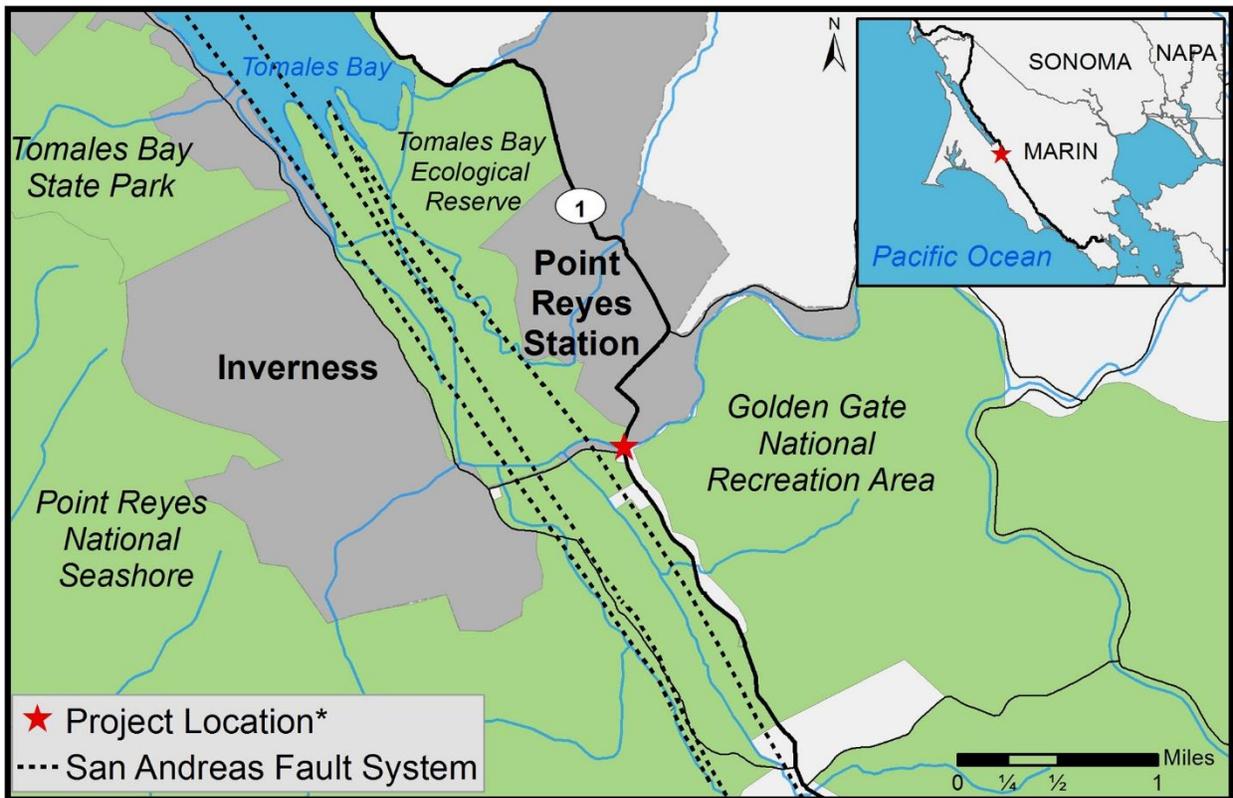




SCOPING SUMMARY REPORT

LAGUNITAS CREEK BRIDGE PROJECT



MRN-1-PM 28.5 | EA: 04-0G642 | PROJECT ID: 041300035

SEPTEMBER 3, 2015

CALTRANS

111 Grand Avenue | Oakland, CA 94612

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EXECUTIVE SUMMARY

PURPOSE OF SCOPING SUMMARY REPORT

The goal of the Lagunitas Creek Bridge Scoping Report is to summarize and understand the range of concerns and issues received during the public scoping comment period for the proposed Lagunitas Creek Bridge Project. This final report summarizes comments received from regulatory agencies, organized interested groups, and members of the public. The public scoping process will be documented in the environmental technical reports and Environmental Impact Report/Environmental Assessment (EIR/EA) and help direct our environmental studies for the proposed Lagunitas Creek Bridge Project.

INTRODUCTION

LAGUNITAS CREEK BRIDGE PROJECT

The California Department of Transportation (Caltrans) proposes a seismic upgrade to the Lagunitas Creek Bridge on State Route 1 (SR 1) near Point Reyes Station in Marin County. Based on several years of maintenance, structural assessment surveys, and the current seismic design requirements, Caltrans has determined that the bridge structure must be upgraded.

Lagunitas Creek is the main stem of the largest watershed in Marin County and is considered important habitat for multiple federal and state special-status species. A short distance northwest of the bridge, Lagunitas Creek empties into Tomales Bay, which is located on the San Andreas Fault. The San Andreas Fault is an active fault that has caused several strong earthquakes in northern California.

The current Lagunitas Creek Bridge serves as the main entry point into Point Reyes Station from the south. It is an important connection for emergency services to and from Point Reyes Station, as well as for accessing other services within the community. The Lagunitas Creek Bridge is located just north of a “T” intersection of SR 1 with Sir Francis Drake Boulevard (also referred to as Levee Road). Sir Francis Drake Boulevard extends west from SR 1 toward Point Reyes National Seashore and then north towards the community of Inverness (see Figure 1).

The Lagunitas Creek Bridge was built in 1929. It is 32 feet wide and 152 feet long. The existing bridge is made up of three spans. The first and third spans consist of reinforced concrete T-beam structures that span 25 feet from the roadway abutments to pile-supported piers located in the creek channel. The middle 100-foot-long span is a steel pony truss that is supported by the two piers in the creek. The abutments sit on spread footings. The bents are founded on piles of unknown depth and strength.

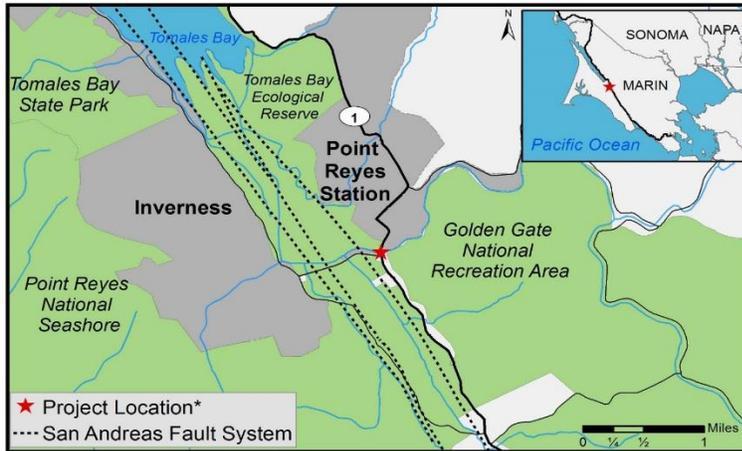


FIGURE 1. PROJECT LOCATION: LAGUNITAS CREEK BRIDGE

PROJECT PURPOSE AND NEED

The purpose of the proposed Lagunitas Creek Bridge Project is to provide a safe, seismically stable, crossing over the Lagunitas Creek on SR 1 in Marin County. The need for the Lagunitas Creek Bridge is as follows:

1. The Lagunitas Creek Bridge is a Vital Connection in Marin County Which Must be Maintained.

The bridge site is located immediately east of the San Andreas Fault and is susceptible to very strong earthquake ground motions. Seismological analysis of the bridge site has determined that the existing structure could be subjected to lateral forces of up to more than 1.5 times the weight of the structure during its remaining life.

The SR 1 passage over Lagunitas Creek Bridge is a major connector for northern Marin County access, including emergency service access, residents, goods and services, and tourism. Travelers between the San Francisco Bay Area and Marin County use SR 1 to travel to the towns of Point Reyes Station, Marshall, Dillon Beach, and Tomales and further north.

2. The Lagunitas Creek Bridge does not Meet Design Standards for Safety, Seismic Resistance, and Current Vehicle Load Weights.

Based on knowledge of building standards of the 1929 period, there are several structural elements of the bridge that are inadequate to address seismic risk consistent with the American Association of State Highway and Transportation Officials (AASHTO) and Caltrans structural design requirements.

The existing structures are supported by piles of unknown depth, which may have insufficient lateral support under earthquake loading. Additionally, the existing pile extensions are not of constant height and may cause uneven and concentrated seismic loading on the structures. The pile extensions to concrete deck connections are inadequate for large seismic displacements. The slope which the structures are sitting on may not be stable, with a possibility for soil loading on the existing structures under large earthquake movements. The current structure does not include any redundant structural elements, and therefore if any key connection is compromised, then the bridge may fail during an earthquake event or high traffic loads.

The current bridge travel lanes are not consistent with safety standards. First, bridge does not include an adequate safety barrier rail. Upgrading the railing would reduce the lanes to 9 feet, which according to current safety design requirements, these narrow lanes would warrant the bridge to be functionally obsolete. Current structural design standards support the commonly used freight delivery trucks. This was not the design standard in 1929. As a result,

the bridge has posted weight limitations that restrict the type of trucks that can cross, which limits movement of goods and services to the communities.

3. The Lagunitas Creek Bridge Shows Incremental Signs of Wear and Deterioration.

The current bridge truss elements have evidence of wear and fatigue. Recent maintenance inspections have found significant amounts of corrosion on steel truss members and connections, and extensive cracking and surface deterioration of the concrete deck on all three spans. Over time, the strength of steel weakens which can lead to cracks, further limiting the amount of weight that can travel over the bridge. The bridge has deteriorated truss support bearings and deficiently reinforced concrete piers and abutments. Out of plan displacements of the trusses and possible foundation instability are anticipated under large earthquake events. Each of these conditions reduce the life of the structure and weaken the bridge, which could lead to its failure under earthquake loading and even everyday use.

PURPOSE OF SCOPING

This Scoping Summary Report summarizes and describes the Caltrans scoping process and comments received during the scoping period. Caltrans will use the comments received during the public scoping period to: (1) identify significant impacts or concerns that should be studied; (2) identify foreseeable problems that may be caused by the alternatives; (3) solicit suggestions for improvements on the alternatives; and (4) solicit suggestions for new viable alternatives. The comments received during the public scoping period are a part of the public record as documented in this Scoping Summary Report. The comments and questions received in the scoping process have been reviewed by Caltrans and will be considered in determining the appropriate project scope to be addressed in future environmental analysis and in the EA/EIR.

SCOPING OVERVIEW

The NEPA and CEQA process provides agencies, organizations, and individuals the opportunity to provide their input regarding the proposed Lagunitas Creek Bridge Project. This section describes the scoping process and how Caltrans provided notice to the public regarding the NEPA and CEQA process and participation in these processes.

NOTICING AND PUBLICITY

Caltrans used several channels of communication to inform responsible agencies, organized groups, businesses, and members of the public about the proposed Lagunitas Creek Bridge Project and seek their input, including: the Notice of Preparation (NOP), flyer mailings, a newspaper advertisement in the Point Reyes Light newspaper, and an open house scoping meeting.

NOTICE OF PREPARATION (NOP)

The NOP was issued to the State Clearinghouse on March 6, 2015. Flyers announcing the NOP were posted at the Point Reyes Post Office, Palace Market, KWMR Radio Station, Perry's Delicatessen, Inverness Library, and two Community Post Boards (located adjacent to Old Western Saloon, Inc. and the Grandi Building). Postcards announcing the NOP were mailed to residents and stakeholders in the project vicinity. To determine which residents held properties within a 1.5-mile radius of the Lagunitas Creek Bridge, Caltrans used Land Vision, a computer software program that can map properties with their associated addresses and owners. There are no guidelines regarding contacting the public for scoping, as it is optional under the California Environmental Quality Act (CEQA), and agencies are only required to send a mailing to anyone who has already filed a written request for a NOP (see CEQA Guidelines 2014 - Section 15082(2)D). Under NEPA, until the Caltrans has determined that an Environmental

Impact Statement (EIS) is warranted, a public scoping period is optional. However, Caltrans decided to inform the community of Point Reyes Station and those living within 1.5 miles of the proposed project. A letter announcing the NOP was sent to local and regional elected officials on March 11, 2015.

A letter announcing the NOP was mailed to the following California agencies: West Marin Chamber of Commerce, Marin Transit, County of Marin, Transportation Authority of Marin, Marin Municipal Water District, County of Marin Public Works, County of Marin Community Development Agency, Association of Bay Area Governments, California Highway Patrol, California Native American Heritage Commission, San Francisco Bay Regional Water Quality Control Board (SFBRWQCB), and State Water Resources Control Board.

SCOPING MEETING OUTREACH

LETTERS

A letter announcing the public scoping process was mailed to the following federal agencies: United States Fish and Wildlife Service (USFWS), United States Army Corps of Engineers (USACE), and National Oceanic and Atmospheric Administration (NOAA).

FLYERS AND NEWSPAPER ADVERTISEMENTS

Caltrans posted a display advertisement announcing the scoping period and the public open house scoping meeting in the Marin Independent Journal on Friday, March 6, 2015, and Monday, March 9, 2015, and in the Point Reyes Light newspaper on Thursday, March 12, 2015, and Thursday, March 19, 2015. The mailing address of Caltrans Branch Chief, Oliver Iberien, was circulated in the public scoping meeting advertisement in the Point Reyes Light newspaper on Thursday, March 12, 2015, and on Thursday, March 19, 2015, in the event that a member of the public wished to submit a comment about the Lagunitas Creek Bridge Project.

E-MAIL ADDRESS

Caltrans established an e-mail address (lagunitas_bridge@dot.ca.gov) for the proposed Lagunitas Creek Bridge Project. Caltrans publicized that the e-mail was available as an additional method for submitting comments on the proposed project in the Point Reyes Light newspaper. Due to an administrative error, a misprint in the e-mail occurred. The error was subsequently corrected to allow for comments to continue to be received.

LAGUNITAS CREEK BRIDGE PROJECT WEBSITE

Caltrans created and publicized information about the proposed Lagunitas Creek Bridge Project through a website. The Lagunitas Creek Bridge project website serves as an additional communicative tool to provide information to the public about the proposed project. The website will remain as a resource for the public for the proposed project and will be used to announce any future meetings. The website is used by Caltrans as a tool to allow the public to provide comments on the proposed Lagunitas Creek Bridge Project, particularly on the range of alternatives, resources, and impacts that should be considered, strategies to minimize these impacts, and related issues, and provide information to the public regarding the project. Information relating to the Lagunitas Creek Bridge Project (i.e., Structural Report, Scoping Displays, and Scoping Factsheet) are available for the public to review and will be continuously updated as new information is available. The Lagunitas Creek Bridge project website can be found at: <http://www.dot.ca.gov/dist4/lagunitascreekbridge/>

PUBLIC SCOPING MEETING

A public scoping meeting was held on Thursday, March 19, 2015, at the West Marin Elementary School (11550 Highway 1, Point Reyes Station, CA 94956) between the hours of 7:00 pm and 9:00 pm. A total of 42 people attended

the public scoping meeting. The comment period was originally a 30-day period ending on April 20th, 2015. However, based on substantial requests, the comment period was extended to June 20, 2015.

The scoping meeting was organized as an open house format, with informational stations displaying exhibit boards staffed by representatives from Caltrans. Representatives from Caltrans (Project Manager: Joy Lee; Structural Engineer: Peter Soin; Branch Chief: Oliver Iberien; and Public Information Officer: Steve Williams) were present to answer questions and collect input from the public. Comment cards were distributed at the meeting, and the public was given the opportunity to submit comment cards at the meeting, fill them out later and mail them to the address listed on the card, or send an e-mail to the project e-mail address (lagunitas_bridge@dot.ca.gov).

COMMENTS RECEIVED DURING THE PUBLIC SCOPING PERIOD

This section summarizes the range of scoping comments received through the public scoping period. The comments received during scoping will be taken into consideration by Caltrans as project planning continues, and may require further coordination with the commenter(s) and/or the relevant organization(s). The summary of comments provided in the in this section are organized by concerns/issues raised during the scoping period and are arranged in alphabetical order. Caltrans received a total of 78 comment submittals at the meeting, by mail, or by e-mail. Comments were received from regulatory agencies, private organizations and/or non-profit groups, and individuals. The following provides a more detailed review of the comments received, by commenter type and by subject matter. All comments were recorded and will be considered in the development of the environmental evaluation document.

REGULATORY AGENCY COMMENTS

Letters and comments from federal, state, regional, and local agencies, were reviewed and are summarized individually. Agency letters in response to the scoping notification were received from the following agencies: California Coastal Commission (CCC), California Lands Commission (CLC), California Transportation Commission (CTC), California Office of Planning and Research (COPR), Inverness Public Utilities District (IPUD), Marin County Fire Department (Fire Department), North Marin Water District (NMWD), and San Francisco Regional Water Quality Control Board (SFRWQCB). Each entity provided comments consistent with their regulatory role and responsibility.

CALIFORNIA COASTAL COMMISSION (CCC)

The California Coastal Commission (CCC) provided comments to Caltrans regarding biological resources, water quality, visual resources, public access and transportation, environmental hazards, and other considerations.

BIOLOGICAL RESOURCES

The CCC recommended that Caltrans follow the guidelines outlined by the California Coastal Act. Specifically, Section 30230, which requires marine resources be maintained, enhanced, and where feasible, restored and that new development not interfere with biological productivity of coastal waters or the continuance of healthy populations of marine species; Section 30231, which requires the minimization of adverse effects of runoff and alternation of natural streams and maintenance of natural vegetation buffer areas that protect riparian habitat; Section 30233, which prohibits the diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes, unless there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects; Section 30107.5, which defines environmentally sensitive areas; and Section 30240, which requires the protection of environmentally sensitive habitat areas (ESHAs). The CCC also cited the Marin Local Coastal Program (Marin LCP), which includes further protections on stream and wetland resources; including the requirement of stream buffers that include the area covered by riparian vegetation on both sides of the stream and the area 50 feet landward from the edge of the riparian vegetation, totaling no less than 100 feet in

width, on either side of the stream, as measured from the top of the stream banks, and that construction activities be phased to reduce impacts during breeding and nesting periods.

CCC pointed out that the proposed Lagunitas Creek Bridge Project does not meet Section 30233 standards; however, Section 30236 of the California Coastal Act, allows for substantial alterations of rivers and streams shall be under certain circumstances; including flood control projects, public safety projects, and protection of existing development projects.

The CCC identified the Lagunitas Creek Bridge Project area as an ESHA because it supports habitat for California red-legged frog (*Rana draytonii*), California freshwater shrimp (*Syncaris pacifica*), chinook salmon (*Oncorhynchus tshawytscha*), coho salmon (*Oncorhynchus kisutch*), steelhead (*Oncorhynchus mykiss*), tidewater goby (*Eucyclogobius newberryi*), Myrtle's butterfly (*Speyeria zerene myrtleae*), and northern spotted owls (*Strix occidentalis caurina*) in the adjacent riparian or upland habitat.

The CCC's preferred alternative for the bridge replacement project would avoid impacts to the Lagunitas Creek and reduce temporary and permanent impacts to Lagunitas Creek, the riparian area, and adjacent wetlands by locating the bridge piers outside of the creek channel. The CCC identified Alternative 2 or 4, as their preferred alternatives. The CCC requested that Caltrans consider ESHA in a broader context and that the project design plans should avoid ESHAs to the maximum extent feasible.

The CCC requested that Caltrans include watercourses, natural features, and other probable wildlife habitat areas in the permit application, as well as a wetland delineation. The CCC offered to weigh in on any future environmental documents that Caltrans will prepare for the proposed Lagunitas Creek Bridge Project (i.e., draft wetland delineations, sensitive species surveys, wildlife habitat evaluations, and hydrological evaluations, etc.).

WATER QUALITY

The CCC recommended that Caltrans follow the guidelines outlined by the California Coastal Act. Specifically, Section 30232, which protects against the spillage of crude oil, gas, petroleum products, hazardous substances and the preparation of effective containment and cleanup facilities and procedures for accidental spills that do occur, and follow Marin LCP policies on water quality protection. The CCC recommended that erosion control measures should be installed to avoid, minimize, and mitigate construction impacts to Lagunitas Creek.

VISUAL RESOURCES

The CCC recommended that Caltrans follow the guidelines outlined by the California Coastal Act. Specifically, Section 30251, which requires that the scenic and visual qualities of coastal areas be protected. The CCC identified Alternative 2 as the preferred alternative that would be most attuned with the scenic character of SR 1.

PUBLIC ACCESS AND TRANSPORTATION

The CCC recommended that Caltrans follow the guidelines outlined by the California Coastal Act. Specifically, Section 30252, which requires that new development maintain and enhance public access to the coast by facilitating the provision or extension of transit service and by providing non-automobile circulation within the development. The CCC cited Section 30245, which states that the intent of the Legislator is that SR 1 in rural areas of the coastal zone remain a science two-lane road. CCC also recommended that Caltrans follow the Marin LCP, which contains additional policies on transportation, and the accommodation of pedestrian and bicycles traffic, and Caltrans' "SR 1 Repair Guidelines within Marin County" in the design of the Lagunitas Creek Bridge Project. The CCC also requested that Caltrans explore alternatives that maximize access to pedestrian and bicycle traffic.

ENVIRONMENTAL HAZARDS

The CCC cited the Marin LCP, which includes policies on analyzing and mitigating environmental hazards which require that coastal development permit applicants submit a report from a registered civil or structural engineer to briefly describe the potential environmental hazards of the project. CCC's preferred alternative for the Lagunitas Creek Bridge Project would be a project that reduces risk from environmental hazards related to sea level rise on Lagunitas Creek.

CALIFORNIA STATE LANDS COMMISSION (CSLC)

California Lands Commission (CSLC) provided comments to Caltrans regarding the Lagunitas Creek Bridge Project. CSLC requested that they be consulted on preparation of the draft EIR. CSLC suggested that Caltrans include a thorough project description in the draft EIR. CSLC also recommended that a draft EIR disclose any special-status species and consult with the appropriate resource agencies (i.e., CDFW and USFWS) and include any mitigation measures. Additionally, CSLC recommended that the draft EIR include an evaluation of noise and vibration impacts on species that inhabit the project area and recommends working early with the resource agencies (i.e., CDFW, USFWS, and NMFS) to minimize impacts to species attributed to project activities. CSLC also recommended that Caltrans consult with Bay Area Air Quality Management District regarding appropriate greenhouse gas analysis and CEQA thresholds for the project. CSLC recommended that Caltrans incorporate a discussion in the draft EIR that discusses the project as it relates to climate change and sea level rise.

CSLC also recommended that the draft EIR should include that the title to all abandoned shipwrecks, archeological sites, and historic or cultural resources on or in the tide and submerged lands of California is vested in the State and under the jurisdiction of the CSLC. The CSLC request that Caltrans consult with Assistant Chief Counsel, Pam Griggs, should any cultural resources be located during demolition and construction. CSLC also requested that Caltrans add a mitigation measure to be contacted if any cultural resources are found.

CSLC also suggested that Caltrans determine recreational uses of the creek and whether the proposed Lagunitas Creek Bridge Project will impact their uses and suggested incorporating mitigation measures in the draft EIR. CSLC also suggested that mitigation measures be specific, feasible, and enforceable obligations, or should be presented as formulas containing performance standards which would mitigate there significant effect of the project and which may be accomplished in more than one way. Finally, CSLC requested that the draft EIR describe Caltrans best management practices (BMPs) to avoid, or minimize impacts attributed to project activities.

CALIFORNIA TRANSPORTATION COMMISSION (CTC)

California Transportation Commission (CTC) had no comments for Caltrans, but wanted to be notified as a Responsible Agency in any future developments.

CALIFORNIA OFFICE OF PLANNING AND RESEARCH (COPR)

The California Office of Planning and Research (COPR) acknowledged that Caltrans complied with the State Clearinghouse review requirements for draft environmental review documents.

INVERNESS PUBLIC UTILITIES DISTRICT (IPUD)

The Inverness Public Utility District (IPUD) requested that traffic management via traffic lights be managed to allow for emergency response vehicles. The Inverness Public Utility District also requested to have the ability to override traffic signals during emergency situations. Concerns over saltwater intrusion attributed were also raised by the IPUD, requesting that Caltrans incorporate protection from saltwater instruction in the final design plans for the proposed Lagunitas Creek Bridge Project.

MARIN COUNTY FIRE DEPARTMENT (FIRE DEPARTMENT)

The Marin County Fire Department (Fire Department) had concerns regarding the installation of a 1-lane temporary bridge with traffic controls. A lack of a temporary bridge would increase emergency response times to locations south of the Lagunitas Creek Bridge provided by the only paramedic ambulance service located on SR 1 in west Marin.

North Marin Water District (NMWD)

The North Marin Water District (NMWD) provided a comment regarding an active 8-inch potable water distribution main that is supported on the existing bridge. The NMWD would like to have any new bridge design accommodate the water main.

SAN FRANCISCO REGIONAL WATER QUALITY CONTROL BOARD (SFBRWQCB)

The San Francisco Bay Regional Water Quality Control Board (SFBRWQCB) emphasized the need to minimize impacts on the stream, riverine shoreline, water quality, and species dependent on the riparian ecosystem. It was recommended that the proposed project should minimize impervious surfaces, avoid impacting the floodplain, and remain out of the creek. Additionally, it was recommended that the new bridge design should accommodate projected sea-level rise and keep a high soffit to avoid stream-transported debris reaching the bridge. The environmental document should disclose and analyze the effects of construction noise, provide a greenhouse gas assessment [consistent with Assembly Bill (AB) 32], and conduct a cultural resource analysis. Finally, where impacts cannot be avoided, SFRWQCB requested that Caltrans demonstrate efforts to mitigate as close to the area of impact as possible.

ORGANIZED INTEREST GROUP COMMENTS

Letters and comments from interest groups were reviewed and are summarized by interest group. Interest groups that provided comments included: Inverness Association, Inverness Ridge Association (IRA), Point Reyes Station Village Association (PRVA), Save Our Seashore (SOS), Mainstreet Moms (MMOB), Marin Audubon Society, West Marin Chamber of Commerce, and West Marin Senior Services.

INVERNESS ASSOCIATION

The Inverness Association, a non-profit organization, suggested that Caltrans evaluate and fully consider repairing or retrofitting the current Lagunitas Creek Bridge. Additionally, The Inverness Association suggested that a emergency response medical transport vehicle should be stationed at the Inverness firehouse for the duration of the project to ensure uninterrupted emergency responses to the community. Finally, the Inverness Association suggested that Caltrans conduct a traffic study to fully assess the social and economic costs of the proposed Lagunitas Creek Bridge Project and include these findings in the draft EIR.

INVERNESS RIDGE ASSOCIATION (IRA)

The Inverness Ridge Association, Inc. (IRA), a non-profit organization, recommended that Caltrans should: (1) reconsider alternatives to the replacement of the bridge and seek additional consultation regarding the feasibility of a retrofit; (2) take into account the congestion issues at SR 1 and Sir Frances Drake Boulevard and the importance of this route for emergencies response vehicles; (3) maintain two-way traffic at all times; and (4) devise a short-term approach that would not impact local businesses and create financial hardship on local businesses.

POINT REYES STATION VILLAGE ASSOCIATION (PRVA)

The PRVA requested Caltrans evaluate an alternative that can repair and/or maintain the current Lagunitas Creek Bridge and provided several reasons on why they oppose a replacement alternative and favor a repair and/or

maintenance project alternative. The PRSVA were primarily concerned with the potential impacts caused by a new bridge replacement on traffic by residents and visitors, the cumulative economic impacts, negative impacts to emergency services, impacts to bicycles, pedestrians, and the historic character of Point Reyes. Additionally, the PRSVA requested that Caltrans commission an independent engineering study to evaluate the viability of repairing, restoring, maintaining the current Lagunitas Creek Bridge: (1) to achieve better seismic safety; (2) conduct a traffic study of the impact to motor vehicle traffic during any seismic safety upgrade to Lagunitas Creek Bridge; and (3) conduct an environmental impact study of the surrounding ecosystems during the Lagunitas Creek Bridge Project seismic safety upgrade.

SAVE OUR SEASHORE (SOS)

Save Our Seashore (SOS), a non-profit organization, provided comments on the proposed Lagunitas Creek Bridge Project. SOS suggested that Caltrans minimize short and long-term impacts to the ecologically sensitive area of Lagunitas Creek and its surroundings. SOS suggested that Caltrans conduct a fluvial-geomorphological study to help evaluate future conditions. Additionally, SOS recommended that Caltrans conduct several traffic studies at varying locations (i.e., SR 1 and Sir Frances Drake Boulevard) to resolve congestion problems.

MAINSTREET MOMS (MMOB)

The Mainstreet Moms (MMOB), a non-profit organization, requested that the comment period be extended and that a study of a retrofit alternative be conducted. Additionally, MMOB had comments regarding the bridge design, the scope of the project, temporary bridge, and stakeholders to include in any future notifications. MMOB suggested that the height limitation of Alternative 2 could pose a problem for farm/ranch vehicles and emergency response vehicles. Additionally, concerns were raised regarding the installation of a second sidewalk on the new bridge, the need to accommodate pedestrians, bicycles, and horses, the need for a reduction in the speed limit to 25 miles per hour, sea-level rise considerations, and maintaining the characteristic of the current bridge with the green color.

The concerns raised by MMOB were regarding the culverts on either side of the bridge, and how the new design will incorporate them; the inclusion of a safe transition from the roadway into the bridge; and the safety of vehicles, pedestrians, bicycles, and horses at the SR 1 and Sir Frances Drake Boulevard intersection.

Finally, MMOB raised several concerns regarding a temporary bridge and the potential impacts to the community. MMOB suggested that Caltrans conduct traffic studies to evaluate traffic during the weekend and holidays. Additionally, MMOB suggested that Caltrans install signalized traffic control at the temporary bridge, and other road signage to notify visitors of any potential traffic delays.

MARIN AUDUBON SOCIETY

The Marin Audubon Society, a non-profit organization, requested that the draft EIR include existing conditions, detailed design plans and descriptions, staging areas, the project need, potential project impacts, detailed analysis of potential impacts, identification of resources and species, and mitigation measures that would be taken to negate impacts to resources.

WEST MARIN CHAMBER OF COMMERCE

The West Marin Chamber of Commerce suggested that Caltrans conduct more research on the alternatives because the replacement of the bridge would have negative effects on local residents; especially those located adjacent to the bridge, businesses, and visitors to the Point Reyes Station, Point Reyes Seashore, and other SR 1 users.

Several commenters requested that a bridge replacement alternative be evaluated to reduce negative impacts attributed to construction times associated to building a new bridge. Evaluate the intersection of SR 1 and Sir Frances Drake Boulevard in a traffic study to evaluate traffic congestion south of the Lagunitas Creek Bridge.

WEST MARIN SENIOR SERVICES

The West Marin Senior Services, a non-profit organization, voiced their concerns regarding the potential impacts of the proposed Lagunitas Creek Bridge Project and the impacts that it might have on their ability to deliver meals to the elderly of the community and its surroundings. The primary concerns that the West Marin Senior Services were traffic, the impacts of a temporary 1-lane route, and bridge safety design. The West Marin Senior Services inquired about the possibility of a shorter construction time; financial compensation possible to purchase property so that a two-lane diversion is possible; a traffic analysis; and if the traffic analysis has been conducted, they would like to review the study's findings.

BUSINESS INTERESTS COMMENTS

Letters and comments from businesses have been reviewed and are summarized in a list of topics mentioned the mostly frequently. Businesses that provided comments included: Abalone Inn, Bovine Bakery, Ebbin Moser & Skaggs LLP, North Bay Seismic Design, Point Reyes Animal Hospital, Point Reyes Farmers Market, West Marin Chamber of Commerce, and West Marin Pharmacy.

Several businesses identified traffic as a primary concern. Some businesses requested that Caltrans conduct a traffic management plan and evaluate the safety issues that occur on SR 1 and Sir Frances Drake Boulevard. Several businesses also suggested that Caltrans reconsider a 1-lane temporary bridge, as it would be detrimental to the businesses located at Point Reyes Station and the surrounding areas, especially during the weekend and on holidays. One business suggested that if construction is necessary, the preferred construction schedule would be from November to May.

Many businesses also suggested that Caltrans maintain a similar character of the bridge to help preserve the town's architecture, cultural, and historic nature; the size, color, and footprint of the Lagunitas Creek Bridge were all areas that commenters suggested Caltrans maintain.

Some businesses also voiced their concerns regarding the impacts that the proposed Lagunitas Creek Project would have on the environment and the fragile ecosystem. Several businesses also expressed concerns regarding, air and noise pollution. Some businesses also suggested that Caltrans consult with North Bay Seismic Design, a local structural engineer.

Several businesses voiced their concerns regarding the loss of revenue as a result of construction activities; the length of construction time was of particular concern. Additionally, the local veterinary clinic had several concerns which included the noise and access (lack of) impacts that would result from construction activities.

One business suggested that Caltrans should consider a retrofit alternative and provided Caltrans with several examples of retrofit options used for other Caltrans bridge retrofit projects. The business suggested that Caltrans correct the current Lagunitas Creek Bridge deficiencies and use, in conjunction, state-of-the-art approaches that would result in less disruption to the area. It was also recommended that Caltrans conduct any project activities out of the creek (i.e., no new piers, no removal of existing piers) and any replacement alternative span clear of the creek. Concerns were also expressed regarding the creek ecosystem and the species that inhabit the creek system (i.e., salmon and steelhead).

PUBLIC COMMENTS

Letters and comments from members of the public have been reviewed and are summarized in a list of topics mentioned the most frequently.

PRIMARY CONCERNS/ISSUES RAISED DURING THE SCOPING COMMENT PERIOD

RETROFIT ALTERNATIVE

Many commenters expressed that they wanted more information regarding a retrofit alternative in the form of a study. Commenters also requested that Caltrans provide additional information on the structural vulnerabilities of the current Lagunitas Creek Bridge while investigating the possibility of retrofitting the existing Lagunitas Creek Bridge. Several commenters also suggested that Caltrans coordinate with a local structural engineer.

Concerns associated with a retrofit alternative included the following:

1. *Traffic delay.* Several commenters suggested that a retrofit of the current bridge would reduce the potential of traffic delays associated to construction activities because the use of the current bridge could be maintained during a retrofit. Some commenters believe that use of the bridge could be maintained during the retrofit. Several commenters also added that the potential for traffic delay associated with building a new bridge, which would require detouring traffic onto a temporary bridge (originally proposed as a 1-lane temporary bridge), would be reduced if a retrofit alternative were implemented.
2. *Maintain existing scale.* Some commenters like the scale of the current bridge, (with an overall outside width of 32 feet, two narrow 11-foot lanes, and 1-foot shoulders), the green color, and the aesthetics of the bridge steel truss. A few commenters mentioned that the current bridge helps define the entry into Point Reyes Station, creates a traffic calming effect, and communicates a rural image. For these reasons, commenters noted they would like to preserve the current bridge. Some comments also mentioned that sidewalks and bicycle lanes are not available on either end of the bridge, and therefore the bicycle and pedestrian accommodation would only be needed on the downstream side of the bridge, where it currently is.
3. *Shorter construction duration.* Several commenters expressed concern over the potential 3-year construction period, and communicated that the overall duration of construction would be shorter under a retrofit alternative. The commenters also cited potential economic potential hardships from the effect of the construction period on tourism by restricting access to and from Point Reyes Station and Olema as potential hardships to the community, and impaired accessibility of emergency access vehicles.
4. *Reduce right-of-way impacts.* Under the bridge replacement alternatives, the temporary bridge is proposed on the east/upstream side of the current bridge, and would affect two adjacent properties. A retrofit alternative was suggested in concert with avoiding property acquisition for a temporary bridge placement.

MINIMIZE CONSTRUCTION DURING WEEKENDS AND HOLIDAYS

Several commenters voiced their concerns regarding the potential impacts of the proposed Lagunitas Creek Bridge Project on the community and local businesses. Specifically, commenters expressed concerns about the effects of construction to an area that is already experiencing traffic issues on weekends and holidays from tourists and SR 1 users.

TEMPORARY 1-LANE ROAD

Several commenters were concerned about the possible traffic impacts that the proposed Lagunitas Creek Bridge Project could cause for Point Reyes Station, and other communities that surround it. More specifically, many

commenters expressed concerns regarding the option of a temporary 1-lane road. Commenters also expressed that having a 1-lane for 2-3 years along SR 1 would cause negative impacts to the community, businesses, and emergency vehicle (i.e., fire trucks and ambulances) access.

SR 1 AND SIR FRANCES DRAKE BOULEVARD

Concerns were raised by several commenters regarding the intersection located at SR 1 and Sir Frances Drake Boulevard. Members of the community suggested that Caltrans install a temporary and/or permanent 3-way stop sign, or a temporary and/or permanent traffic signal light at this intersection. The safety concerns that were mentioned by commenters included: (1) the lack of sight distance south of the Lagunitas Creek Bridge at SR 1 and Sir Francis Drake Boulevard; (2) the conditions of the curves near the bridge; and (3) the heavy traffic volume attributed to weekend and seasonal tourism. Some commenters also recommended lowering the speed limit on the bridge to 25 miles per hour.

EMERGENCY SERVICES

A number of commenters expressed their concerns regarding access to emergency services because the Lagunitas Creek Bridge plays a significant role in connecting the west shore of Tomales Bay to emergency services located east in Point Reyes Station. Some commenters suggested that Caltrans build a temporary emergency services hub to ensure uninterrupted emergency responses to the community and the surroundings during construction.

TOWN OF POINT REYES

Some commenters expressed their concerns regarding impacts to the town of Point Reyes. More specifically, concerns were voiced regarding parking on both sides of the street, current traffic congestion, and foot traffic on SR 1 in the town of Point Reyes.

HUMAN ENVIRONMENTAL ISSUES AND CONCERNS

Some commenters expressed concerns regarding the potential effects of the proposed Lagunitas Creek Bridge Project on the human environment. Several commenters suggested that Caltrans minimize impacts on adjacent property owners, including a veterinary clinic. Some commenters voiced their concerns regarding the noise impacts attributed to construction activities would impact local businesses. More specifically, the veterinary clinic was a primary concern for local residents, as noise concerns that could potentially affect the animals located in the veterinary clinic. Additionally, one commenter expressed concerns regarding a property owner and the loss of their garden and requested that Caltrans replace the property owner's garden if it needed to impact it.

CHARACTER OF THE LAGUNITAS BRIDGE

Several commenters suggested that Caltrans should maintain the current character and scale of the Lagunitas Creek Bridge. Some commenters suggested that Caltrans keep the green color of the bridge. Other commenters suggested that Caltrans paint a new bridge to make it look aged, to help maintain the historic nature of the bridge. Several commenters requested that Caltrans maintain a narrow structure and have a cantilevered sidewalk to reduce the visual impacts of a new bridge.

CONSTRUCTION PERIOD LENGTH

Several commenters suggested that Caltrans keep the construction period short to minimize impacts on traffic and effects on tourism and the business community.

PHYSICAL ENVIRONMENT ISSUES AND CONCERNS

Several commenters suggested that Caltrans minimize construction surrounding the sensitive wetland and riparian habitats surrounding Lagunitas Creek and the species they support.

PROJECT ALTERNATIVES

The majority of commenters expressed their preference to evaluate a retrofit alternative. The majority of commenters that had selected a preferred alternative, preferred Alternative 1. Several commenters also preferred Alternative 3, primarily citing the shorter construction period. Several commenters expressed concerns over the height limitations of Alternative 2.

SEA-LEVEL RISE

Several commenters expressed their concerns about sea-level rise and suggested that Caltrans plan for the changes associated with sea level rise over time.

EXTEND THE COMMENT PERIOD

Several commenters requested that Caltrans extend the comment period. Caltrans responded to members of the community and extended the comment period an additional 30 days.

FUTURE STAKEHOLDERS

Several commenters provided input on other stakeholders who should be invited to participate in subsequent discussions or presentations on the project. Each commenter and suggested stakeholder have been added to the list of contacts for future notification efforts, they are as follows:

Regulatory Agencies

- California Coastal Commission
- California Lands Commission
- California Transportation Commission
- Inverness Public Utilities Department
- Marin County Fire Department
- North Marin Water District
- Office of Planning and Research: State Clearinghouse and Planning Unit
- San Francisco Bay Regional Water Quality Control Board

Organized Groups

- Marin Audubon Society
- Farm Bureau
- Inverness Association
- Inverness Ridge Association
- MainStreet Moms
- Olema Village Association
- Point Reyes Seashore Ranchers Association
- Point Reyes Village Association
- Save our Seashores
- Shoreline Unified School District
- SPAWN
- West Marin Chamber of Commerce
- West Marin Senior Services
- West Marin Stagecoach

Business Interests

- Abalone Inn
- Bovine Bakery
- Ebbin Moser & Skaggs LLP (Moser, D.)
- North Bay Seismic Design

Point Reyes Animal Hospital
Point Reyes Farmers Market
West Marin Chamber of Commerce
West Marin Pharmacy

Members of the Public

Arndt, L.
Axelrod, L.
Bannerman, P.
Bartlett, J.
Bennett, G.
Binzen, W.
Brown, K.
Brownback Curth, D.
Craven, S.
Deutsch, B.
Dorinson, C.
Durrik, M.
Eckart, C.
Fernandez, J.
Fox, J.
Friedman, C.
Friefeld, W.
Gaman, B.
Hayes Handwovens, S.
Higgins, C.
Jackson, M.
Johnson, B.
Kent, T.
Kirschman, R.
Kubik, B. and Whitman, C.
Larkin, D.
Landreth, L.
Lee, J.
Levin, K.
Lish, C.
Livingston, D.
Livingston, M.
Loeb, B.
Mazur, V.
Mc Claskey, M.
Mc Isaac, E.
Meghrouni-Brown, A. and J.
Mery, C.
Morgan, M.
Pincetich, C.
Quinn, J.
Quinn, T.
Ridge, M.

Ridge, R.
Ruggiero, C.
Steinburg, R.
Stingle, S.
Stone, M.
Switzer, M.
Taylor, T.
Taylor, J.
Van Der Wal, S. and J.
Vitale, A.
Wagner, R.
Zook, S.

FUTURE STEPS IN THE ENVIRONMENTAL PLANNING PROCESS

The public scoping process for the proposed Lagunitas Creek Bridge Project provided the opportunity for Caltrans to understand several concerns and/or issues expressed from regulatory agencies, elected officials, organized interested groups, and members of the public. In response to the scoping comments, Caltrans has had the opportunity to develop several studies to evaluate some of the key issues addressed during the public scoping period. The next steps in the environmental planning process is as follows:

- **Draft EIR and EA.** A draft EIR is a CEQA report and the Environmental Assessment is the NEPA report. For the Lagunitas Creek Bridge Project, these documents will be combined. The document will contain the project need, the alternatives analysis process and a detailed description of the alternatives evaluated in the EIR/EA as well as a review of existing conditions, impacts and mitigation, and other environmental related topics.
- **Draft EIR/EA Public Review Period.** Once the Draft EIR/ EA is published, the public review period provides an opportunity for agencies and the public to submit comments to Caltrans on the content of the Draft EIR/EA.
- **Draft EIR/EA Public Meeting.** During the public review period, a public meeting will be held to hear concerns and questions regarding the proposed Lagunitas Creek Bridge Project and the Draft EIR/EA.
- **Final EIR/EA.** A final environmental document will report addresses comments received during the public scoping period.
- **Certification of Final EIR and Project Decision.** Caltrans will certify that an EIR/EA is being prepared pursuant to CEQA/NEPA and will issue a Notice of Decision (NOD). A 30-day appeal period will follow.

PUBLIC PARTICIPATION

As part of acquiring additional information from the public regarding the proposed Lagunitas Creek Bridge Project, Caltrans continues to solicit input from regulatory agencies, elected officials, organized interested groups, and members of the public concerned with the proposed Lagunitas Creek Bridge Project. In early fall 2015, Caltrans will be holding a second public meeting to facilitate cooperation and partnership regarding proposed Lagunitas Creek Bridge Project.

Caltrans welcomes comments throughout the environmental process. Comments may be submitted by either mailing comments to the Lagunitas Creek Bridge PO Box (California Department of Transportation, Office of

Environmental Analysis, Attn: Oliver Iberien, P.O. Box 23660, Oakland, CA 94623), or by e-mailing comments to the Lagunitas Creek Bridge Project e-mail address (lagunitas_bridge@dot.ca.gov).