Purpose/Need Statement

SR-1 (LA 35.18 – VEN-15.10)

Purpose:

The purpose of this plan is to develop a Comprehensive Multimodal Corridor Plan for SR-1 that

- Provides an assessment of the current climate change related challenges/vulnerabilities faced by the PCH corridor and outlines potential short, medium, and long term adaptation strategies that can be implemented in the future. Provides a comprehensive list of climate adaptation related plans and projects in the area and what the future of adaptation will look like for the corridor.
- Identifies opportunities to create or enhance Complete Streets features aimed to improve safety and mobility for all users of the route especially bicyclists, pedestrians, and transit users.
- Reflects a balanced vision for the corridor including potential strategies and funding mechanisms to address the needs along it, as determined by collaborative discussions and input from partners, stakeholders, and the public.

Need:

SR-1 is the most heavily used cycling and pedestrian corridor in District 7. Visitors use the coastal route to access the beach and related amenities. This corridor experiences unusually high ped/bike collision rates caused primarily by high speeds, lack of crosswalks, poor sight distances, and people parking on the opposite side of the highway in coastal access areas, which results in large numbers of pedestrians crossing the road at all times of the day and night. There is very limited space for bicyclists along PCH and they are placed in more stressful conditions as they must ride either on the shoulders while sharing the space with parked vehicles or in the right-most travel lane with other cars. There is currently signage that indicates bicyclists may share the road (Class III); however, there are no dedicated bike lanes (Class II) or barrier separated bike lanes (Class IV) along the route. In the last several years, there have been numerous bicycle and pedestrian incidents within the corridor study area, with some resulting in injury or death.

SR-1 is a primarily coastal highway, and many areas already are and will increasingly be exposed to wave action which erode and undermine the roadway foundation. Caltrans has conducted emergency repairs along the corridor, and through those efforts has obtained ~24 emergency permits – all of which remain outstanding in providing a follow-up Coastal Development Permit (CDP) for a long-term term solution. Stated more simply, Caltrans is out of compliance in programming resources for permanent restoration projects that address these chronic wave-action erosion issues and submitting those projects for a permit. In addition to these compliance issues, Caltrans more recently received a CDP (4-20-0616) for temporary authorization of two concrete secant walls between PM 4.0 and 4.2 in Ventura County and requires Caltrans to develop a long-term solution by 2051. Reference to this corridor plan was explicitly made, in that Caltrans must "*submit the recently initiated Corridor Climate Resiliency and Highway Safety Corridor Plan within five years of completion of construction and an Asset Specific Adaptation Plan within ten years of completion of construction. The Corridor Plan will provide regional context for the Asset-Specific Adaptation Plan. The Asset Specific Adaptation Plan will identify current and future hazards over a 100-year timespan at the subject site, using best available science, and will analyze alternatives for addressing those identified vulnerabilities, including potential options for phasing, as well as feasibility*."

Additionally, most of the corridor within the study area is classified by CalFire as being within the Very High Fire Hazard Severity Zone. People living along the corridor are at risk of being heavily impacted by wildfires, and the route is a lifeline for evacuation and emergency services. The corridor is also at risk of severe damage and closure due to storm surge, heavy storm events, mud slides, and excessively hot temperatures.

A selection of events includes:

- In 2014, heavy rain events caused landslides all along SR-1 between Yerba Buena Road and Las Posas Road. In some locations, there was six feet of mud on the road. Those sections of the highway needed to be closed for repair. District 7 removed mud and debris, repaired the highway shoulders, and replaced riprap that had washed away.

- In 2010, high surf conditions damaged the PCH, including drainage infrastructure and rock slope shore protection. Storm events have also led to erosion, scour, and washouts on the PCH in District 7.

- PCH was impacted by the following fires: Solimar Fire (2015), Woolsey Fire (2018)