unregulated parking is defined in this study as areas that are not controlled by any local or state regulation. These areas may be paved or unpaved and have not been officially designated for any particular use. Restrictions on regulated public parking were noted, including time limits, paid parking, and permit-required parking. Representative site photographs taken during this survey are provided in Appendix B.

### **3.3 Data Sources**

AECOM completed a comprehensive review of two different Google Earth aerial photographs (September 26, 2020; and July 16, 2023) and four different NearMap aerial photographs (May 5, 2020; October 14, 2020; May 24, 2021; and February 18, 2024) that represented high, moderate, and low parking occupancy scenarios for the unregulated use of shoulder on SR 1. Patterns and trends in occupancy were analyzed by examining imagery from weekdays and weekends and different seasons. For each occupancy scenario, two aerials were selected to quantify available space for a typical car and assess relative parking supply and demand within walking distance of SR 1 unregulated shoulder use. The SR 1 unregulated use of shoulder areas for the low-, medium, and high-use scenarios that were used for this analysis are shown on aerials in Figure 7, Figure 8, and Figure 9, respectively. This visual data provided critical insights into the temporal dynamics of parking demand, allowing the team to evaluate how well existing parking supply met the needs of the area at various times.

### **3.4 Limitations that May Influence Results**

Conducting a desktop analysis of shoulder use and parking supply using aerial imagery is common practice in urban planning. However, several limitations exist. Temporal variability of aerial imagery can impact the analysis because the imagery is not updated in real-time and current parking conditions may vary. The resolution and clarity of the Google Earth images can also pose challenges such as obscuring details from shadows, tree cover, and buildings. Furthermore, the time of day is not provided for Google Earth or NearMap imagery, which is a metric that factors heavily into parking occupancy and supply. Relying solely on aerial imagery does not account for dynamic factors such as driver behavior, parking regulations, and restrictions. Therefore, the project team conducted in-person field surveys to complement the desktop analysis and provide additional and essential context for accurate and actionable insights.



- - - Caltrans ROW
- Study Area
- Other
- Street Parking Zones**
- Other



OSM Roads, 2023  
 AECOM, 2024  
 California Coastal Commission, 2024  
 ESRI, 2024

**FIGURE 7**  
 Aerial Imagery of SR1 Unregulated Use of Shoulder - Low Use Scenario (May 4, 2020)



- - - Caltrans ROW
- Study Area
- Street Parking Zones
- Other



OSM Roads, 2023  
 AECOM, 2024  
 California Coastal Commission, 2024  
 ESRI, 2024

**FIGURE 8**  
 Aerial Imagery of SR1 Unregulated Use of Shoulder - Moderate Use Scenario (October 14, 2020)



SR 1: Unregulated Use of Shoulder - Other Primary Use

SR 1: Unregulated Use of Shoulder - Recreation / Coastal Access

Surfers Beach

Pacific Ocean



- Caltrans ROW
- Study Area
- Street Parking Zones
- Other

**FIGURE 9**  
 Aerial Imagery of SR1 Unregulated Use of Shoulder - High Use Scenario (May 24, 2021)

## Chapter 4: Results

### 4.1 Existing Public Parking in Study Area

#### 4.1.1 Existing Public Street Parking

Public street parking in the study area was quantified by establishing zones used for residential, commercial, or other purposes. Each street parking zone is identified on the parking map provided in Appendix A. Residential zones 1 through 4 are on the eastern side of SR 1, east of Avenue Alhambra. Commercial zones 1 through 3 are on the western side of SR 1, in the commercial area centered around the Pillar Point Harbor; commercial zones 4 through 6 are on the eastern side of SR 1, on Obispo Road; and commercial zone 7 is along Santiago Avenue. All street parking in residential and commercial street parking zones is considered regulated because it is paved.

Unregulated shoulder use along SR 1 was categorized as “Other,” and was broken into two zones, with the zone closest to Surfers Beach designated as “SR 1 Unregulated use of shoulder – Recreation/Coastal Access,” and the zone north of Surfers Beach designated as “SR 1 Unregulated use of shoulder – Other Primary Use” (refer to Figures 7-9 and Appendix A). The portion of SR 1 designated as Recreation/Coastal Access is 0.29 miles long and the portion of SR 1 designated as Other Primary Use is 0.32 miles long. All street parking in zones designated as “Other” are in the Caltrans right of way (ROW) and are considered unregulated because these areas have no regulated designation as parking and used mainly for emergencies.

In residential and commercial zones, the length of curb on each side of the street was mapped block by block to establish a parking grid; curbs were mapped to run the length of the block and terminate at the edge of each intersection. For each parking zone, the total curb length was calculated in geographic information system (GIS). The percentage of driveways and painted red curb was estimated visually in the field for each parking zone to determine a percentage of available parking. All residential zones were determined to have 70 percent of parking availability, whereas the commercial zones varied as outlined below:

- Commercial zone 1 – 25 percent available parking
- Commercial zone 2 and 3 – 80 percent available parking
- Commercial zones 4 through 7 – 60 percent available parking

To calculate the total number of spaces, the linear feet of curb was multiplied by the percentage of available parking and then divided by a standard car length of 20 feet.

To calculate the number of existing unregulated street parking spots in the parking zone designated as “Other” on SR 1, any area where cars can parallel park along the highway was mapped. Driveways to parking lots along SR 1 (e.g., Sam’s Chowder House driveways) were excluded from the mapped length of available parking. The total

length of available unregulated parking was then calculated in GIS and divided the standard car length of 20 feet to determine the total amount of available parking spaces.

Unregulated use of shoulder area on SR 1 was further subdivided into categories of use by the public. Unregulated use of the shoulder in the immediate vicinity of Surfers Beach was identified as “Recreation/Coast Access Primary Use.” This area was determined by reviewing aerials of high, moderate, and low parking occupancy scenarios to better understand parking trends. Generally, it was observed on aerials that the portion of unregulated shoulder prioritized by the public for access to the entrance of Surfers Beach is on the east side of SR 1 immediately north of the Coronado Street intersection and on the west side of SR 1 around the entrance to the Pillar Point RV Park. On low and moderate use days, cars were observed to cluster in these locations because they offer the shortest distance to the public beach entrance, which in the absence of the damaged public staircase, is accessible via the portion of the coastal trail adjacent to the Coronado Street intersection (entrance labeled on Figures 7-9 and Appendix A). The visiting public accesses the beach entrance from the crosswalk at the Coronado Street intersection if parked on the east side of SR 1 and from the coastal trail if parked on the west side of SR 1. Based on these observed trends, public parking for Surfers Beach was mapped to cover all spaces on the shoulder within an approximately 0.25-mile walking distance from the beach entrance adjacent to Coronado Street; this area can accommodate 65 spaces (refer to Table 2). Of the 65 spaces that are within walking distance from Surfers Beach, the majority are on the east side of SR1 due to a red curb that extends along much of the west side of SR 1 adjacent to Surfers Beach. This area is labeled on Figures 7-9 and the Transportation Safety and Bike Lane Study Map in Appendix A.

Unregulated use of the shoulder on SR 1 that is not in the immediate vicinity of Surfers Beach was identified as “Other Primary Use.” This parking is directly north of the unregulated use of the shoulder area designated as “Recreation/Coast Access Primary Use.” Due to the longer distance of this parking from the public beach area at Surfers Beach (over 0.25 mile) and its immediate proximity to commercial businesses, including the regionally popular Sam’s Chowder House Restaurant, the parking in this location was determined to be primarily used for access to other destinations north of Surfers Beach. This area can accommodate 115 spaces (refer to Table 2) and is labeled on Figures 7-9 and the Transportation Safety and Bike Lane Study Map in Appendix A.

#### **4.1.2 Existing Public Parking in Lots**

Public parking spaces in lots in the study area were identified on aerials, and the spaces were counted using aerial imagery. Paved lots like those at the Harbor District were designated as regulated public parking, and unpaved lots like the Obispo Street dirt lot were designated as unregulated public parking (refer to Appendix A). Because dirt lots are not striped, aerials of peak parking occupancy were used to estimate the maximum number of spaces. Parking stall layout and signage was confirmed during the field reconnaissance survey. Public lots that require permits to park were considered ‘no parking’ areas that are not available to the general public. Commercial lots were also considered ‘no parking’ areas, except for two commercial lots that had signs clearly

posted stating that the lots were available for beach user parking. These commercial lots are limited to the parking lot at the Oceano Hotel and a small lot behind the Half Moon Bay Brewery, which are labeled on the parking map in Appendix A.

Several public parking lots outside of the study area were also evaluated in this analysis as reference sites. These lots include the Dunes Beach Parking Lot, the Francis Beach Parking Lot, the Maverick’s Beach Parking Lot, the Roosevelt Beach Parking Lot, and the Venice Parking Lot. These five lots were determined to have a total of 686 parking spaces.

Table 2 provides a summary of the total regulated and unregulated public parking spaces in street parking zones and lots in the study area.

**Table 2 Summary of Existing Public Parking in the Study Area**

Parking Category	Public Parking in Study Area	Total Spaces
Street Parking	Commercial	197
	Residential	1,378
	Other - SR 1 Unregulated Spaces in Walking Distance from Surfers Beach (Recreation/Coast Access Primary Use)	65
	Other - SR 1 Unregulated Spaces Not in Walking Distance of Surfers Beach (Other Primary Use)	115
	<b>Subtotal</b>	<b>1,755</b>
Parking Lots	Commercial Lots with Public Parking Signs	350
	Public Lots	615
	<b>Subtotal</b>	<b>965</b>
<b>Total</b>		<b>2,720</b>

Note:

SR = State Route

#### 4.2 Parking Occupancy in Study Area

Counts of cars in regulated and unregulated street parking zones and lots in the study area were made on aerials that represented high, moderate, and low parking occupancy scenarios for the unregulated street parking on SR 1. Counts were done for two aerials of each parking occupancy scenario and then averaged. Table 3 provides a summary of parking availability under the high use scenario for the entire study area and within walking distance to Surfers Beach. Table 4 provides a detailed breakdown of the average street parking occupancy in the study area, and Table 5 provides a breakdown of the public parking lot occupancy in the study area during low-, moderate-, and high-use scenarios.

The results summarized in Table 3, Table 4, and Table 5 indicate that there is generally a surplus of on-street and in-lot parking available to the public in the study area. In total,

**Table 3 Summary of Public Parking Availability in Study Area**

Parking Type	Parking Location	Total Spaces	Availability (High Use Scenario)
Street Parking*	Entire Study Area	1,575	1,197
Parking Lots	Entire Study Area	965	376
<b>Total in Entire Study Area</b>		<b>2,540</b>	<b>1,573</b>
Street Parking*	Walking Distance to Surfers Beach	600	456
Parking Lots	Walking Distance to Surfers Beach	172	75
<b>Total in Walking Distance to Surfers Beach</b>		<b>772</b>	<b>531</b>

Notes:

SR = State Route

\* Commercial and Residential Zones only; SR 1 unregulated use of shoulder spaces not factored in.

**Table 4 Average Street Parking Occupancy in Study Area**

Parking Zone	Parking Type	Total Spaces	Low**	Moderate**	High**
Commercial Zone 1	Regulated	24	18 (72%)	16 (63%)	21 (86%)
Commercial Zone 2	Regulated	54	6 (11%)	13 (23%)	25 (46%)
Commercial Zone 3	Regulated	9	6 (66%)	5 (55%)	4 (44%)
Commercial Zone 4	Regulated	27	1 (4%)	2 (6%)	0 (0%)
Commercial Zone 5	Regulated	37	0 (0%)	1 (1%)	1 (1%)
Commercial Zone 6*	Regulated	20	2 (10%)	2 (10%)	6 (29%)
Commercial Zone 7*	Regulated	24	5 (21%)	4 (16%)	3 (12%)
<b>Commercial Zone Total</b>		<b>197</b>	<b>19%</b>	<b>21%</b>	<b>30%</b>
Residential Zone 1	Regulated	149	27 (18%)	35 (24%)	38 (26%)
Residential Zone 2	Regulated	165	28 (17%)	29 (17%)	27 (16%)
Residential Zone 3	Regulated	144	36 (25%)	39 (27%)	42 (29%)
Residential Zone 4	Regulated	136	23 (17%)	20 (15%)	21 (15%)
Residential Zone 5	Regulated	229	42 (18%)	44 (19%)	54 (24%)
Residential Zone 6*	Regulated	315	76 (24%)	81 (26%)	93 (29%)
Residential Zone 7*	Regulated	241	50 (21%)	42 (17%)	44 (18%)
<b>Residential Zone Total</b>		<b>1378</b>	<b>20%</b>	<b>21%</b>	<b>23%</b>
SR 1 – Recreation/Coast Access Primary Use*	Unregulated	115	11 (10%)	41 (36%)	75 (65%)
SR 1 – Other Primary Use	Unregulated	65	2 (3%)	14 (22%)	63 (96%)
<b>Other Zone Total</b>		<b>180</b>	<b>7%</b>	<b>31%</b>	<b>76%</b>
<b>Street Parking Total (Not Including Unregulated Spaces on SR 1)</b>		<b>1,575</b>	<b>20%</b>	<b>21%</b>	<b>24%</b>
<b>Street Parking within Walking Distance to Surfers Beach Total (Not Including Unregulated Spaces on SR 1)</b>		<b>600</b>	<b>22%</b>	<b>21%</b>	<b>24%</b>

Notes:

SR = State Route

\* Street parking zones within walking distance (approximately 0.25-miles) of entrance to Surfers Beach.

\*\* Average Occupied Parking

**Table 5 Average Parking Lot Occupancy in Study Area**

Parking Lot	Parking Type	Restriction**	Total Spaces	Low***	Moderate***	High***
Lot 1	Public – Regulated	Time Limit	340	55 (16%)	59 (17%)	93 (27%)
Lot 2	Public – Regulated	Time Limit	10	2 (20%)	5 (45%)	10 (100%)
Lot 4	Public – Regulated	Time Limit	102	42 (41%)	31 (30%)	91 (89%)
Lot 5	Public – Regulated	No Restriction	40	10 (25%)	26 (64%)	39 (96%)
Lot 6	Public – Regulated	Time Limit	41	11 (27%)	27 (66%)	41 (100%)
Lot 7	Public – Regulated	Time Limit	64	48 (74%)	39 (60%)	55 (85%)
Lot 8	Public – Regulated	Time Limit	98	4 (4%)	27 (28%)	90 (92%)
Lot 9	Public – Regulated	Time Limit	35	3 (7%)	5 (14%)	26 (73%)
Lot 10	Public – Regulated	Time Limit	26	3 (10%)	11 (42%)	22 (85%)
Lot 11	Public – Regulated	Paid, Time Limit	8	0 (0%)	0 (0%)	0 (0%)
Lot 12	Public – Unregulated	No Restriction	2	2 (100%)	2 (100%)	2 (100%)
Lot 13	Public – Unregulated	No Restriction	6	6 (100%)	9 (150%)	10 (167%)
Lot 14	Public – Unregulated	No Restriction	18	4 (19%)	10 (53%)	13 (72%)
Lot 15*	Public – Regulated	No Restriction	24	1 (2%)	17 (71%)	22 (90%)
Lot 16*	Public – Regulated	Time Limit	32	22 (67%)	8 (23%)	17 (53%)
Lot 17*	Public – Unregulated	No Restriction	13	2 (12%)	1 (4%)	0 (0%)
Lot 18*	Public – Unregulated	No Restriction	65	1 (2%)	16 (25%)	36 (55%)
Lot 19*	Public – Unregulated	No Restriction	31	1 (3%)	2 (6%)	13 (40%)
Lot 20*	Public – Unregulated	No Restriction	7	2 (29%)	6 (86%)	9 (129%)
Lot 21	Public – Unregulated	No Restriction	3	1 (17%)	2 (50%)	1 (33%)
<b>Lot Parking Total</b>			<b>965</b>	<b>22%</b>	<b>31%</b>	<b>61%</b>
<b>Parking Lots within Walking Distance to Surfers Beach Total</b>			<b>172</b>	<b>16%</b>	<b>28%</b>	<b>56%</b>

Note:

\* Parking lots within walking distance (approximately 0.25-miles) of entrance to Surfers Beach.

\*\*Parking restrictions are only applicable to regulated parking lots.

\*\*\* Average Occupied Parking

2,540 spaces are available in the study area and a subset of 1,573 of these spaces are available during high use scenario use days. During low-use periods, the average street parking occupancy in the study area is 20 percent, and the lot parking occupancy is 22 percent, indicating a similar level of use between lots and street parking and a significant amount of parking availability. During moderate-use periods, the average street occupancy in the study area is 21 percent, and the lot parking rate is 31 percent, showing a slightly higher use of lots and ample parking availability. During the high-use

scenario, average street parking occupancy in the study area is 24 percent, and the lot parking rate is 61 percent, which suggests that lots are more heavily used in this scenario. Regardless, in the study area the average parking occupancy between lots and on-street parking in the high-use scenario is still well under 50 percent.

A subset of lots and street parking within an approximately 0.25-mile radius from the entrance of Surfers Beach adjacent to the Coronado Street intersection was also reviewed to determine average on-street and in-lot parking availability and occupancy within walking distance from the beach. Commercial Zones 6 and 7 and Residential Zones 6 and 7 fall within this area and have a total of 600 spaces. Lots 15 – 20 also fall within this area and have a total of 172 spaces. In total, 772 spaces are available within walking distance to Surfers Beach, and a subset of 531 of these spaces are available during high use scenario days. During low-use periods, the average street parking occupancy within walking distance to Surfers Beach is 22 percent, and the lot parking occupancy is 16 percent. During moderate-use periods, the average street occupancy within walking distance to Surfers Beach is 21 percent, and the lot parking rate is 28 percent. During the high-use scenario, the average street parking occupancy within walking distance to Surfers Beach is 24 percent, and the lot parking rate is 56 percent. This percentage of availability tracks closely with the parking occupancy within the larger study area, with a general trend toward heavier use of lots during the high-use scenario. Overall average of occupancy for lots and on-street parking within walking distance of Surfers Beach in the high use scenario remains below 50 percent. Street parking zones and lots that are within walking distance of the entrance of Surfers Beach are indicated with an asterisk on tables 3 and 4, respectively.

Review of individual street parking zone and lot data suggests variation among the dataset due to various demand factors. Commercial zones 4 and 5, which are east of SR 1 on Avenue Alhambra, have much lower occupancy of street parking, whereas zones 1 and 3 have relatively high occupancy. This is likely due to low commercial demand in zones 4 and 5 relative to zones 1 and 3. Residential zone 6 has very high occupancy across all parking use scenarios, due to its proximity to the downtown El Granada area between Avenue Alhambra and Obispo Road. Parking lots 11 and 17 have very low or no occupancy across all use scenarios, likely due to their small size and relatively remote locations. Lots 12 and 13, by contrast, are small, unregulated lots with very high use across all use scenarios due to their location directly off SR 1 at Sam's Chowder House.

Five public parking lots within two miles of Surfers Beach that are operated by the County of San Mateo and available to the public for coastal access were also reviewed as reference sites. The same aerials of high-, moderate-, and low-use parking scenarios that were used for the parking counts of the Study Area were used to quantify the average occupancy percentages for these lots, which are provided in Table 6. Generally, under the low-use scenario, these reference lots are used less than the street parking and lots in the study area; under the moderate- and high-use scenarios, they are used more heavily than the street parking and lots in the study area. This is likely due to the remote location of these lots and the lack of other parking options in the immediate vicinity.

**Table 6 Average Parking Lot Occupancy in Reference Lots**

Parking Lot	Total Spaces	Low*	Moderate*	High*
Lot 22. Maverick's Beach	47	14 (30%)	35 (73%)	44 (94%)
Lot 23. Roosevelt Beach	36	0 (0%)	5 (14%)	17 (46%)
Lot 24. Dunes Beach	125	4 (3%)	43 (34%)	98 (78%)
Lot 25. Venice Beach	320	4 (1%)	75 (23%)	191 (60%)
Lot 26. Francis Beach	158	26 (16%)	97 (61%)	135 (85%)
<b>Total</b>	<b>686</b>	<b>7%</b>	<b>37%</b>	<b>70%</b>

\* Average Occupied Parking

### 4.3 SR 1 Unregulated Use of Shoulder Occupancy Discussion

The occupancy of the SR 1 unregulated use of shoulder area is generally similar to, or lower than, the total average occupancy for street parking in the study area, with the exception of the high-use scenario, in which the “Recreation/Coast Access Primary Use” zone average occupancy is 65 percent, and the “Other Primary Use” zone average occupancy is 96 percent. This may be related to heavier commercial demand in this area during high-use scenarios. For the moderate-use scenario, SR 1 unregulated use of shoulder is used at the same relative level as parking in the rest of the study area. During low-occupancy periods, the SR 1 unregulated use of shoulder areas have a lower percentage of occupancy than the surrounding public parking, indicating lower than average use.

When reviewing aerial imagery for this study, most aerials showed low parking occupancy in the SR 1 unregulated use of shoulder area. This suggests that parking demand is relatively low along SR 1 most of the time and reaches the high-use scenario on relatively few days a year. Based on observations, these high-use days tend to occur on weekends during seasons with warm weather, which are generally spring, summer, and fall in this location.

Currently, existing parking availability near Surfers Beach and commercial destinations on SR 1 north of the beach suggests that overall parking infrastructure can accommodate demand during low-, medium-, and high-use parking periods. The 180 unregulated spaces on the shoulder or SR 1 consist of 65 spaces within walking distance of the entrance to Surfers Beach (designated as ‘Recreation / Coastal Access’ in Figures 7-9 and Appendix A) and 115 spaces which are utilized for other primarily commercial uses north of Surfers Beach (designated as ‘Other Primary Use’ in Figures 7-9 and Appendix A). Of the 65 spaces that are within walking distance from Surfers Beach, the majority are on the east side of SR1 due to a red curb that extends along much of the west side of SR 1 adjacent to Surfers Beach. Although the proposed Class II Bikeway striping would replace the existing 180 unregulated spaces along SR 1, which would reduce unregulated parking capacity in the area, this would not significantly impact the availability of overall parking availability for visitors. While these unregulated spaces would be lost, the bike, pedestrian, and safety improvements in the

coastal area will be beneficial to the public accessing recreational facilities along the coast. The proposed improvements for bicyclists and pedestrians allow for safe multi-modal access to the coast for the public. Further, the existing regulated and unregulated public street parking and lots in the study area provide sufficient capacity to accommodate the loss of the unregulated spaces along SR 1. On high use scenario days, 1,573 spaces are available within the study area. Although street parking and lot capacity reaches 24 percent and 61 percent, respectively, in the study area during peak or high-use periods, the remaining capacity would be adequate to manage the loss of SR 1 unregulated spaces, ensuring continued accessibility and minimal disruption to visitors and local businesses.

It was determined that sufficient capacity to offset SR 1 unregulated use of shoulder is available in a smaller subset of the study area within walking distance to Surfers Beach, measured as approximately 0.25 miles from the entrance to the public beach near the intersection of SR 1 and Coronado Street. Within this smaller area where the visiting public parks to access Surfers Beach it was determined that the percentage of parking availability tracks closely with the parking occupancy within the larger study area, with a general trend toward heavier use of lots during the high-use scenario. On high use scenario days, 531 spaces are available within walking distance of Surfers Beach are available. Overall average of occupancy for lots and on-street parking within walking distance of Surfers Beach in the high use scenario remains below 50 percent. Street parking zones and lots that are within walking distance of the entrance of Surfers Beach are indicated with an asterisk on tables 3 and 4, respectively.

Review of the lot availability in the study area shows that most are not above 95 percent occupancy in the high-use scenario. Connect the Coastside recommends that beach access points should have no more than 95 percent parking occupancy during the recreational peak because when designated lots fill to capacity, visitors often park on the roadside. Although this analysis found that the SR 1 unregulated use of shoulder is largely occupied during recreational peak hours, surrounding lot availability is below 95 percent and can offset the 180 unregulated spaces along the shoulder that would be replaced by the new Class II bicycle lane.

Because this study focuses on existing parking within walking distance of Surfers Beach, unregulated dirt parking lots and street parking were factored into parking availability. However, it should be noted that, due to their unregulated nature, parking at these locations cannot be relied upon in the long term. Retention of the unregulated dirt lots within the Caltrans ROW on SR 1, including the dirt lot east of SR 1 (Lot 19) and head-in parking in front of Sam's Chowder House (Lots 12, 13, and 14) is not planned in the long term due to likely conflicts with future improvements to SR 1 to address sea-level rise. Furthermore, the unregulated dirt lots in the Burham Strip along on Obispo Street (Lots 17, 18, and 20) will be modified in the future as part of the Granada Park and Community Center project, which will ultimately result in a modification of existing unregulated use. Although these lots offer a short-term solution, as discussed previously, the loss of SR 1 unregulated parking use can be offset in a smaller subset of regulated public street and lot parking in the study area.

Taking no action on the SR 1 unregulated shoulder use would provide a window for future parking improvements in the corridor that are in line with the Highway 1 Safety and Mobility Improvement Study and Harbor District Appeal, which discuss retention and improvement of the existing parking on SR 1. Although this would maintain visitor parking for recreational purposes at Surfers Beach, the opportunity to improve this stretch of SR 1 from a multi-modal perspective by adding a Class II Bikeway would be lost. Furthermore, reliance on parking in the SR 1 corridor in the long term is not feasible; and, as noted above, any improvements in the Caltrans ROW in this location would likely be in conflict with future improvements to address sea-level rise.

#### **4.4 Measures to Enhance Existing Public Parking**

Given the parking supply and demand findings, creation of additional parking is not warranted: there is ample public parking within walking distance of the SR 1 unregulated shoulder that can be used for recreation and coastal access. However, Caltrans is looking into ways that existing lots can be enhanced, and additional lots can be made accessible for the visiting public. At the north end of the study area, Caltrans is coordinating with the Harbor District regarding several parcels they have purchased along SR 1 for future parking lots. Caltrans has committed to coordinating with the Harbor District on these lots and has offered to assist in streamlining any encroachment permits needed for work in state ROW. Caltrans is also looking into options to increase safety and reduce bicycle and motor vehicle conflicts at the current entrance of the dirt lot (lot 19 in Appendix A) off SR 1. One option being reviewed is to block off the current entrance to the lot from SR 1, so the lot is only accessible from the entrance off of Obispo Road.

Caltrans is also proposing improved wayfinding signage along the SR 1 corridor within the study area to better inform to the visiting public about parking availability in public parking lots accessible from the intersections of SR 1 with Coronado Street and Capistrano Road. Caltrans is proposing wayfinding signs at these intersections that will indicate parking is available to the west of the SR 1 and Capistrano Road intersection in the Oceano Hotel and Harbor District lots and to the east of the SR 1 and Coronado Street intersection. The approximate locations of these wayfinding signs are provided in Appendix A.

## **Chapter 5: Conclusions and Determinations**

In conclusion, this study aimed to assess the effect of converting the existing SR1 shoulder to a new transportation facility in the form of a continuous Class II bike lane, assess the proposed safety improvements vehicles, bicyclists, and pedestrians, and explore alternative parking options within walking distance (estimated at 0.25 miles) of MHW along the stretch of coast in the study area. The existing highway conditions are unsafe for vehicles, bicyclists, and pedestrians. Ultimately, the proposed improvements of adding bikes lanes, encouraging use of signalized crosswalks, proposing wayfinding signage to inform the public, and upgrading ramps to ADA standards would benefit the public from a safety standpoint and allow for multi-modal access to the coast and all it has to offer. The study also conducted a parking supply and demand analysis near Surfers Beach and demonstrated that the current parking infrastructure can meet existing and anticipated demand. The Public – Regulated areas show consistently low occupancy rates, even during peak periods, indicating a surplus of available parking spaces for visitors. Converting the existing shoulder to a Class II bike lane would result in a loss of approximately 180 unregulated spaces along SR 1. However, the 1,530 spaces are available in the study area under the high use scenario, both regulated and unregulated, that would sufficiently accommodate the proposed loss without adversely impacting accessibility and visitors to the area. Further, within walking distance of Surfers Beach there are 531 spaces available on high use scenario days. The analysis suggests that the existing parking resources within walking distance of Surfers Beach can accommodate fluctuations in demand while maintaining ease of access for all users.

## Chapter 6: References

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## **Appendix A Transportation Study and Bike Lane Study Map**

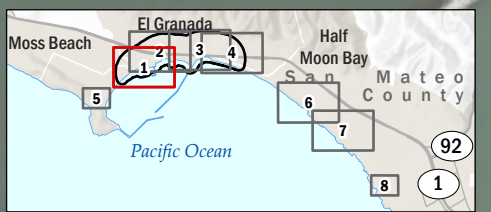


**AECOM**  
 Caltrans District 4  
 State Route 1 Multi-Asset Roadway Rehabilitation Project  
 San Mateo County, CA  
 PM 27.5/34.8  
 EA 04-0Q130 / Project ID 0418000053

- Caltrans ROW
- Study Area
- Proposed Public Coastal Access Wayfinding Sign

- Parking Type**
- No parking
  - Public - Regulated
- Street Parking Zones**
- Commercial

- Restrictions on Formal Public Parking**
- No Restriction
  - Time Limit
  - Paid
  - Permit

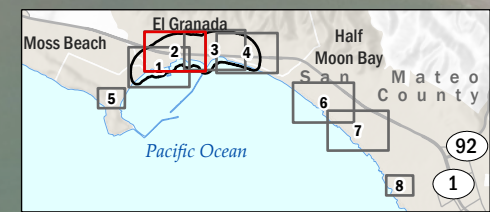


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 California Coastal Commission, 2024  
 ESRI, 2024

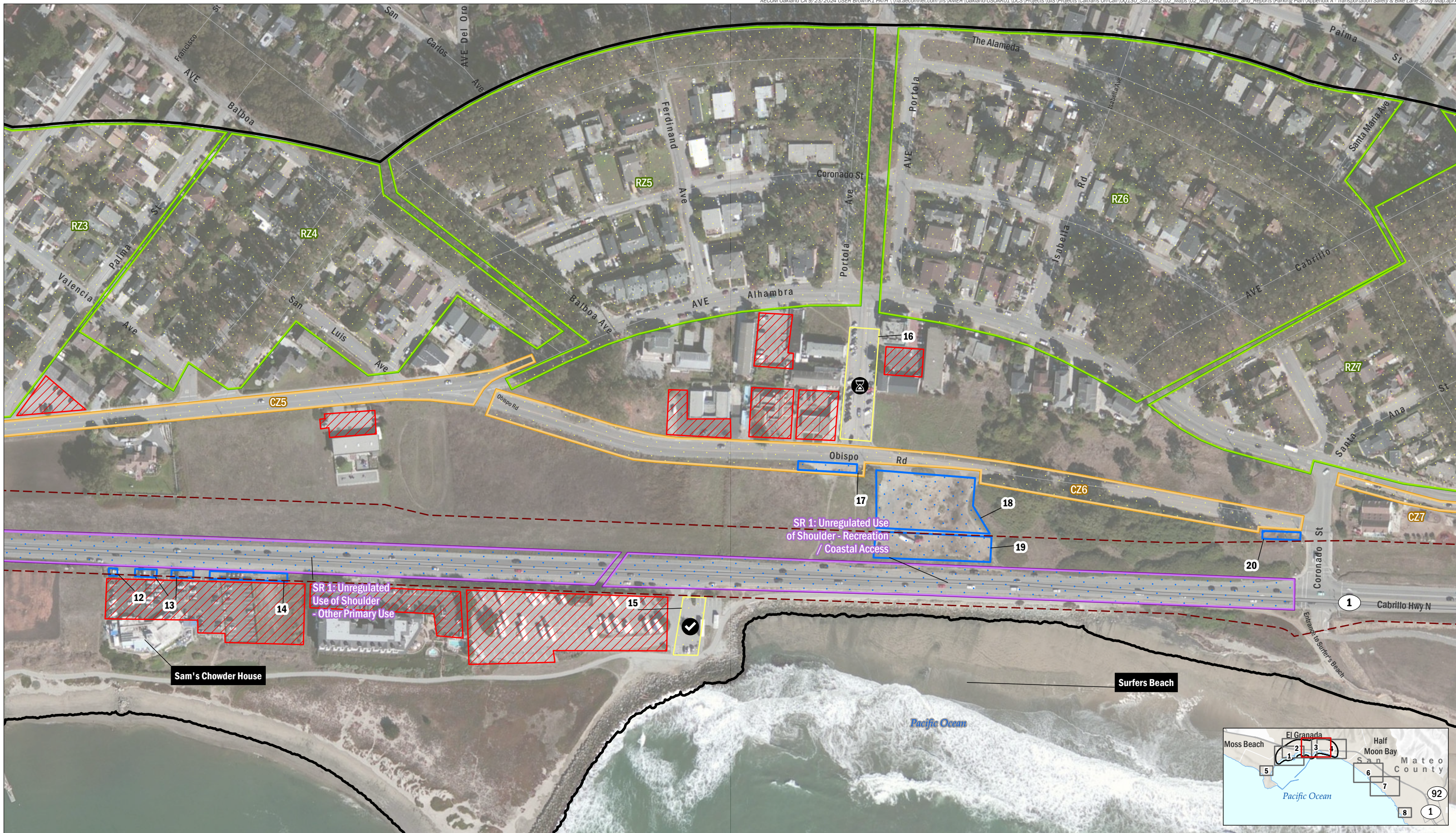


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 San Mateo County, CA  
 PM 27.5/34.8  
 EA 04-0Q130 / Project ID 0418000053

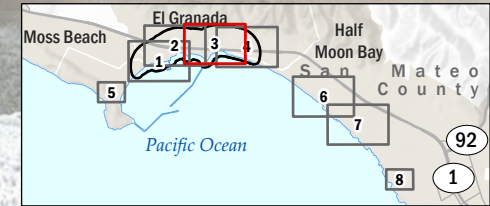
- Caltrans ROW
- Study Area
- Proposed Public Coastal Access Wayfinding Sign
- Parking Type**
- No parking
- Public - Regulated
- Public - Unregulated
- Street Parking Zones**
- Commercial
- Residential
- Other
- Restrictions on Formal Public Parking**
- No Restriction
- Time Limit
- Paid
- Permit



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 AECOM, 2024  
 California Coastal Commission, 2024  
 ESRI, 2024



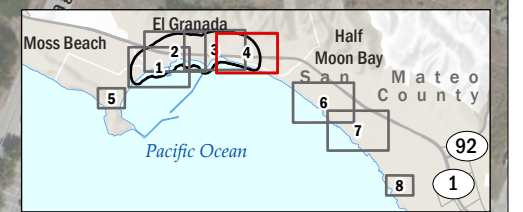
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|--|---|---|--|
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|--|---|---|--|



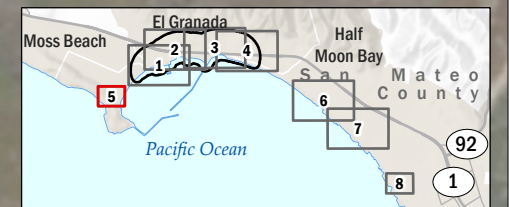


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 San Mateo County, CA  
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 EA 04-0Q130 / Project ID 0418000053

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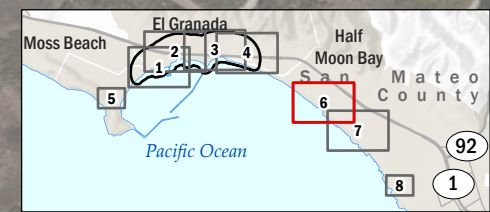
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 California Coastal Commission, 2024  
 ESRI, 2024



**Parking Type**  
Public - Regulated

- Restrictions on Formal Public Parking**
- No Restriction
  - Time Limit
  - Paid
  - Permit

OSM Roads, 2023  
AECOM, 2024  
California Coastal Commission, 2024  
ESRI, 2024



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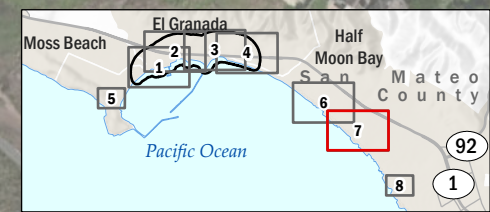
--- Caltrans ROW

**Parking Type**  
Public - Regulated

**Restrictions on Formal Public Parking**

- No Restriction
- Time Limit
- Paid
- Permit

OSM Roads, 2023  
AECOM, 2024  
California Coastal Commission, 2024  
ESRI, 2024



**AECOM**  
Caltrans District 4  
State Route 1 Multi-Asset Roadway Rehabilitation Project  
San Mateo County, CA  
PM 27.5/34.8  
EA 04-0Q130 / Project ID 0418000053

--- Caltrans ROW  
Parking Type  
Public - Regulated

- Restrictions on Formal Public Parking**
- No Restriction
  - Time Limit
  - Paid
  - Permit

OSM Roads, 2023  
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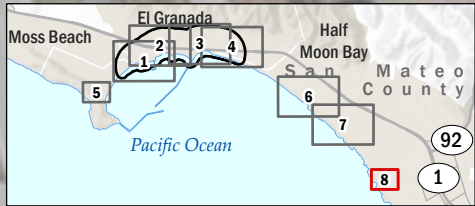


Pacific Ocean



**Parking Type**  
Public - Regulated

- Restrictions on Formal Public Parking**
- No Restriction
  - Time Limit
  - Paid
  - Permit



OSM Roads, 2023  
AECOM, 2024  
California Coastal Commission, 2024  
ESRI, 2024

**AECOM**  
Caltrans District 4  
State Route 1 Multi-Asset Roadway Rehabilitation Project  
San Mateo County, CA  
PM 27.5/34.8  
EA 04-0Q130 / Project ID 0418000053

## **Appendix B Representative Site Photographs**



**Figure 1. Pillar Point Harbor permit parking lot looking south toward Pacific Ocean, designated ‘no parking’ in study.**



**Figure 2. Street parking in commercial zone 3 looking east, designated ‘public-regulated’ in study.**



Figure 3. Street parking in commercial zone 3 looking north, designated ‘public-regulated’ in study.



Figure 4. Pillar Point Harbor Master Office (Lot 7) parking lot looking west, designated ‘public-regulated’ in study.



Figure 5. Harbor District Lot 9 parking entrance, , designated ‘public-regulated’ in study.



Figure 6. Harbor District Boat Launch parking rules.



**Figure 7. Harbor District Lot 9 parking space for boat trailer looking south toward Pacific Ocean.**



**Figure 8. Harbor District Boat Launch parking pay meter in Lot 11, designated 'public-regulated' in study.**



**Figure 9. Sam's Chowder House parking lot looking east, designated 'no parking' commercial lot in study.**



**Figure 10. Sam's Chowder House employee parking looking east, designated 'no parking' commercial lot in study.**



**Figure 11. Unregulated head-in public parking (Lot 14) just outside of Sam’s Chowder House lot off southbound State Route (SR) 1, designated ‘public-unregulated’ in study.**



**Figure 12. Unregulated head-in public parking (Lot 13) outside of Sam’s Chowder House lot off southbound SR 1, designated ‘public-unregulated’ in study.**



**Figure 13. Unregulated street parking designated ‘Other Primary Use’ off southbound SR 1, looking south, designated ‘public-unregulated’ in study.**



**Figure 14. Oceano Hotel parking lot (Lot 8) limited time public parking lot for beach access, designated ‘public-regulated’ with time limit in study.**



**Figure 15. Parking lot for Half Moon Bay Brewing Company customers only, designated 'no parking' commercial lot in study.**



**Figure 16. Parking lots for Barbara's Fishtrap and Half Moon Bay Brewery Company customers only, designated 'no parking' commercial lot in study.**



Figure 17. American Legion Parking for customers only, designated 'no parking' commercial lot in study.



Figure 18. American Legion Parking for customers only, designated 'no parking' commercial lot in study.



**Figure 19. New ADA parking lot (Lot 15) next to Surfers Beach, designated ‘public-regulated’ in study.**



**Figure 39. No Beach Parking sign at entrance of Pillar Point RV Park, designated ‘no parking’ commercial lot in study.**

APPENDIX B  
Supplemental Information Prepared  
for California Coastal Commission  
Hearing

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# SUPPLEMENTAL INFORMATION

## CALTRANS STATE ROUTE 1 MULTI-ASSET ROADWAY REHABILITATION PROJECT (EA 0Q130)

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### SURFERS BEACH TOPICS

#### **Roadway Widening/Sidewalk Feasibility on eastside of Surfers Beach**

*Related Appeals: SMC Appeal by Kathryn Slater-Carter, HMB Appeal by Kathryn Slater-Carter/Len Erickson. These appeals were filed regarding the loss of parking near Surfers Beach.*

Although the California Department of Transportation (Caltrans) State Route 1 Multi-Roadway Rehabilitation project is primarily a pavement rehabilitation project and funded as so, Caltrans surveyed the option of installing a sidewalk on the east side of State Route (SR) 1 across from Surfers Beach from the unregulated dirt lot in state right of way (ROW) to the Coronado Street intersection. Environmentally Sensitive Habitat Areas (ESHAs), in the form of potential Endangered Species Act listed species habitat (California red-legged frog [*Rana draytonii*] and San Francisco garter snake [*Thamnophis sirtalis tetrataenia*]), are located along the east side of the SR 1 at Surfers Beach, directly north of Coronado Street. Widening the roadway in this location would result in permanent ESHA impacts.

Furthermore, SR 1 is a conventional highway, and the minimum widths for vehicular lane, shoulder, bike lane, on-street parking area, and other geometric standards are defined in Caltrans' Highway Design Manual (HDM). Based on the minimum width requirements found in the HDM, the current road width constrains improvements to the existing 12-foot travel lanes and 8-foot shoulder, which would accommodate the 6-foot Class II bikeway and 2-foot buffer. Hence, the existing roadway is not wide enough to accommodate both bike lanes and a sidewalk. Adding a sidewalk in this area would also not ensure continuous roadway width along the project area of SR 1.

In addition, adding sidewalk would contribute to increased impervious surface area not considered in the project's Regional Water Quality Control Board (RWQCB) permitting. The RWQCB requires runoff from all new impervious areas to be treated.

## Location of Sidewalk Reviewed on East Side of SR 1 at Surfers Beach:



### Harbor District Planned New Parking Lots

**Related Appeals:** *SMC Appeal by Kathryn Slater-Carter, HMB Appeal by Kathryn Slater-Carter/Len Erickson. These appeals were filed regarding the loss of parking near Surfers Beach.*

Coordination with San Mateo County Harbor District (Harbor District) was initiated to determine the extent of offset parking that could be proposed. Harbor District has indicated their need to construct multiple parking lots in the area to supplement their existing parking lots. The existing lots fill up with trailers, boats, and cars before dawn during opening days for salmon, crab, or bluefin tuna fishing seasons 3 to 4 times a year. Approximately 0.4 miles north of Surfers Beach, the Harbor District has purchased several parcels along SR 1 for future parking lots. Caltrans has committed to coordinating with the Harbor District on these lots and has offered to assist in any encroachment permits needed for work in state ROW.

### Surfers Beach/Coastal Lot Wayfinding Signage

**Related Appeals:** *SMC Appeal by Kathryn Slater-Carter, HMB Appeal by Kathryn Slater-Carter/Len Erickson. These appeals were filed regarding the loss of parking near Surfers Beach.*

Caltrans is proposing improved wayfinding signage along the SR 1 corridor within the study area to better inform the visiting public about parking availability in public parking lots accessible from the intersections of SR 1 with Capistrano Road. Caltrans is proposing wayfinding signs at the intersection that will indicate parking is available to the west of the SR 1 and Capistrano Road intersection in the Oceano Hotel and Harbor District lots.

## Mid-block Crossing

***Related Appeals: SMC Appeal by Kathryn Slater-Carter, HMB Appeal by Kathryn Slater-Carter/Len Erickson. These appeals were filed regarding the loss of parking near Surfers Beach.***

Caltrans evaluated a conceptual mid-block crossing on SR 1 about 0.1 mile north of the Coronado Street pedestrian crossing during the project's early planning stages (i.e., Caltrans Project Approval and Environmental Document [PAED] delivery stage) and coordinated directly with stakeholder organizations and California Highway Patrol. Caltrans Traffic Safety and Caltrans Design investigated this area to determine the feasibility of adding a mid-block cross walk to the scope of the project. Collision rates were found to be lower than the statewide average at the Surfers Beach location; only 1 occurrence of pedestrian collision occurred in a span of ten years. Caltrans recommends pedestrians utilize Coronado Street's crosswalk (approx. 1000 feet south) and suggests installation of signage to direct beach goers to the existing crosswalk at Coronado Street. The disadvantages from evaluation of the mid-block crossing are listed below:

- A mid-block crossing at this location is not certain to improve pedestrian compliance to legally cross at this location as it was found that people tend to park their vehicles along the Highway 1 northbound shoulder, exit their vehicle, and cross from wherever they are parked. Pedestrians have been observed parking near the signalized Coronado Street intersection and still illegally crossing SR 1 instead of using the existing designated crosswalk.
- California Highway Patrol (CHP) supported the installation of "No Parking" signs for safety/reduction of accidents in the future proposed project conditions and supported ways to reduce congestion at Surfers Beach due to nearby Fire Department station and incident response time.
- Crossing would require installation of push buttons, traffic signals, flashing beacons, or in-road warning lights for pedestrian traffic and consider Americans with Disabilities Act (ADA) accessibility standards. There is no formal connection to the proposed mid-block crossing on the eastern side and there is no existing electrical facility nearby to provide the required electrical service point for lighting and flash beacons. Installation of step-up and step-down transformers on the shoulder to obtain the electrical service from a long distance (over 800 feet) from Coronado Street. This activity and associated impacts were not considered during the California Environmental Quality Act (CEQA) project review or permitting with other agencies. Likely, it would require trenching, new impervious surfaces for the new cabinets, and potential visual/aesthetic impacts on the relatively undeveloped side of the road. These are additional project cost and potential environmental impacts that have not been considered.
- Installing a crosswalk may require additional paving along SR 1 to funnel and give safe access to pedestrians, which would have permanent ESHA impacts and require on-site water quality treatment measures triggered by the installation of new impervious surface.
- A raised mid-block crossing would likely need to be considered for pedestrian safety and would trigger substantial traffic studies to reduce speeds at this location and would have potential new traffic impacts not considered by the project. A raised crossing is not standard design for the existing posted speed limit (50 miles per hour) at this location. Raised crossings are usually found in low-speed recreational areas where drivers' ability to respond is greater and risks associated with collisions are less.
- A median or refuge island for the crossing would need to be considered with a raised crossing to provide safer pedestrian crossing and allow vehicles traveling on the highway to reduce speed. However, this would require roadway widening which is considered out of the project

scope (roadway rehabilitation) and would create new environmental impacts that have not been considered at this location for the project.

## KELLY AVENUE TOPICS

### Kelly Avenue Proposed Safety Measures

***Related Appeals: HMB appeal by Paul Nagengast, HMB appeal by Jane Lewis. Both appeals specifically mentioned Kelly Avenue safety concerns and the current pork chop island configuration.***

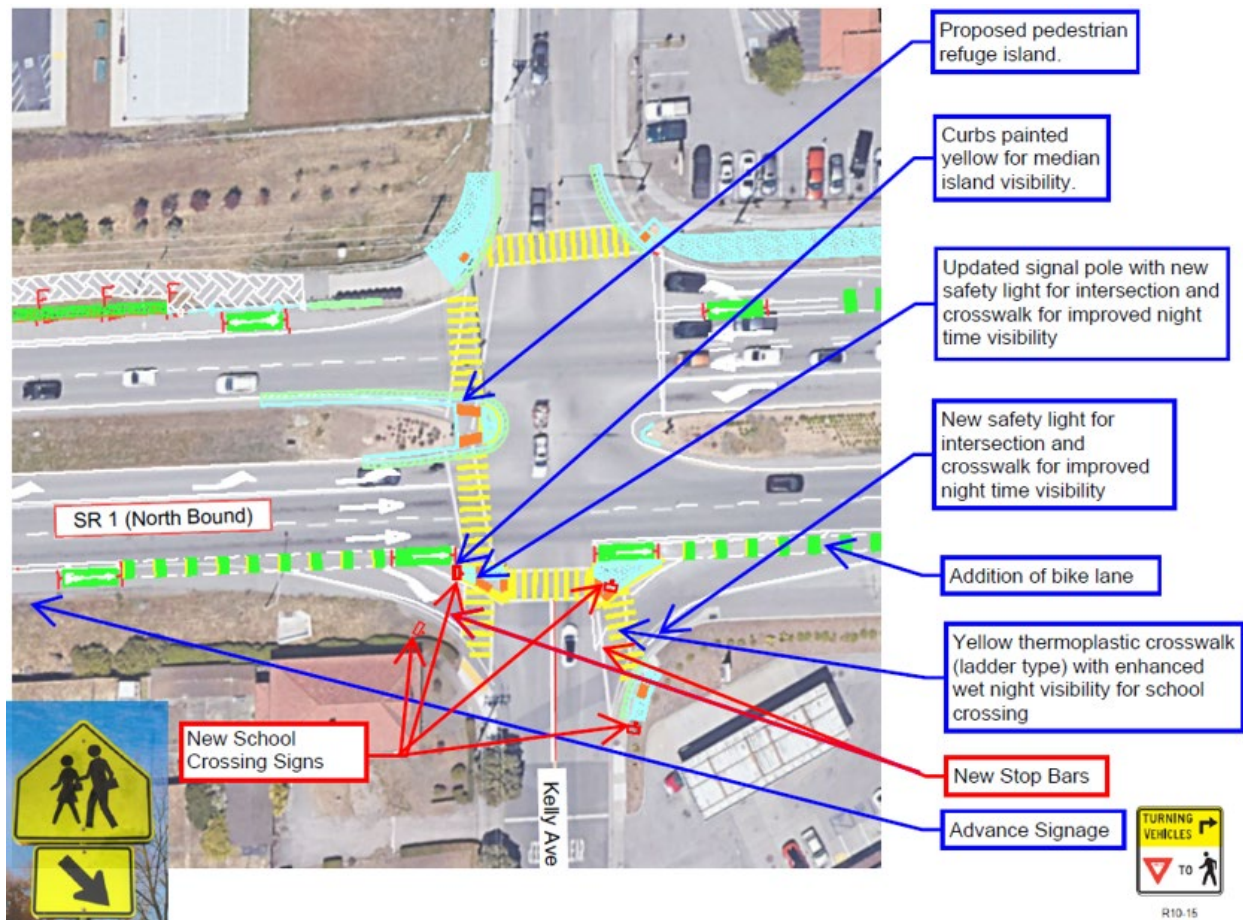
Improvements at Kelly Avenue consist of upgrading the pedestrian refuge island (or pork chop islands), curbs painted yellow for median island visibility, updated signal pole with new safety lights for the intersection and crosswalk with improved night-time visibility, addition of class II bike lanes, yellow thermoplastic crosswalk (ladder type) with enhanced wet night visibility for school crossing, and advance signage. These improvements were presented at the City of Half Moon Bay Planning Commission Hearing in March 2024. Upon receiving concerns regarding pedestrian safety at Kelly Avenue, Caltrans Traffic Safety discussed further and have added improvements of new stop bars (6 feet before the crosswalk for the right turn lane) and four new school crossing signs. In addition, Caltrans proposes the installation of Rectangular Rapid Flashing Beacon (RRFB) lights atop the four school crossing signs before the crosswalk. These flashing lights can be programmed to operate for either 12 hours a day or continuously, accommodating the City's preferred operating hours.

The existing pedestrian pork chop islands are intended to enhance both vehicular and pedestrian safety while improving traffic flow. Pork chop islands help channelize traffic flow by directing vehicles to make right turns onto the minor road from the major road. This reduces the potential for conflicting movements and minimizes the chances of side-impact collisions and traffic backups in the major road. Pork chop islands provide refuge areas, enhancing safety for pedestrians crossing the intersection. The design of pork chop islands can help increase pedestrian awareness and calm traffic by encouraging drivers to slow down when approaching the intersection. By guiding traffic into a specific pattern, pork chop islands can reduce the number of conflict points within the intersection. This minimizes the likelihood of accidents, especially those involving high-speed or head-on collisions.

At the intersection of SR 1 and Kelly Avenue, there are two pork chop islands on the east side of SR 1 (the pork chop islands were removed by a HMB City project on the west side of SR 1). The pork chop islands are situated between the right turn lane and the main intersection. The pedestrian push buttons controls to cross from the east side of SR 1 to the 1) the west side of SR 1 or 2) the north or south sides of Kelly Avenue are located on the pork chop islands. As such, pedestrians must cross the right turn lane to reach the push buttons on the pork chop island to cross SR 1 or Kelly Avenue. To address concerns raised by the City of Half Moon Bay regarding pedestrians having to cross the right turn lane to get to the pedestrian push button on the pork chop islands, Caltrans reviewed moving the pedestrian push button to the curb side of the road. Relocating the pedestrian push button to the curb would result in a three pedestrian push button scenario at each pork chop island on the east side of SR 1. One push button would be located at the curb to cross to the pork chop island and two would be located on the pork chop island to cross either to the west side of SR 1 or to the north or south side of Kelly Avenue. The crosswalk timing of the curb to pork chop island cannot be programmed to align with both SR 1 and Kelly Avenue crosswalks, meaning that the right turn traffic signal would operate independently of the main intersection traffic signal. This would confuse drivers that approach the signal and potentially see a red light for the right turn lane but a green light for the main intersection. Adding a crosswalk control and signal to the right turn lane would also back-up onto SR-1 in the right hand turn lane,

which currently has no signal. Three pedestrian push buttons would also provide a false sense of security for pedestrians who may cross SR 1 or Kelly Avenue after arrival onto the pork chop, depending on the signal timing.

Removal of pork chop islands would not be considered a safety improvement and would require additional traffic safety studies. It would take major geometric re-configuration of the intersection which includes the traffic operation analysis studies with traffic counts, relocations of signal poles and push buttons, drainage modifications, and the roadway realignment. This work would be outside the scope of the project (roadway rehabilitation) and is likely to be its own project. The programmed State Highway Operation & Protection Program (SHOPP) funding for this project is for roadway rehabilitation. The additional analysis mentioned are outside the programmed SHOPP funding, such as the traffic studies, design re-configuration, and traffic operation analysis studies, which would require roughly an additional two to four years in which this roadway rehabilitation project will lose its funding. In addition, removal of the pork chops islands without re-configuration of the intersection causes a sight distance issue for vehicle drivers and pedestrians on SR 1.



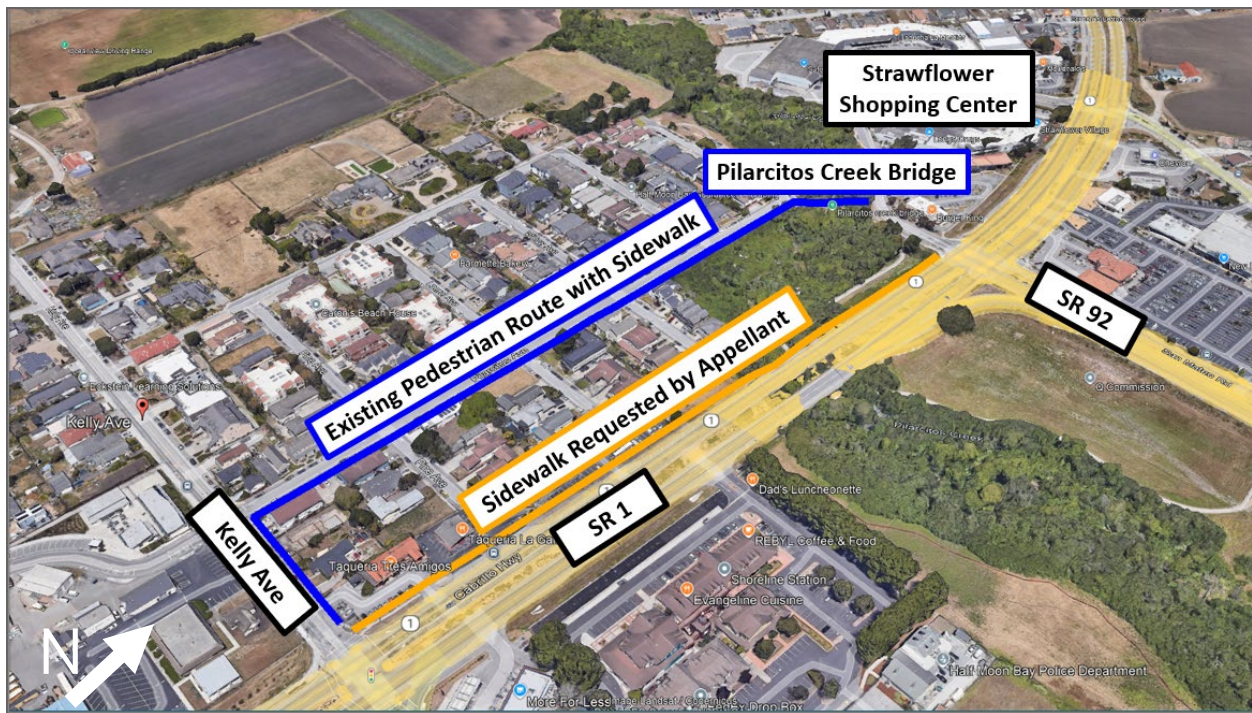


### **Kelly Avenue to SR92 Roadway Widening/Sidewalk Feasibility**

***Related Appeals: HMB appeal by Paul Nagengast. Paul Nagengast's appeal requested the addition of a sidewalk from Kelly Avenue to the Strawflower Shopping Center.***

The addition of a sidewalk from Kelly Avenue to the intersection of SR 92 would not be feasible as it would require widening of the bridge over Pilarcitos Creek which would involve additional environmental impacts and structural improvements and modifications which do not meet current Caltrans design and safety requirements. Addition of a sidewalk is outside the scope of work for this SHOPP paving project. The riparian corridor under the bridge is identified as an ESHA. Further, the sidewalk cannot be installed from the Pilarcitos Creek bridge to San Mateo Road without widening SR 1. To address this obstacle, the project team investigated an alternative of connecting a sidewalk on SR 1 to the Pilarcitos pedestrian bridge via local city streets. This alternative was determined not feasible since it would require acquiring right-of-way from a privately owned vacant parcel.

Caltrans encourages local foot traffic to continue to use the existing safer alternative, along Pilarcitos Avenue, which runs parallel to SR 1, and using the existing pedestrian bridge to cross Pilarcitos Creek to reach the San Mateo Road/SR 92 intersection and Strawflower Shopping Center.



**Pedestrian Bridge over Pilarcitos Creek:**



**Kelly Avenue Traffic Calming and Rumble Strips**

*Related Appeals: HMB appeal by Paul Nagengast, HMB appeal by Jane Lewis. Both appeals specifically mentioned Kelly Avenue safety concerns and the current pork chop island configuration.*

Caltrans reviewed the addition of physical pedestrian safety improvements at the Kelly Avenue intersection, such as installation of rumble strips in the right slip lane. Adding physical rumble strips, would not be safe to bikers on the bike lanes who would need to cross the rumble strips. Visual safety

improvements of the flashing beacons and curb painting, among others, discussed above would allow for sufficient pedestrian safety improvements to the intersection.

### **Kelly Avenue Pedestrian Safety Concerns**

***Related Appeals: HMB appeal by Paul Nagengast, HMB appeal by Jane Lewis. Both appeals specifically mentioned Kelly Avenue safety concerns and the current pork chop island configuration.***

The safety improvements at Kelly Avenue mentioned earlier, would greatly benefit the safety of children that utilize the crosswalks to get to the Hatch Elementary School and the Pilarcitos High School on the southwest corner of the intersection and the Manuel F. Cunha Middle School on the southeast corner of the intersection. Caltrans and the City of Half Moon Bay will continue to coordinate on improvements at this intersection. Caltrans has evaluated the Kelly Avenue and SR 1 intersection for collision data from July 1, 2018, to June 30, 2023, and found that the collision rates for all severity categories at this intersection were substantially lower than state-wide averages. These recent collision data do not appear to show evidence of conflict between vehicles and pedestrian / bicyclists at the intersection of SR 1 and Kelly Avenue. Further findings include:

- No collisions involving bicyclists or pedestrians.
- Eight total vehicle collisions from July 1, 2018, to June 30, 2023, none of which resulted in fatalities or serious injuries, and most were no injury.
- As-proposed measures would further improve safety.

### **Kelly Avenue Future Improvements by City of Half Moon Bay**

***Related Appeals: HMB appeal by Paul Nagengast, HMB appeal by Jane Lewis. Both appeals specifically mentioned Kelly Avenue safety concerns and the current pork chop island configuration.***

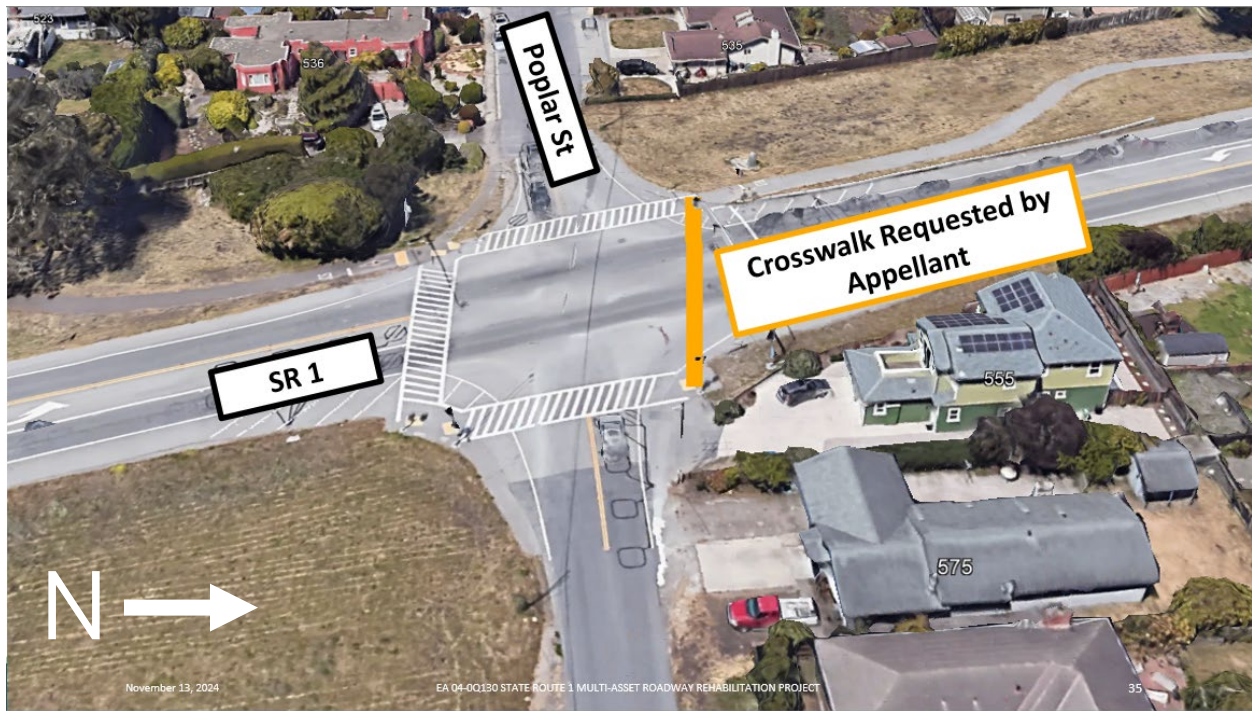
The City of Half Moon Bay is currently considering potential future improvements along Kelly Avenue include in at the intersection of SR 1 that may address safety concerns raised by appellants depending on availability of funding. Caltrans welcomes continued coordination with the City as it addresses the larger developments planned and underway along Kelly Avenue, and believes that the City is uniquely positioned to develop a project to best understand and address roadway use, demands, and safety consideration needs along Kelly Avenue within and outside of the State ROW.

## **POPLAR AVENUE TOPICS**

### **Additional Crosswalk**

***Related Appeals: HMB appeal by Jane Lewis. Jane Lewis' appeal requested an additional crosswalk on the north side of the SR 1/Poplar Street intersection.***

Caltrans and the City of Half Moon Bay have reviewed and determined that currently, there is a lack of justification for an additional crosswalk leg at on the north side of the Poplar Avenue intersection. There is a sidewalk on Poplar Street, but it is on the southern side of the street, and it connects to the existing crosswalk across SR 1. There only pedestrian infrastructure on the north side of the Poplar Avenue and SR 1 intersection is a bike trail that runs along the western side of the highway; this trail is currently accessible from the existing crosswalk on the west side of the intersection. Additionally, there is a City of Half Moon Bay project in the pipeline with proposed improvements to Poplar Street.



## OTHER TOPICS

### Sea-Level Rise Risks

It is anticipated that the useful life of the pavement of the current rehabilitation project is 20-years. Per the environmental document for the project, Caltrans noted that Surfer's Beach is vulnerable to erosion and wave run up at locations under the sea-level rise scenarios examined for analysis in the document. However, the projected sea-level rise scenario to the end of the century would extend beyond the service life of the proposed pavement work at Surfer's Beach. In the projected scenarios reviewed, there is potential for inundation of the beach and pedestrian path on the western side of SR 1 by end of century. Low levels of inundation are projected to skirt the SR 1 shoulder at Coronado Street by the year 2100. Flood risk management at Surfer's Beach to address inundation of these adjacent features over the long term would require substantial shoreline protection efforts that are outside the purpose and need, and the service life, of the work proposed for the Project. Caltrans welcomes coordination and expects to participate in discussions with stakeholder groups to identify long-term solutions to address sea-level rise at Surfer's Beach that may also affect the existing transportation facilities.

Caltrans, as part of a separate effort and in accordance with the conditions of an already issued separate Coastal Development Permit (CDP) for Surfer's Beach, is preparing a sea level rise study to assess potential long-term risks at this location. That separate study will inform the development of potential long-term responses to sea level rise risk and highway design alternatives at this location. Caltrans continues to coordinate with the Coastal Commission and other stakeholders on a long-term solution for SR 1 at Surfer's Beach, and continues to meet its responsibilities to maintain the existing roadway until that solution is identified and implemented.

### Surfers Beach Public Entrance - Stairs Repair

Approximately 775 feet north of the intersection of Coronado Street and SR 1, there is a 30-foot section of the bicycle path that has been damaged due storm activity, and the existing staircase has

been damaged and is currently closed. Caltrans is in the process of making repairs to these existing features to restore and repair access as part of a separate maintenance effort that is obtaining its own permits.

That trail and stair maintenance project is anticipated to be completed by Summer 2026. Currently, an emergency CDP has been signed to commence on a portion of the repair work. In the interim, the safest way for the public to access the beach is via the coastal trail west of the Coronado Street intersection.