State Route 131 Capital Preventive Maintenance Project (SCH# 2023090705)



Initial Study with Negative Declaration

MARIN COUNTY, CALIFORNIA
DISTRICT 4 – MRN – 131 (PM 0.00–4.40)
04-1Q230

Prepared by the
State of California, Department of Transportation

January 2024

Caltrans

General Information about this Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study with Negative Declaration (IS/ND) for the State Route 131 Capital Preventive Maintenance Project (Project). Caltrans proposes to repair approximately 4.6 miles of East Blithedale Avenue/Tiburon Boulevard (State Route [SR] 131) from approximately 1,000 feet west of the U.S. Highway 101 (U.S. 101) interchange extending east to the Tiburon Boulevard/Main Street intersection, from post miles (PM) 0.00 to 4.40. Project improvements include rehabilitating and adding new pavement, constructing Class I and IV bikeways, modifying intersections, upgrading curb ramps to Americans with Disabilities Act standards, upgrading guardrails to current standards, upgrading signage, improving pavement delineation, rehabilitating drainage systems, and modifying electrical systems.

Caltrans is the lead agency under the California Environmental Quality Act (CEQA). This IS/ND describes why Caltrans proposes the Project; how the existing environment could be affected by the Project; potential environmental impacts; and the Project features and avoidance and minimization measures.

The Draft IS/ND was circulated to the public for 36 days between September 29, 2023 and November 3, 2023. Caltrans received 254 comment submittals. Responses to these comments are included in Appendix G. Throughout this document, a vertical line in the margin indicates a change made since the Draft IS/ND was circulated for public review. Minor editorial changes and clarifications are not so indicated.

Alternative Formats:

For individuals with sensory disabilities, the document can be made available in Braille, with large print, on audiocassette, or on computer disk by writing to the address provided below, emailing the department, or calling the California Relay Service at (800) 735-2929 (TTY), (800) 735-2922 (voice), or 711.

Caltrans, District 4
ATTN: Maxwell Lammert
P.O. Box 23660
Oakland, CA 94623-0660

An accessible electronic copy of this IS/ND is available to download at the Caltrans District 4 Environmental Documents by County website (https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs).

Initial Study with Negative Declaration

04-MRN-131	0.00-4.40	04-1Q230
Dist. – Co. – Rte.	PM	E.A.

Project title:	State Route 131 Capital Preventive Maintenance Project
Lead agency name and address:	California Department of Transportation 111 Grand Avenue, Oakland, CA 94612
Contact person and phone number:	Maxwell Lammert, Acting Office Chief (510) 506-9862
Project location:	Marin County, Town of Tiburon, City of Belvedere
General plan description:	Multiple
Zoning:	Multiple
Other public agencies whose approval is required (such as, permits, financial approval, or participation agreements)	• San Francisco Bay Conservation and Development Commission • California Department of Fish and Wildlife • California Transportation Commission • Regional Water Quality Control Board • United States Army Corps of Engineers • United States Fish and Wildlife

The document, maps, Project information, and supporting technical studies are available for review weekdays from 8:00 a.m. to 5:00 p.m. at the Caltrans District 4 Office, 111 Grand Avenue, Oakland, CA 94612. The document is also available to download at the Caltrans District 4 Environmental Documents by County website (https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs).

Maxwell Lammert — 01/23/24

Maxwell Lammert
Acting Office Chief, Office of Environmental Analysis
California Department of Transportation, District 4

Date

To obtain a copy in Braille, in large print, on computer disk, or on audiocassette, please contact: Department of Transportation, Attn: Maxwell Lammert, Acting Office Chief, Office of Environmental Analysis, 111 Grand Avenue, MS 8-B, Oakland, CA 94612: (510) 506-0481 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 711.

Negative Declaration

Project Description

The California Department of Transportation (Caltrans) has prepared this Initial Study with Negative Declaration (IS/ND) for the State Route 131 Capital Preventive Maintenance Project (Project). Caltrans proposes to repair approximately 4.6 miles of East Blithedale Avenue/Tiburon Boulevard (State Route [SR] 131) from approximately 1,000 feet west of the U.S. Highway 101 (U.S. 101) interchange extending east to the Tiburon Boulevard/Main Street intersection, from post miles (PM) 0.00 to 4.40 (Appendix A, Figures 1-1 and 1-2). Project improvements include rehabilitating and adding new pavement, constructing Class I, Class II and Class IV bikeways, modifying intersections, upgrading curb ramps to Americans with Disabilities Act standards, upgrading guardrails to current standards, upgrading signage, improving pavement delineation, rehabilitating drainage systems, and modifying electrical systems.

Given the length of the Project corridor, Project components are divided in three segments: Western Project Segment, Central Project Segment, and Eastern Project Segment. The Western Project Segment extends from Tower Drive, approximately 1,000 feet west of the U.S. 101 interchange to Reed Ranch Road (PM 1.52). The Central Project Segment extends from Reed Ranch Road (PM 1.52) to San Rafael Avenue (PM 3.24). The Eastern Project Segment extends from San Rafael Avenue (PM 3.24) to the Tiburon Boulevard/Main Street intersection (PM 4.40). The total Project footprint is approximately 17.24 acres (Appendix A, Figure 2-1). Additional Project information is provided in Chapter 2.

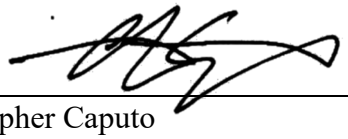
Determination

This Negative Declaration is included to notify the general public, responsible agencies, and trustee agencies that Caltrans intends to adopt a Negative Declaration for this Project. This Negative Declaration is subject to change based on comments received by the general public, responsible agencies, and trustee agencies.

Caltrans has prepared this IS/ND for the Project and, pending public review, expects to determine from this study that the Project would not have a significant effect on the environment for the following reasons:

- The Project would have no impacts on agriculture and forest resources, mineral resources, and population and housing.

- The Project would have less than significant impacts on aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire.
- The Project would not require the implementation of any mitigation measures.



1/23/2024

Christopher Caputo
Acting Deputy District Director
Environmental Planning and Engineering
California Department of Transportation, District 4

Date

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List of Abbreviated Terms

Abbreviation	Definition
AC	asphalt concrete
ADA	Americans with Disabilities Act
AMM	avoidance and minimization measure
APN	assessor parcel number
ASR	Archaeological Survey Report
Bay Plan	*San Francisco Bay Plan*
BMP	best management practice
BSA	Biological Study Area
CAL FIRE	California Department of Forestry and Fire Protection
CAL-CET 2020	Caltrans Construction Emissions Tool 2020
Caltrans	California Department of Transportation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFGC	California Fish and Game Code
CFR	*Code of Federal Regulations*
CMP	corrugated metal pipe
CNPS	California Native Plant Society
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRLF	California red-legged frog
dBA	A-weighted decibel
ESA	environmentally sensitive area
FEMA	Federal Emergency Management Agency
FIGR	Federated Indians of the Graton Rancheria
GHG	greenhouse gas

Abbreviation	Definition
IS/ND	Initial Study/Negative Declaration
Leq	average hourly noise level
Lmax	maximum hourly noise level
LRA	local responsibility area
MBGR	metal beam guardrail
MGS	Midwest Guardrail System
MLD	Most Likely Descendant
MRZ	Mineral Resource Zone
NAHC	Native American Heritage Commission
NESMI	*Natural Environment Study (Minimal Impacts)*
NMFS	National Marine Fisheries Service
OPC	California Ocean Protection Council
PDE	Permanent Drainage Easement
PF	Project feature
PM	post mile
$PM_{2.5}$	particulate matter with aerodynamic diameter equal to or less than 2.5 micrometers
PM_{10}	particulate matter with aerodynamic diameter equal to or less than 10 micrometers
PQS	Professionally Qualified Staff
Project	State Route 131 Capital Preventive Maintenance Project
PTE&C	Permits to Enter and Construct
RCNM	Roadway Construction Noise Model
ROW	right-of-way
SHOPP	State Highway Operation and Protection Program
SHPO	State Historic Preservation Officer
SR	State Route

Abbreviation	Definition
SRA	state responsibility area
SWPPP	stormwater pollution prevention plan
TCE	temporary construction easement
TMP	Traffic Management Plan
U.S. 101	U.S. Highway 101
USFWS	U.S. Fish and Wildlife Service
VIA Memo	*Visual Impact Assessment and Scenic Resources Evaluation Memorandum*

Chapter 1 Project

1.1 Introduction

The California Department of Transportation (Caltrans), as the California Environmental Quality Act (CEQA) lead agency and sponsor for the State Route 131 Capital Preventive Maintenance Project (Project), has prepared this Initial Study with Negative Declaration (IS/ND) for the Project.

The Project would occur along State Route (SR) 131 in the Town of Tiburon, Marin County, California (Appendix A, Figures 1-1 and 1-2). Caltrans proposes to repair approximately 4.6 miles of East Blithedale Avenue/Tiburon Boulevard (SR 131) from approximately 1,000 feet west of the U.S. Highway 101 (U.S. 101) interchange extending east to the Tiburon Boulevard/Main Street intersection, from post miles (PM) 0.00 to 4.40. This area is also referred to as the Project footprint or Project corridor (Appendix A, Figures 1-1 and 1-2).

The Project would be funded by the State highway Operation and Protection Program (SHOPP) under program code Roadway Preservation (20.XX.201.121). Additional complete streets elements, namely a Class IV bikeway on a section of SR 131, is funded through the SHOPP 2020 Complete Streets Reservation. Complete Streets Reservation funding is coming from the SHOPP-Roadway Preservation funding source. The estimated Project cost is $24,900,000.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of this Project is to improve the serviceability and ride quality of SR 131 and restore existing drainage systems to reduce the potential for highway flooding and damage. In addition, the Project would enhance complete streets and support active modes of transportation by bridging a gap in the transportation network and improving bicycle access throughout the Project footprint.

1.2.2 Need

Throughout the Project footprint the existing pavement exhibits moderate to frequent rutting, aggregate raveling, potholing, and surface cracking. If left uncorrected, the asphalt pavement on SR 131 would lead to major deterioration and require roadway rehabilitation.

Due to Design Information Bulletin 81-02 and Asset Management guidelines in SHOPP, this Project includes upgrades of existing curb ramps to current Americans with Disabilities Act (ADA) standards which include installation of new curb ramps where they are needed and improvements to existing Caltrans facilities (multi-assets) within the Project footprint.

Asset Management is being implemented to satisfy the requirements of Streets & Highways Code Section 164.6, Senate Bill 486, and Executive Order 30-15. Asset Management activities include improving existing safety features, upgrading signage, improving pavement delineation, rehabilitating drainage facilities, and modifying electrical systems.

Additionally, the *Caltrans District 4 Bike Plan* (2018), *Marin County Unincorporated Area Bicycle and Pedestrian Master Plan* (2018), the *Town of Tiburon's Bicycle and Pedestrian Master Plan* (2016), and the *Town of Tiburon Bay Trail Gap Study* (2012) identify a major gap in the overall active transportation network on SR 131 between East Strawberry Drive and Greenwood Cove Drive (approximately one block in length). Construction of a Class IV or Class I bicycle lane connection is identified as a need in these plans and has been acknowledged as a "Top Tier" priority in the *Caltrans District 4 Bike Plan*.

Chapter 2 Project Description

2.1 Introduction

The State Route SR 131 Capital Preventive Maintenance Project is in the Town of Tiburon, Marin County, California. Caltrans proposes to repair approximately 4.6 miles of East Blithedale Avenue/Tiburon Boulevard (SR 131) from approximately 1,000 feet west of the U.S. 101 interchange extending east to the Tiburon Boulevard/Main Street intersection, from PM 0.00 to 4.40 (Appendix A, Figures 1-1 and 1-2). Given the length of the Project corridor, Project components are divided in three segments: Western Project Segment, Central Project Segment, and Eastern Project Segment. The Western Project Segment extends from Tower Drive, approximately 1,000 feet west of the U.S. 101 interchange to Reed Ranch Road (PM 1.52). The Central Project Segment extends from Reed Ranch Road (PM 1.52) to San Rafael Avenue (PM 3.24). The Eastern Project Segment extends from San Rafael Avenue (PM 3.24) to the Tiburon Boulevard/Main Street intersection (PM 4.40). The total Project footprint is approximately 17.24 acres (Appendix A, Figure 2-1).

Within the Project footprint, SR 131 connects with U.S. 101 at its western terminus and serves as a primary access route for the Tiburon Peninsula and the Town of Tiburon. Approximately half of the highway is a four-lane divided road, which narrows to two lanes as it heads eastbound toward Main Street. SR 131 is not a Classified Landscaped Freeway, nor is it part of a Designated or Eligible State Scenic Highway. The corridor is lined with commercial, residential, and recreational uses; and many of the adjacent structures are either elevated above the highway on slopes or set back from the road behind trees and shrubs.

2.2 Project Components

The Project proposes to rehabilitate and add new pavement, construct Class I, Class II, and Class IV bikeways, modify intersections, upgrade curb ramps to ADA standards, upgrade guardrails to current standards, upgrade signage, improve pavement delineation, rehabilitate drainage systems, and modify electrical systems. Project components proposed by the Project would be upgraded and constructed to meet the current *Highway Design Manual* standards (Caltrans 2022b). Figure 2-1 (Appendix A) depicts the Project components and footprint along SR 131 from 1,000 feet west of PM 0.00 to 4.40.

2.2.1 Project Components Common to All Project Segments

This section discusses Project components that would apply to all segments of the Project.

REHABILITATE PAVEMENT AND ADD NEW PAVEMENT

The Project would repair the existing SR 131 roadway pavement throughout the Project footprint and add 880 feet of new pavement within the Western Project Segment along eastbound SR 131. Pavement rehabilitation would include the following:

- Removal and replacement of 0.25 foot of asphalt concrete (AC) pavement, which would be accomplished in two lifts. The existing 0.25 foot AC pavement surface layer would be removed.
- The removal and replacement limits of the AC pavement extend throughout the Project footprint along SR 131. AC pavement would extend across the entire traveled way and shoulders, from edge of pavement to edge of pavement.

An approximate 800-foot-long, 2- to 6-foot-wide area of the existing median along eastbound SR 131 (PM 0.74 to 0.78) would be converted to new pavement in support of a Class I bike lane proposed along the existing eastbound shoulder within the Western Project Segment. The total depth of pavement needed for the conversion of the median is 2.35 feet. Additionally, a concrete barrier would be established within the new median to separate the opposite lanes of traffic and provide a barrier between the eastbound travel way and the Class I bikeway at this location.

UPGRADE GUARDRAILS

All guardrails within the Project footprint would be upgraded to Midwest Guardrail System (MGS) to meet the current standard. Specific guardrail upgrades proposed by the Project are identified in Table 2-1.

Table 2-1. Specific Project Guardrail Upgrades

Project Segment	Post Mile	Travel Direction	Guardrail Upgrade Details
Western Segment	PM 0.0	Eastbound	A WB Type-31 guardrail connection would be installed to connect existing concrete barrier to MGS at the U.S. 101 overpass approximately 195 feet west of PM 0.00.
Western Segment	PM 0.25	Eastbound	A guardrail between North Knoll Road and Bay Vista Drive (PM 0.25) would be replaced by an

Project Segment	Post Mile	Travel Direction	Guardrail Upgrade Details
			MGS and lengthened by approximately 12.5 feet.
Western Segment	PM 0.74	Eastbound	A guardrail between East Strawberry Road and Greenwood Cove Drive (PM 0.74) would be replaced by an MGS.
Western Segment	PM 0.77	Westbound	A guardrail between East Strawberry Road and Greenwood Cove Drive (PM 0.77) would be replaced by an MGS.
Western Segment	PM 0.88	Westbound	A guardrail between Greenwood Cove Drive and Cecilia Way (PM 0.88) would be replaced by an MGS.
Western Segment	PM 1.26	Eastbound	A guardrail between Cecilia Way and Reed Ranch Road (PM 1.26) would be replaced by an MGS.
Western Segment	PM 1.45	Eastbound	A guardrail between Cecilia Way and Reed Ranch Road (PM 1.45) would be replaced by an MGS.
Central Segment	PM 1.79	Eastbound	To protect the cantilever flashing beacon at the Jefferson Drive intersection (PM 1.79), the existing metal beam guardrail (MBGR) would be extended by approximately 100 feet to the west to cover the flashing beacon. The existing dike at the location would also need to be replaced with a concrete curb. The curb would be 100 feet long and 25 feet in advance of a guardrail.
Central Segment	PM 1.79	Westbound	A guardrail between Jefferson Drive and Trestle Glen Boulevard (PM 1.79) would be replaced by an MGS.
Central Segment	PM 1.83	Eastbound	A guardrail between Jefferson Drive and Trestle Glen Boulevard (PM 1.83) would be replaced by an MGS.
Central Segment	PM 1.86	Westbound	A guardrail between Trestle Glen Boulevard and Stewart Drive (PM 1.86) would be replaced by an MGS.
Central Segment	PM 1.94	Eastbound	A guardrail between Trestle Glen Boulevard and Stewart Drive (PM 1.94) would be replaced by an MGS.
Central Segment	PM 2.07	Eastbound	A guardrail between Stewart Drive and Avenida Miraflores (PM 2.07) would be replaced by an MGS.
Central Segment	PM 2.13	Eastbound	A guardrail between Stewart Drive and Avenida Miraflores (PM 2.13) would be replaced by an MGS.
Central Segment	PM 2.23	Eastbound	A guardrail between Stewart Drive and Avenida Miraflores (PM 2.23) would be replaced by an MGS.

Project Segment	Post Mile	Travel Direction	Guardrail Upgrade Details
Central Segment	PM 2.27	Eastbound	A guardrail between Stewart Drive and Avenida Miraflores (PM 2.27) would be replaced by an MGS. A max-tension MBGR would be installed at the intersection of Avenida Miraflores and Pine Terrace (PM 2.36).
Central Segment	PM 2.37	Eastbound	A guardrail between Avenida Miraflores and Bayshore Terrace (PM 2.37) would be replaced by an MGS.
Central Segment	PM 2.38	Westbound	A guardrail between Avenida Miraflores and Bayshore Terrace (PM 2.38) would be replaced by an MGS.
Central Segment	PM 2.55	Westbound	A guardrail between Avenida Miraflores and Bayshore Terrace (PM 2.55) would be replaced by an MGS.
Eastern Segment	PM 3.27	Eastbound	A guardrail between San Rafael and Ned's Way (PM 3.27) would be replaced by a 125-foot-long MGS.
Eastern Segment	PM 3.28	Westbound	A guardrail between San Rafael and Ned's Way (PM 3.28) would be replaced by an MGS.
Eastern Segment	PM 3.64	Eastbound	A guardrail between Ned's Way and Lyford Drive (PM 3.64) would be replaced by an MGS.
Eastern Segment	PM 3.64	Westbound	A guardrail between Ned's Way and Lyford Drive (PM 3.64) would be replaced by an MGS.
Eastern Segment	PM 3.86	Westbound	A guardrail between Lyford Drive and Mar West Street (PM 3.86) would be replaced by an MGS.

CURB RAMPS, PEDESTRIAN REFUGE ISLAND, AND SIDEWALKS

Thirty curb ramps would be upgraded, eight new curb ramps would be installed, and nine mid-block crosswalks would be upgraded throughout the Project limits (Table 2-2).

Table 2-2. Specific Project Curb Ramp Upgrades

Project Segment	Post Mile	Travel Direction	Upgrade Detail
Western Segment	Not applicable	Westbound	Two curb ramp upgrades at the East Blithedale Avenue and U.S. 101 southbound off-ramp intersection.
Western Segment	PM 0.16	Eastbound	Four curb ramp upgrades at the Redwood Highway Frontage Road and SR 131 intersection.
Western Segment	PM 0.19	Eastbound	One new curb ramp at the South Knoll Road and SR 131 intersection.
Western Segment	PM 0.23	Eastbound and Westbound	Two curb ramp upgrades at the Bay Vista Drive and SR 131 intersection.

Project Segment	Post Mile	Travel Direction	Upgrade Detail
Western Segment	PM 0.66	Eastbound	Two new curb ramps at the East Strawberry Drive and SR 131 intersection. One new curb ramp at the median pedestrian refuge within the he East Strawberry Drive and SR 131 intersection.
Western Segment	PM 0.66	Westbound	Three new curb ramps at the East Strawberry Drive and SR 131 intersection.
Central Segment	PM 1.84	Eastbound	One new curb ramp at the Trestle Glen Boulevard and SR 131 intersection.
Central Segment	PM 2.06	Eastbound and Westbound	Two curb ramp upgrades at the Stewart Drive and SR 131 intersection.
Central Segment	PM 2.35	Eastbound	Three curb ramp upgrades at the Pine Terrace and SR 131 intersection.
Central Segment	PM 2.35	Westbound	One curb ramp upgrade at the Avenida Miraflores and SR 131 intersection.
Central Segment	PM 2.73	Eastbound and Westbound	Two curb ramp upgrades at the Rock Hill Road and SR 131 intersection.
Central Segment	PM 3.25	Eastbound	Two curb ramp upgrades at the San Rafael Avenue and SR 131 intersection.
Eastern Segment	PM 3.54	Eastbound and Westbound	One new curb ramp and one curb ramp upgrade at the Ned's Way and SR 131 intersection.
Eastern Segment	PM 3.72	Eastbound	Two curb ramp upgrades at the Lyford Drive and SR 131 intersection.
Eastern Segment	PM 3.72	Westbound	Four curb ramp upgrades at the Lyford Drive and SR 131 intersection.
Eastern Segment	PM 4.08	Eastbound	One mid-block curb ramp upgrade along SR 131.
Eastern Segment	PM 4.09	Westbound	Three mid-block curb ramp upgrades along SR 131.
Eastern Segment	PM 4.16	Westbound	Two curb ramp upgrades at the Beach Road and SR 131 intersection.
Eastern Segment	PM 4.25	Eastbound and Westbound	Three mid-block curb ramp upgrades along SR 131.
Eastern Segment	PM 4.31	Eastbound and Westbound	Two mid-block curb ramp upgrades along SR 131.
Eastern Segment	PM 4.34	Eastbound	Two curb ramp upgrades at the Juanita Lane and SR 131 intersection.
Eastern Segment	PM 4.36	Eastbound	One curb ramp upgrade at the Main Street and SR 131 intersection.

UPGRADE SIGNAGE

The existing lane drop signage that is approximately 150 feet west of the Reed Ranch Road/SR 131 intersection (PM 1.55) does not meet current standards and would need to be upgraded in-place as part of the Project.

Three crosswalk signs would need to be replaced within the Central Project Segment: (1) eastbound direction on SR 131 approximately 300 feet north of Stewart Drive (PM 1.99), (2) eastbound direction on SR 131 approximately 150 feet west of Gilmartin Drive (PM 3.01), and (3) westbound direction on SR 131 approximately 200 feet east of Gilmartin Drive (PM 3.09). These signs are not within 50 feet of their respective pedestrian crossings. Replacement plans would be coordinated with the Town of Tiburon and City of Belvedere during the final design phase of the Project to determine if these three crosswalk signs need to be relocated.

Flashing speed limit signs are proposed at the existing intersection of Mar West Street (PM 3.95) to facilitate safe pedestrian and bicycle crossings.

IMPROVE PAVEMENT DELINEATION

All existing left turning arrow markings within the Project footprint would be updated to the current standard of "Type III" left turning lane arrow markings, following the pavement rehabilitation along SR 131. Additionally, every turning lane would need to be updated to include two turning arrow markings.

MODIFY ELECTRICAL SYSTEMS

The Project would modify and upgrade electrical systems along the entire SR 131 corridor, including new traffic signal poles/foundations, lighting standard poles/foundations, temporary wooden poles, overhead lines, pull boxes, loop detectors, Accessible Pedestrian Signal Systems (ADA Compliance), conduit installed by directional boring, service enclosures, controller cabinet, push button, and flashing beacons.

The proposed traffic signal poles/foundations, lighting standard poles/foundations, push buttons, flashing beacons, and conduits would require ground disturbance. Pits (4 feet deep by 4 feet wide by 4 feet long) would be excavated near traffic signals to place a machine for directional boring. Conduits between 2 to 3 inches in size would be installed by directional boring 30 inches below the ground surface.

Since the existing median along eastbound SR 131 (PM 0.74 to 0.78) would be converted to new pavement in support of the Class I bike lane outside of eastbound

SR 131, several types of electrical facilities would be affected, including the following:

- Two existing state traffic signals [between intersection of SR 131/East Strawberry Drive (PM 0.67) and intersection of SR 131/Greenwood Cove Drive (PM 0.81)] would be relocated as depicted on Figure 2-1 (Appendix A).
- The existing state lighting system (in the median) would be relocated near the guardrail along eastbound SR 131 (PM 0.70).
- The existing state interconnect cable system (in the median) would be relocated to the Bay Vista Drive intersection on the northeast corner (PM 0.67).
- The city license plate reader system (PM 0.75) would be removed during construction and placed in the median once construction has been completed.

2.2.2 Western Project Segment

This section describes the proposed repairs or upgrades proposed only within the Western Project Segment footprint from Tower Drive, approximately 1,000 feet west of U.S. 101 PM 0.00, to Reed Ranch Road (PM 1.52) (Appendix A, Figure 2-1, Maps 1 through 13).

CLASS I AND IV BIKEWAYS

Class IV bikeways constructed as part of the Project within the Western Project Segment would improve bicycle access along SR 131, from approximately 1,000 feet west of U.S. 101, PM 0.00 to approximately Trestle Glen Boulevard (PM 1.85). A Class I bikeway is proposed from East Strawberry Road (PM 0.67) to Greenwood Cove Drive (PM 0.84), to address a major gap in the overall active transportation network on SR 131.

Class I Bikeway (Bike Path)

A two-way Class I bikeway would be constructed along the eastbound SR 131 shoulder between East Strawberry Drive and Greenwood Cove Drive (PM 0.67 to 0.84). The Class I bikeway would provide a two-way bikeway over a distance of 950 feet and would be 8 feet wide at minimum. The existing SR 131 shoulder from PM 0.67 to 0.84 is 7 to 9 feet in width; therefore, the proposed Class I bikeway would require shifting traffic lanes to allow for the Class I bikeway width along the eastbound roadway shoulder, as discussed in the previous *Rehabilitate Pavement and Add New Pavement* section. The median conversion would also require the

construction of a center line concrete barrier to separate opposing traffic lanes along SR 131.

Class IV Bikeway (Separated Bikeway)

A Class IV bikeway is proposed at the U.S. 101/SR 131 interchange over a distance of 0.7 mile between Tower Drive and Strawberry Drive (PM 0.00 to 0.67), in either direction. A barrier would be installed between the eastbound travel way and the Class I bikeway. The existing shoulders would be converted to the Class IV bikeways consisting of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet for both the Western and Central Project segments. Modifications to the design of the Class IV bike lanes would be determined during the final design phase to address existing constraints within this area, such as the interchange ramps and the existing overcrossing bridge.

Additionally, the striped shoulders of SR 131 would be converted to a Class IV bikeway over a distance of 0.71 mile from Greenwood Cove Drive to Reed Ranch Road (PM 0.84 to 1.55). The Class IV bikeway would be located on both outer shoulders of the roadway and would also consist of a minimum 5-foot bikeway with 2-foot buffers, for a 7-foot-wide, one-directional bikeway.

MODIFY INTERSECTIONS

Two intersections within the Western Project Segment would be modified, including the East Strawberry Drive/SR 131 intersection (PM 0.67) and Reed Ranch Road/SR 131 intersection (PM 1.55) (Appendix A, Figure 2-1). Intersection modifications at the East Strawberry Drive/SR 131 intersection would include the removal of the free right turn lane from East Strawberry Drive onto eastbound SR 131 and the relocation of the existing bus stop that is along eastbound SR 131 at PM 0.69. The bus stop at this intersection (PM 0.69) would need to be relocated to construct the proposed Class I bikeway between East Strawberry Drive and Greenwood Cove Drive. Relocation of the bus stop within the Project footprint would be further coordinated with transit authorities and local stakeholders during the final design phase.

CURB RAMPS, PEDESTRIAN REFUGE ISLAND, AND SIDEWALKS

Curb ramp upgrades would be constructed within the existing pedestrian refuge island at the Bay Vista Drive/East Strawberry Drive intersection (PM 0.67). The approximate dimensions of the existing pedestrian refuge island would be maintained at 30 feet long by 8 feet wide.

At the intersection of North Knoll Road (PM 0.25) there is currently a pedestrian crossing without curb ramps. However, an existing power line pole at this intersection creates a clear width issue for a proposed ADA curb ramp. Therefore, the Project proposes to construct a bulb out, or curb extension with a standard curb ramp to avoid relocation of the power pole. An existing driveway to a gas station, located at the corner of the intersection, would be affected by the bulb out. The driveway would also be upgraded to meet ADA requirements. A water line cover near the pedestrian crossing would be disturbed during the construction of the bulb out or curb extension. The owner of this water line is Marin Municipal Water District and Caltrans would coordinate any necessary utility locations with applicable agencies prior to Project construction.

Additionally, under existing conditions, there are no crosswalk facilities between Greenwood Cove Drive (PM 0.84) and Trestle Glen Boulevard (PM 1.85).

REHABILITATE DRAINAGE SYSTEMS

Two corrugated metal pipe (CMP) culverts would be replaced as part of the Project. An existing 18-inch by approximate 55-foot-long cross culvert CMP, is along the westbound SR 131 roadway shoulder, approximately 370 feet east of Blackfield Drive (Appendix A, Figure 2-1, Maps 8 and 9) (PM 0.88). Additionally, an 18-inch by approximate 260-foot-long longitudinal CMP, between PM 0.87 to 0.92 (Appendix A, Figure 2-1, Maps 8 and 9), is along the eastbound shoulder. Both culverts are severely corroded and need to be removed and replaced by trench excavation. An estimated depth of 8 feet is needed to complete this work. Plans to replace or rehabilitate the culverts would be determined during the final design phase of the Project.

2.2.3 Central Project Segment

This section describes the proposed repairs or upgrades to SR 131 located only within the Central Project Segment footprint from Reed Ranch Road (PM 1.52) to San Rafael Avenue (PM 3.24) (Appendix A, Figure 2-1, Maps 14 through 26).

CLASS II BIKEWAYS

Class II bikeways would be constructed as part of the Project along the westbound shoulder of SR 131, between Jefferson Drive and Reed Ranch Road. The Class II bikeway would connect to the existing protected pathway that connects Jefferson Drive to Trestle Glen Boulevard in the east, and to the Class IV bikeway proposed along the westbound shoulder at Reed Ranch Road. Class IV bikeways were assessed

between Jefferson Drive and Reed Ranch Road, but were determined to be infeasible due to the presence of limited shoulder width, existing slopes along the shoulder, and existing utilities in this location. The proposed Class II bike lanes are intended to address a major gap in the overall active transportation network on SR 131 between Trestle Glen Boulevard and Reed Ranch Road.

CLASS IV BIKEWAY (SEPARATED BIKEWAY)

A Class IV bikeway would be constructed along SR 131 as part of the Project within the Central Project Segment. The striped shoulders of eastbound SR 131 would be converted to a Class IV bikeway over a distance of 0.3 mile from Reed Ranch Road to Blackie's Pasture Park (PM 1.55 to 1.85). No Class I bikeway is proposed for this segment.

MODIFY INTERSECTIONS

One intersection within the Central Project Segment would be modified under the Project. Intersection modifications required at the Avenida Miraflores/Pine Terrace/SR 131 intersection (PM 2.36) would include the removal of an existing free right turn lane and the construction of a bulb out or curb extension (Appendix A, Figure 2-1, Map 20). At the Avenida Miraflores/SR 131 intersection, the existing free right turn lane from westbound SR 131 onto northbound Avenida Miraflores would be removed. At the Pine Terrace/SR 131 intersection (Appendix A, Figure 2-1, Map 20) (PM 2.36), a bulb out or curb extension would be constructed at the southwest corner of the intersection to increase visibility of crossing pedestrians and allow for larger queuing of pedestrians at the existing crosswalks.

REHABILITATE DRAINAGE SYSTEMS

At Trestle Glen Boulevard (PM 1.86), a high side gutter (approximately 400 feet long and 3 feet wide) would be constructed along the westbound edge of the shoulder, in the north-south direction. Additionally, from PM 1.87 to 1.92, the Project would replace the wall of the existing headwall and five drainage inlets located south of Trestle Glen Boulevard and 400 feet of 18-inch storm drainpipe along the westbound shoulder to properly convey exiting flows into the high side gutter. To avoid creating an unsafe condition, the existing MBGR would be removed or modified at this location. An existing utility pole and overhead sign would also need to be relocated outside of the clear recovery zone if the MBGR is removed.

On the northbound shoulder, 510 feet to 680 feet north of Gilmartin Drive (PM 2.90), along Tiburon Boulevard, the area adjacent to the northbound edge of pavement

drains poorly. Two drainage inlets, approximately 150 feet of 18-inch storm drainpipe, and minor grading of the area adjacent to the roadway would be installed and performed.

2.2.4 Eastern Project Segment

This section describes the proposed repairs or upgrades to SR 131 within the Eastern Project Segment footprint from San Rafael Avenue (PM 3.24) to the Tiburon Boulevard/Main Street intersection (PM 4.40) (Appendix A, Figure 2-1, Maps 26 through 36).

BIKEWAY

No bikeways are proposed within the Eastern Project Segment footprint.

MODIFY INTERSECTIONS

Two intersections within the Eastern Project Segment would be modified, including the Mar West Street/SR 131 intersection (PM 3.95) and Ned's Way/SR 131 intersection (PM 3.55) (Appendix A, Figure 2-1, Map 29). Intersection modifications required at the Mar West Street/SR 131 intersection (PM 3.95) include constructing a bulb out or curb extension at the southwest corner of the intersection to increase visibility of crossing pedestrians and allow for larger queuing of pedestrians at the existing crosswalks. At the Ned's Way/SR 131 intersection (PM 3.55), yields lines would be placed in the westbound direction on SR 131.

REHABILITATE DRAINAGE SYSTEMS

At the Ned's Way/SR 131 intersection (PM 3.55), the northern portions of the intersection periodically flood during storm and rain events. To address existing flooding conditions, the Project would install two 24-inch-wide sidewalk openings at and near the gutter low points of the Ned's Way/SR 131 intersection. These sidewalk openings would result in greater hydraulic capacity to convey gutter flow to the concrete-lined ditch and would be less susceptible to debris clogging as compared to the existing 4-inch pipes.

Approximately 37 feet of curb along eastbound SR 131 at the southwest corner of Beach Road intersection (PM 4.15) has settled and would be replaced.

2.3 Construction Methodologies

This section discusses how construction of the Project would occur.

2.3.1 Construction Staging

During construction, pavement rehabilitation would be performed in stages to keep travel lanes open to the public and minimize traffic disruptions. Partial lane and shoulder closures are expected as part of Project construction; however, no detours or signalized traffic control are anticipated. To protect construction workers and the traveling public, traffic control would be in place while construction activities are underway. A detailed Traffic Management Plan (TMP) would be developed during the design phase to maintain access along SR 131. The Project is anticipated to involve nightwork, including paving, striping, and curb replacement work. Weekend work would potentially occur. Construction staging plans would be developed during the final design phase.

The anticipated order of construction activities is as follows and would be finalized during the final design phase:

- Install construction area signs
- Clear and grub
- Install associated temporary best management practices (BMPs)
- Rehabilitate drainage systems
- Modify intersections
- Upgrade curb ramps to ADA
- Construct Class I, Class II, and Class IV bikeways
- Rehabilitate pavement
- Upgrade guardrails
- Improve pavement delineation
- Modify signage
- Modify electrical systems
- Permanent erosion control
- Remove construction area signs

2.3.2 Construction Schedule

Construction is expected to begin June 2025 and would take approximately 220 working days to construct, or one construction season. The Project is anticipated to involve nightwork, including paving, striping, and settlement correction work. Weekend work would potentially occur. Ground-disturbing activities would be restricted to the dry season (between April 15 and October 31); however, proposed ground-disturbing activities within jurisdictional waters would be further restricted to

between June 15 and October 31. Some components of the work, such as settlement correction, signage upgrades, and curb ramps, can be done simultaneously.

2.3.3 Construction Equipment

Construction equipment may include, but is not limited to, the following: AC cold-planing milling machine, dump trucks, paving machine, rollers, backhoes, jackhammer, concrete truck, excavator, and street sweeper trucks. Other vehicles would be pickup trucks for traffic control and miscellaneous equipment and tools.

2.3.4 Staging Areas

Four areas have been identified as materials and equipment staging areas. The Caltrans right-of-way (ROW) within the U.S. 101 southbound on-ramp, northbound on-ramp and northbound off-ramp serve as three of the potential staging area and can be accessed from East Blithedale Avenue, the U.S. 101/SR 131 interchange ramps, or from the U.S. 101 road shoulders. The fourth potential staging area is SR 131 westbound after Mar West Street (PM 3.80) and can be accessed from SR 131 directly. All staging locations are identified on Figure 2-1 (Appendix A). The precise staging area limits would be determined during the final design phase of the Project. The TMP developed during the design phase would provide an implementation plan for staging area ingress and egress activities, specifically to the U.S. 101/SR 131 interchange and SR 131 at Mar West Street (PM 3.80).

All pavement grindings and broken concrete material would be off-hauled to an appropriate disposal facility.

2.3.5 Vegetation Removal

Throughout the corridor, impacts to trees within the Project boundaries would be minimized where possible, and all disturbed areas would be reseeded with a regionally appropriate seed mix to maintain visual continuity with the surrounding environment. It is not determined yet if tree removal would be required for grading and construction of Project features (PFs); however, design modifications with the potential to avoid or minimize tree removal would be pursued. Tree removal if necessary, will be determined during the environmental and design phases of the Project.

2.3.6 Utility Relocation

Utility verification (that is, potholing) would occur during the final design phase to confirm the need for utility relocations. If needed, utility relocations would occur prior to the beginning of construction and in consultation with utility providers.

2.3.7 Right-of-Way

The Project would acquire Temporary Construction Easements (TCEs) for approximately 1.39 acres that are collectively located within 19 Marin County assessor parcel numbers (APNs) (Table 2-3). The Project would also acquire Permits to Enter and Construct (PTE&C) for approximately 0.93 acre that is located collectively from within 14 APNs (Table 2-3), and the Project would acquire approximately 0.25 acre of ROW from within one APN for the purposes of Permanent Drainage Easements (PDEs) (that is, to maintain the portion(s) of the culvert(s) that would extend beyond the Caltrans ROW) (Table 2-3).

Table 2-3. Right-of-Way Acquisition

Location	Post Mile	Easement Type	Marin County Assessor Parcel Number	Approximate Size (acre)	Land Use	Zoning	Construction-related Work Activity
1	0.00	PTE&C	City owned	0.2749	Road	Road	Rehabilitate pavement and construct Class IV bikeway
2	0.25	PTE&C	City owned	0.0339	Road	Road	Rehabilitate pavement and upgrade curb ramp
3	0.25	TCE	034-141-06	0.0004	Commercial – Improved	Admin and Professional	Upgrade curb ramp
4	0.67	PTE&C	City owned	0.0314	Road	Road	Rehabilitate pavement and upgrade curb ramp
5	0.92	PTE&C	055-051-19	0.0060	Commercial – Improved	Tiburon Boulevard Commercial	Replace culvert and remove dike
6	0.92	PTE&C	055-051-15	0.0080	Commercial – Improved	Tiburon Boulevard Commercial	Replace culvert and remove dike
7	0.92	TCE/PDE	034-212-19	0.0246	Commercial – Improved	Neighborhood Commercial/Affordable Housing Overlay	Line or remove/replace culvert
8	1.80	PTE&C	City owned	0.0940	Road	Road	Rehabilitate pavement and replace MBGR with MGS and electrical work
9	1.83	TCE	034-252-02	0.00010	Tax exempt	Road	Rehabilitate pavement and replace MBGR with MGS
10	1.88	TCE	055-072-18	0.1320	Single Residential – Improved	Single Family Residential	Drainage improvements
11	1.90	TCE	055-072-19	0.1200	Single Residential – Improved	Single Family Residential	Construct retaining wall
12	2.36	TCE	055-131-06	0.0042	Single Residential – Improved	Single Family Residential	Upgrade curb ramp and electrical work
13	2.36	PTE&C	City owned	0.0057	Road	Road	Upgrade curb ramp and electrical work

Location	Post Mile	Easement Type	Marin County Assessor Parcel Number	Approximate Size (acre)	Land Use	Zoning	Construction-related Work Activity
14	2.36	TCE	055-131-18	0.0024	Common area	Road	Upgrade curb ramp and electrical work
15	2.36	PTE&C	City owned	0.0039	Road	Road	Upgrade curb ramp and electrical work
16	2.36	PTE&C	City owned	0.0264	Road	Road	Upgrade curb ramp and electrical work
17	2.36	PTE&C	City owned	0.0186	Road	Road	Upgrade curb ramp and remove porkchop curb
18	3.05	PTE&C	City owned	0.0150	Road	Road	Upgrade curb ramp
19	3.09	PTE&C	City owned	0.0010	Road	Road	Upgrade curb ramp
20	3.25	PTE&C	055-262-01	0.0032	Tax exempt	Road	Upgrade curb ramp and electrical work
21	3.25	PTE&C	City owned	0.0016	Road	Road	Upgrade curb ramp
22	3.25	PTE&C	City owned	0.0030	Road	Road	Upgrade curb ramp
23	4.10	PTE&C	City owned	0.0550	Road	Road	Rehabilitate pavement and upgrade curb ramp
24	4.34	TCE	059-101-12	0.0027	Commercial – Unimproved	Neighborhood Commercial – Tiburon Zoning	Upgrade curb ramp
25	4.34	PTE&C	City owned	0.0002	Road	Road	Curb ramp construction
26	4.40	TCE	059-161-12	0.0710	Commercial – Improved	Neighborhood Commercial – Tiburon Zoning	Rehabilitate pavement
27	4.40	PTE&C	City owned	0.5760	Road	Road	Rehabilitate pavement
28	4.40	TCE	059-161-07	0.0205	Commercial – Improved	Road	Rehabilitate pavement

Source: Marin County 2022

2.4 Permits and Approvals Needed

Table 2-4 lists the permits, licenses, agreements, and certifications that are anticipated to be required for Project construction.

Table 2-4. Required Permits

Agency	Permit	Description
United States Army Corps of Engineers	Section 404 Permit	Application submittal anticipated during the final design phase
State Water Resources Control Board	Section 401 Water Quality Certification	Application submittal anticipated during the final design phase
United States Fish and Wildlife Service	Biological Opinion	Targeting to receive by November 2023
San Francisco Bay Conservation and Development Commission	San Francisco Bay Conservation and Development Commission Permit	Application submittal anticipated during the final design phase
California Transportation Commission	Project Approval	Targeting to receive by November 2023

Chapter 3 California Environmental Quality Act Evaluation

The following discussions evaluate potential environmental impacts related to the CEQA checklist to comply with CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15091).

3.1 Environmental Factors Potentially Affected

As part of the scoping and environmental analysis carried out for the Project, the following environmental issues were considered, but no impacts were identified: agriculture and forestry, mineral resources, and population and housing.

The environmental factors noted in the following checklist could be affected by the Project. Further analysis of these environmental factors is provided in the discussion that follows.

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

3.2 Determination

On the basis of this initial evaluation:

X	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature:	**Date:**
Maxwell Lammert	01/23/2024
Printed Name: Maxwell Lammert	**For:**

3.3 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the Project. In many cases, background studies performed in connection with projects will indicate that there are no impacts to a particular resource. A "no impact" answer in the last column reflects this determination. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not National Environmental Policy Act, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

PFs are measures incorporated into Caltrans projects to reduce environmental impacts that can include both design components of the Project and standardized measures that are applied to all, or most of, Caltrans projects, such as BMPs and measures included in the Standard Plans and Standard Specifications or as Standard Special Provisions. PFs are an integral part of the Project. Avoidance and minimization measures (AMMs) are additional measures to avoid and minimize a project's environmental impacts, but are more specifically tailored to a given project's particular impacts. The PFs and AMMs presented in this section have been considered prior to any significance determinations documented in this section; refer to Sections 3.3.1 through 3.3.20 and Appendix C for a detailed discussion and summary, respectively, of these PFs and AMMs.

Sections 3.3.1 through 3.3.20 present the CEQA determinations under Appendix G of the CEQA Guidelines. The CEQA determinations depend on the level of potential environmental impact that would result from the Project. The level of significance determinations are defined as follows:

- No Impact: Indicates no physical environmental change from existing conditions.
- Less than Significant Impact: Indicates the potential for an environmental impact that is not significant with or without the implementation of AMMs.
- Less than Significant Impact with Mitigation Incorporated: Indicates the potential for a significant environmental impact that would be mitigated to a less than significant impact level.
- Potentially Significant Impact: Indicates the potential for a significant and unavoidable environmental impact.

3.3.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the Project:

Question	CEQA Determination
a) Have a substantial adverse effect on a scenic vista?	Less than Significant Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less than Significant Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less than Significant Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than Significant Impact

CEQA Significance Determinations for Aesthetics

The *Visual Impact Assessment and Scenic Resources Evaluation Memorandum* (VIA Memo) assessed visual impacts associated with the Project (Caltrans 2021c). This included views from commercial, residential, and recreational properties along the length of the Project corridor, as well as the view for highway users on SR 131. A summary of the findings is presented here.

No portion of the Project within SR 131 is listed as eligible for State Scenic Highway designation, nor is it listed as eligible for such a designation. Since SR 131 is a conventional highway, it is not a Classified Landscaped Freeway, and plantings are not maintained by Caltrans. The corridor is lined with commercial, residential, and recreational properties, with many of the adjacent structures either elevated above the highway on slopes or set back from the road behind trees and shrubs. There is landscaping on private properties, and naturalized vegetation along the highway corridor. The Town of Tiburon has installed and maintains roadside plantings separating the roadway from the bicycle path. Vegetation lining the roadway and within the Caltrans ROW has also been installed and periodically maintained by local groups, although no Adopt-A-Highway agreements currently appear to be in place. The Town of tiburon holds Encroachment Permits to plant, irrigate, and maintain plantings within certain stretches of the highway. The plantings are nearly continuous and are in good condition and attractive, ranging from groundcover and small shrubs to larger oleanders.

The character of SR 131 varies from east to west. Within the Western Project Segment, there are generally four traffic lanes, wide shoulders, center medians, and many overhead utilities. As the highway travels eastward toward the Central Project Segment, lanes are reduced from four to two, the shoulders begin to narrow, and there are fewer overhead utilities. Additionally, in this segment, vegetation is generally closer to the roadway, and center medians are striped rather than raised where they exist. The Eastern Project Segment has similar character to that of the Central Project Segment, with the addition of views of the Richardson Bay and beyond. Additionally, the Town of Tiburon maintains roadside plantings and a decorative turn lane and crosswalk paving within the downtown area of the Eastern Project Segment, which contribute to the character of the corridor and the "Main Street" feel of the area.

a, b, c) Less than Significant Impact

The Project scope primarily involves pavement repair and replacement and curb ramp upgrades as well as restoring existing drainage systems to reduce roadside flooding. Additionally, the Project would result in the construction of Class I and Class IV bicycle lanes within the Western and Central Project Segment areas. The VIA Memo concluded that the Project components would not adversely affect any designated scenic resources, such as a rock outcropping, tree grouping, or historic property. Project elements would not substantially affect the appearance of the SR 131 corridor and would be visually consistent with the character of the surrounding area.

Although Project impacts to vegetation would not be extensive, the removal of trees at limited locations may be necessary. However, such removal would not change the character of the highway nor constitute a substantial impact. The trees in within the Project footprint are largelyclose proximity to the existing roadway and are non-native species. Provisions for their removal and replacement with a more appropriate species would be considered compared to extensive avoidance measures.

PF-AES-1 through PF-AES-5 and AMM-AES-1 through AMM-AES-4, identified in the VIA Memo, would be implemented to avoid, reduce, or minimize the visual impacts of the Project and associated construction activities. As a result, the Project would not have a substantial adverse effect on a scenic vista, scenic resources, or the visual character of the area. Impacts on visual resources would be less than significant.

d) Less than Significant Impact

The Project components, including pavement repair and replacement, curb ramp upgrades, guardrail upgrades, and installation of bikeways, would not result in new permanent sources of light or introduce reflective features that would be likely to create glare. Vegetation removal to facilitate construction access and the proposed signage upgrades do have the potential to slightly increase instances of glare along the Project corridor. In addition, the Project includes proposed intersection and roadway lighting improvements and the potential for inclusion of nighttime construction work. Therefore, the Project would include directional lighting and temporary lighting that could potentially affect highway users and nearby residences. With the implementation of AMM-AES-4, potential impacts resulting from changes to glare and lighting resulting from the Project would be less than significant.

Project Features

Caltrans would incorporate standard PFs into the Project to offset potential impacts to visual resources. PF-AES-1 through PF-AES-5 are presented in this section and in Appendix C.

- **PF-AES-1, Minimize Vegetation Impacts.** Impacts on vegetation would be minimized to the greatest extent possible during construction. Vegetation to remain would be protected from construction activities through the installation of temporary fencing when it is close to construction work.

- **PF-AES-2, Temporary Fencing.** Temporary fencing would be used to protect the roots and canopies of nearby trees.

- **PF-AES-3, Staging Areas Positioning.** Construction materials and equipment would be stored in a staging area beyond direct view of the motoring public and residential properties to the extent feasible.

- **PF-AES-4, Architectural Treatment.** The need for the architectural treatment of Project elements such as a retaining wall should be investigated by the Caltrans Office of Landscape Architecture during the design phase and incorporated as appropriate. This may include coloring or other treatments to new concrete paving or retaining walls, anti-graffiti coatings, and other elements.

- **PF-AES-5, Tree Trimming**. Where the pruning of trees is required to accommodate construction operations, pruning would be performed under the supervision of a certified arborist.

Avoidance and Minimization Measures

AMM-AES-1 through AMM-AES-4, presented in the following and in Appendix C, would avoid or minimize potential impacts to visual resources.

- **AMM-AES-1, Staging Areas Impact Reduction.** Staging areas would not be located where they require the removal of vegetation or result in ground compaction affecting tree roots.

- **AMM-AES-2, Project Coordination.** Design and construction related to an ongoing or planned project, such as the local Hawthorne Undergrounding Utility Project and Caltrans Bike Plan project, should be coordinated with the Town of Tiburon, and the designers and contractors involved. Additional avoidance and minimization measures, as appropriate, should be identified and implemented.

- A**MM-AES-3, Erosion Control.** Application of erosion control seeding and similar measures would be made to areas of disturbance that are beyond paved areas.

- **AMM-AES-4, Night Lighting and Glare.** Directional lighting and shielding would be maintained for all traffic, roadway, or construction lights installed or used for the Project.

3.3.2 Agriculture and Forest Resources

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

Question	CEQA Determination
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR AGRICULTURE AND FOREST RESOURCES

This analysis of potential impacts on agriculture and forest resources is based on a review of the following: California Important Farmland Maps produced by the California Department of Conservation (2022a), Marin County Williamson Act Land GIS Map (Marin County 2023), the *Marin Countywide Plan* (Marin County 2014), *City of Belvedere General Plan 2030* (City of Belvedere 2010), and the Town of Tiburon *General Plan 2040* (Town of Tiburon 2023). The Project is located along previously disturbed portions of SR 131, and the Project footprint is not within farmland, forestland, or timberland (California Department of Conservation 2022a).

According to the Farmland Mapping and Monitoring Program's Farmland Finder, parcels along the SR 131 Project corridor are identified entirely as urban and built-up, and other land (California Department of Conservation 2022a). No parcels within or adjacent to the Project footprint are under a Williamson Act contract. In addition, no

forestland or timberland is in or near the Project footprint (California Department of Conservation 2022a).

a, b) No Impact

The Project would occur primarily within Caltrans ROW along SR 131 and would require approximately 1.39 acres of TCEs, 0.93 acre of PTE&Cs, and 0.25 acre of PDEs from approximately 30 total properties adjacent to existing Caltrans ROW. The affected parcels consist of existing roadway, commercial, residential, public/quasi-public, and recreational land uses. The Project would not affect any parcels currently zoned as or designated for farmland or agricultural uses. Additionally, the Project would not affect any areas under a Williamson Act contract. Therefore, the Project would have no impact.

c, d) No Impact

The Project would upgrade, replace, and improve Project components along the SR 131 Project corridor. The area within the Project footprint is not within areas zoned for timberland or forestland (Marin County 2014). The Project would not result in the loss or conversion of forestland. There would be no impact.

e) No Impact

The Project would not involve other changes in the existing environment that would result in the conversion of forestland or agricultural land. There would be no impact.

3.3.3 Air Quality

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

Question	CEQA Determination
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Less than Significant Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	Less than Significant Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than Significant Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR AIR QUALITY

The Project footprint is within Marin County, which is within the San Francisco Bay air basin and within the jurisdiction of the San Francisco Bay Area Air Quality Management District (BAAQMD). The BAAQMD comprises all of Marin, Napa, Contra Costa, Alameda, Santa Clara, San Mateo, and San Francisco Counties and the southern and western portions of Sonoma and Solano Counties, respectively. Marin County and the Project footprint are designated as non-attainment for ozone and particulate matter with aerodynamic diameter equal to or less than 2.5 micrometers ($PM_{2.5}$) under National Ambient Air Quality Standards (CARB 2022), and as non-attainment for ozone, $PM_{2.5}$, and particulate matter with aerodynamic diameter equal to or less than 10 micrometers (PM_{10}) under California Ambient Air Quality Standards (CARB 2022).

a) No Impact

No long-term impacts to air quality within the Project vicinity are anticipated because the Project is not expected to increase capacity on SR 131 or alter vehicle operations on the roadway once construction is complete. The Project would generate temporary construction emissions; and construction-related activities would comply with federal, state, and local regulations and policies. Emission reduction measures would be implemented as discussed under PF-AQ-1 through PF-AQ-4, presented in Appendix C, to minimize or reduce construction emissions. With this implementation of emission reduction measures, the Project would not conflict with or obstruct implementation of an applicable air quality plan, and there would be no impact.

b, c, d) Less than Significant Impact

The Project is required to comply with Caltrans Standard Specification 14-9, Air Quality, which requires compliance with air pollution rules, regulations, ordinances, and statutes for construction along the SR 131 corridor. Construction activities would be temporary; therefore, air pollutants resulting from construction would be minimal. Potential impacts to air quality, including emissions of pollutants, odors affecting nearby sensitive receptors, and exposure of sensitive receptor, would be less than significant based on the temporary nature of the Project construction-related activities. Additionally, the Project would implement BMPs and PF-AQ-1 through PF-AQ-3, which would further reduce potential air quality impacts.

The Project would have no long-term impacts on air quality, and temporary construction-related impacts would be less than significant.

Project Features

Caltrans would incorporate standard PFs into the Project to offset potential impacts to air quality. PF-AQ-1 through PF-AQ-4 are presented in the following and in Appendix C.

- **PF-AQ-1, Control Measures for Construction Emissions of Fugitive Dust.** Dust control measures would be implemented to minimize airborne dust and soil particles generated from graded areas. For disturbed soil areas, the use of an organic tackifier to control dust emissions would be included in the construction contract. Watering guidelines would be established by the contractor and approved by the Caltrans Resident Engineer. Any material stockpiled during construction would be watered, sprayed with tackifier, or covered to minimize dust production and wind erosion.

- **PF-AQ-2, Construction Vehicles and Equipment.** Construction vehicles and equipment would be maintained and tuned in accordance with manufacturer's specifications. In addition, solar-powered traffic control lights would be used if feasible.

- **PF-AQ-3, Minimize Idling.** Idling times would be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes.

- **PF-AQ-4, Recycle Waste and Materials.** If practicable, non-hazardous waste and excess material would be recycled. If recycling is not practicable, dispose of material according to applicable regulations.

3.3.4 Biological Resources

Would the Project:

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

CEQA SIGNIFICANCE DETERMINATIONS FOR BIOLOGICAL RESOURCES

A *Natural Environmental Study (Minimal Impacts)* (NESMI) was prepared by the Caltrans Office of Biological Sciences and Permits to evaluate the effects of the Project on biological resources, including sensitive plants and wildlife species (Caltrans 2023c). The lists of potentially occurring special-status species obtained from the United States Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), California Department of Fish and Wildlife (CDFW), and California Native Plant Society (CNPS) are included in Appendix E. A summary of the findings is presented here.

The Biological Study Area (BSA) is approximately 72.23 acres and includes the Project footprint and a buffer in certain areas where the Project would result in direct or indirect impacts to habitat. Roadside areas within the BSA have been affected by historical disturbance associated with the urbanized environment of the Tiburon

Peninsula and are dominated by developed and landscaped areas, ruderal grassland species, and fragment forest habitats.

The Project footprint is located in the Marin Hills and Valleys Ecological subsection of the Northern California Coast Ecological Section (Miles and Goudey 1997). This subsection consists of mountains and hills with rounded ridges, steep and moderately steep sides, and narrow canyons, with most of the mountains elongated in the north-northwest to northwest direction. The elevation within the BSA ranges from approximately 7 feet to 90 feet above mean sea level. The topography within the BSA can be described as gently sloped with the lowest elevation near the eastern terminus and the highest elevation near the western terminus.

The area in the vicinity of the BSA is characterized by cool, wet winters, and warm, dry summers. Regional temperatures range from a low of around 39 degrees Fahrenheit in December and January to a high of around 83 degrees Fahrenheit in July and August. Average annual rainfall is between 37 and 47 inches, most of which occurs between October and April (WRCC 2023).

Wetland features were identified within the BSA and included a total of 0.052 acre (343 linear feet) of wetlands, 0.016 acre (51 linear feet) of other waters, and 0.133 acre (340 linear feet) of culverted waters. Additionally, a review of the CDFW Biogeographic Information Observation System Viewer (CDFW 2023) Areas of Conservation Emphasis layer identified that the BSA falls within the connectivity rank score of 1, meaning the BSA provides “limited connectivity opportunity.” This finding results from the prevalence of non-native and disturbed vegetation within the BSA as well as the high level of human disturbance, resulting in unsuitable movement corridors for terrestrial and aquatic wildlife.

A regional list of special-status wildlife and plant species was compiled using databases to evaluate the potential impacts that could occur to sensitive biological resources as a result of the Project. The database search included the California Natural Diversity Database, the USFWS Information for Planning and Consultation Database, species list from the NMFS, the CNPS Inventory of Rare and Endangered Plants of California, the National Wetlands Inventory, and soils information from the Natural Resources Conservation Service. The special-status plant and animal species compiled from these data sources is included in the NESMI prepared for the Project (Caltrans 2023c) and was evaluated to determine their potential to occur within the BSA.

a) Less than Significant Impact

Special-status species habitats were evaluated for their potential to occur in the BSA. Suitable habitats for special-status species are considered environmentally sensitive areas (ESAs). This analysis provides approximate impacts to ESAs within the BSA, and these impacts and avoidance and minimization efforts would be refined in consultation with relevant permitting agencies prior to construction of the Project. Special-status species that are potentially present within or adjacent to the BSA are discussed here.

Animals

California Red-legged Frog: California red-legged frog (CRLF; *Rana draytonii*) is a federally threatened species and a California species of special concern. The Project is located outside of critical habitat and any designated recovery units, and no suitable breeding habitat was identified within the BSA during the field assessment conducted in May 2023. However, the BSA has the potential to provide upland dispersal habitat in the wet season due to water features and forested habitat, and there are two documented California Natural Diversity Database occurrences of CRLF within a 2-mile radius of the Project footprint. Additionally, the Project is located within the current known range of CRLF.

Potential Project impacts include loss of individuals during construction, primarily due to guardrail replacement, bike lane construction, access curb construction, and construction staging that may extend outside of the paved roadway within the Project footprint. Construction activities within the unpaved areas of the Project footprint have a potential to impact suitable CRLF upland habitat; however, these construction activities are not expected to affect CRLF individuals or populations nor the long-term suitability to support CRLF should they occur in the Project footprint in the future. CRLF are not expected to be affected because the BSA is characterized as having low potential for CRLF to occur based on the high anthropogenic disturbance levels, and only marginal upland roadside habitat is present within the BSA. Although the likelihood of encountering a CRLF within the Project footprint is low, It should not be entirely ruled out, and potential impacts to CRLF and its associated upland environmental sensitive habitat areas would be avoided and minimized through the implementation of PF-BIO-1 through PF-BIO-6, and AMM-BIO-1, AMM-BIO-4, and AMM-BIO-5, presented in this section and summarized in Appendix C. The impact would be less than significant.

Nesting Birds/Raptors: During the nesting season (February 1 to September 30), migratory birds and raptors, and other species protected under the Migratory Bird Treaty Act that are highly tolerant of urban environments may occur within or near the BSA. The BSA and adjacent landscape provides both nesting and foraging habitat for many different commonly occurring urban-tolerant bird species. Trees, shrubs, and other vegetation surrounding the Project footprint may provide nesting habitat for these birds.

Special-status bird species, including white-tailed kite (*Elanus leucurus*), have potential to occur as flyover observations; but suitable foraging or nesting habitat for this species, as well as the other special-status birds listed in the NESMI (Caltrans 2023), does not occur within the BSA. Several species of birds that are common in urban or coastal environments such as house finch (*Haemorhous mexicanus*), song sparrow (*Melospiza melodia*), mourning dove (*Zenaida macroura*), California scrub jay (*Aphelocoma californica*), American coot (*Fulica americana*), wood duck (*Aix sponsa*), and mallard (*Anas platyrhynchos*) have the potential to forage and nest around and within the vicinity of the Project footprint.

Potential Project impacts to nesting birds and raptors include temporary impacts to potential foraging habitat and/or nesting habitat as a result of visual or noise disturbance from construction activities. Where possible, vegetation- and tree-removal activities would be performed outside of the active nesting season (February 1 to September 30). PF-BIO-1 through PF-BIO-6, and AMM-BIO-2 and AMM-BIO-3, presented in this section and summarized in Appendix C, would minimize potential impacts to active nests and migratory bird species. The impact would be less than significant.

Plants

No special-status plant species were observed within the BSA during the May 2023 rare plant assessment and surveys and, therefore, were not considered further. The Project would have less than significant impacts, either directly or through habitat modification, on any identified candidate, sensitive, or special-status plant species with implementation of PFs and AMMs presented in this section and in Appendix C.

b) <u>Less than Significant Impact</u>

The BSA does not contain USFWS-designated critical habitat. San Quentin and San Rafael 7.5-minute United States Geological Survey quadrangles do contain essential fish habitat for Chinook and coho salmon (NOAA Fisheries 2023); however, the

Project includes replacement of existing pavement and, thus, is not anticipated to impact essential fish habitat or sensitive wildlife corridors.

The BSA does include approximately 0.714 acre of sensitive natural communities under CDFW 1600 jurisdiction. These California Fish and Game Code (CFGC) 1600 features were delineated as the outer edge of riparian canopy or the top of bank when riparian canopy was absent. Within the BSA, 0.24 acre of potential CFGC 1600 jurisdiction is present at West Creek (R-01NB), 0.013 acre is present at East Creek (R-02NB), 0.40 acre is present on the south side of Unnamed Creek (R-03SB), and 0.061 acre is present on the north side of Unnamed Creek (R-03NB).

Project activities would include vegetation clearing and grubbing; however, there is no anticipated loss of permanent riparian habitat. Implementation of PF-BIO-1 through PF-BIO-4 and AMM-BIO-6, as presented in this section and summarized in Appendix C, and PF-WQ-1 through and PF-WQ-4, as presented in Section 3.3.10, would reduce, avoid, or minimize impacts to riparian habitat or environmentally sensitive natural communities. Temporary impacts to riparian ESA habitat are anticipated and would be minimized through the implementation of PF-BIO-1. The impact would be less than significant.

c) Less than Significant Impact

Wetland features were identified within the BSA and included a total of 0.052 acre (343 linear feet) of wetlands, 0.016 acre (51 linear feet) of other waters, and 0.133 acre (340 linear feet) of culverted waters. A salt marsh wetland feature was identified within a portion of the Project footprint identified for PTE&C, near the intersection of SR 131/Greenwood Cove Drive. PF-BIO-1 through PF-BIO-6 and AMM-BIO-4 would be implemented to help avoid and minimize permanent impacts to this feature; however, temporary impacts to the same salt marsh aquatic resource are also anticipated to occur as a result of construction access and would temporarily affect approximately 0.037 acre. Other than work occurring within the salt marsh aquatic resource previously identified, all other Project work would occur on the roadways, sidewalks, and roadside vegetation, and would remain outside of aquatic features.

Since the salt marsh aquatic resource present within the Project footprint would be temporarily impacted by the Project, a Clean Water Act Section 404 and Section 401 permit would be required. Caltrans would submit a request subject to Clean Water Act Section 404 Nationwide Permit No. 14 for the Project. Water Quality

Certification under Section 401 of the Clean Water Act would also be required from the San Francisco Bay Regional Water Quality Control Board for the Project.

It is not anticipated that the Project would have a significant impact on aquatic resources. The area of potential temporary impacts (0.037 acre) to aquatic features within the Project footprint is considered relatively minor. PF-BIO-1 through PF-BIO-6 and AMM-BIO-4 would be implemented to help avoid and minimize potential impacts. Therefore, the impact would be less than significant.

d) No Impact

The Project would not construct barriers to wildlife movement or interfere with established native resident or migratory wildlife corridors. Available data on terrestrial habitat connectivity were assessed via the CDFW Biogeographic Information Observation System Viewer (CDFW 2023) Areas of Conservation Emphasis layer. The BSA falls within the connectivity rank score of 1, meaning "limited connectivity opportunity." The BSA is mapped as "limited connectivity opportunity" because the majority of the Project includes non-native and disturbed vegetation within an urban, commercial, or residential setting of high human disturbance and does not provide suitable movement corridors consisting of natural habitat for terrestrial and aquatic wildlife. The high disturbance within the BSA and limited natural areas surrounding the Project make it unlikely that wildlife would access these areas for local or long-distance movement and represents a physical barrier to wildlife dispersal. There would be no impact.

e) Less than Significant Impact

Minor tree and vegetation trimming would be required within the BSA, with up to three trees requiring removal within the Central Project segment, north of SR 131 PM 0.9. These three trees have been determined to be non-native evergreen landscaping trees associated with the Cove Shopping Center and would be removed as a result of guardrail replacements and culvert replacement work proposed by the Project. According to the Town of Tiburon Tree Ordinance (Chapter 15A), these three trees do not qualify as protected, but would require a tree removal permit from the Town of Tiburon (Chapter 15A-3). Tree removal permits would be obtained prior to construction of the Project. Therefore, the impact would be less than significant.

f) No Impact

The Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. There would be no impact.

Project Features

Caltrans would incorporate standard PFs into the Project to offset potential impacts to biological resources. PF-BIO-1 through PF-BIO-6 are presented in the following and in Appendix C.

- **PF-BIO-1, Environmentally Sensitive Areas.** Before starting construction, ESAs (defined as areas containing sensitive habitats adjacent to or within construction work areas for which physical disturbance is not allowed) would be clearly delineated as needed using high-visibility orange fencing. The ESA fencing would remain in place at each location until work at that location is complete and would prevent construction equipment or personnel from entering sensitive habitat areas. The ESA fencing would also serve to delineate the Project footprint in which all construction activity would occur. The final Project plans would depict the locations where ESA fencing would be installed and how it would be assembled and constructed. The ESA fencing would be removed following completion of construction activities.

- **PF-BIO-2, Construction Site Management Practices.** The following site restrictions would be implemented to avoid or minimize potential effects on listed species and their habitats:

    a. Project-related vehicle traffic would be restricted to established roads and construction areas. The speed limit of 15 miles per hour within the Project footprint and on unpaved and paved areas would be enforced to reduce dust and excessive soil disturbance.

    b. Project personnel would be required to comply with current guidance governing vehicle use, speed limits, fire prevention, and other hazards.

    c. Construction access, staging, storage, and parking areas would use existing maintenance vehicle pullouts, existing paved areas, gravel shoulder backing, and disturbed areas within the Project limits. Staging and storage areas would be located at least 50 feet from wetlands, the ordinary high-water mark of jurisdictional waters, a concentrated flow of stormwater, a drainage course, or

an inlet, unless additional containment efforts are used. Access routes and boundaries of the footprint would be clearly marked prior to initiating construction activities and would be limited to the extent necessary to construct the Project. Only approved areas clearly delineated in the plans may be used for staging and storage.

d. Any borrow material must be certified non-toxic and free of weeds to the maximum extent possible.

e. All food-related trash items such as wrappers, cans, bottles, and food scraps would be disposed of in closed containers and removed at least once daily from the Project footprint.

f. All pets would be prohibited from entering the Project area during construction to prevent harassment of, injury to, or mortality of sensitive species.

g. Firearms would be prohibited within the Project site, except for those carried by authorized security personnel or local, state, or federal law enforcement officials.

- **PF-BIO-3, Vegetation Removal.** Vegetation would be cleared only where necessary and would be cut above soil level, except in areas that would be permanently affected or excavated. This would allow plants that reproduce vegetatively to resprout after construction. Vegetation removed by construction operations within the Project limits would be replaced according to Caltrans policy. Appropriate native species would be used to the maximum extent possible. Shrubs and groundcover would be selected for drought tolerance and disease resistance. Mulch would be applied to planted areas to reduce weed growth, conserve moisture, and minimize maintenance operations.

- **PF-BIO-4, Replant, Reseed, and Restore Disturbed Areas.** Temporarily disturbed areas would be restored to the maximum extent practicable. Exposed slopes and bare ground would be reseeded with native vegetation or other methods to stabilize and prevent erosion. Where disturbance includes the removal of trees and woody shrubs, native species would be replanted, based on the local species composition.

- **PF-BIO-5, Night Lighting.** Nighttime work would be avoided to the maximum extent practicable. For unavoidable nighttime work, all lighting would be shielded

and directed downward toward the active construction area to avoid exposing nocturnal wildlife to excessive glare.

- **PF-BIO-6, Invasive Weed Control.** To reduce the spread of invasive, non-native plant species and minimize the potential decrease of palatable vegetation for wildlife species, Caltrans would comply with Executive Order 13112. This order is provided to prevent the introduction of invasive species and provide for their control to minimize the economic, ecological, and human health effects. If noxious weeds are disturbed or removed during construction-related activities, the contractor would be required to contain the plant material associated with these noxious weeds and dispose of them in a manner that would not promote the spread of the species. The contractor would be responsible for obtaining all permits, licenses, and environmental clearances for the proper disposal of materials. Areas subject to noxious weed removal or disturbance would be replanted with fast-growing native grasses or a native erosion control seed mixture. Where seeding is not practical, the target areas within the Project footprint would be covered to the extent practicable with heavy black plastic solarization material until the end of the Project.

Avoidance and Minimization Measures

AMM-BIO-1 through AMM-BIO-5, as presented in the following and in Appendix C, would avoid or minimize impacts to biological resources.

- **AMM-BIO-1, Worker Environmental Awareness Training.** Prior to the start of construction, a biologist would provide a training session for all work personnel to identify any sensitive species that may be in the area, their basic habits, how they may be encountered in their work area, and procedures to follow when they are encountered. Any personnel joining the work crew later would receive the same training before beginning work. Upon completion of the education program, employees would sign a form stating they attended the program and understand all protection measures. A pamphlet that contains images of sensitive species that may occur within the Project, notes key avoidance measures, and provides employee guidance would be given to each person who completes the training program.

- **AMM-BIO-2, Pre-construction Nesting Bird Surveys.** If Project activities occur between February 1 and September 30, then a pre-construction survey would be conducted for nesting birds no more than 3 days before construction. If active nests are found, then an appropriate buffer would be established, and the

nest would be monitored for compliance with the Migratory Bird Treaty Act and CFGC Section 3503.

- **AMM-BIO-3, Active Nest Buffer.** If an active bird nest is found during construction activities, then the following ESA buffers would be established:
    - If an active raptor nest is observed, a 300-foot ESA buffer would be implemented to avoid affecting the young until they have fledged.
    - If an active nest of non-raptor migratory birds is observed, a 50-foot ESA buffer would be implemented to protect the young until they have fledged, or as otherwise determined by consultation with CDFW regarding appropriate action to comply with the Migratory Bird Treaty Act and CFGC Section 3503.
- **AMM-BIO-4, Work Period in Dry Weather Only.** Work would only be conducted during periods of dry weather. Forecast precipitation would be monitored. When 0.25 inch or more of precipitation is forecast to occur, work would stop before precipitation commences. No Project activities would be started if their associated erosion control measures cannot be completed prior to the onset of precipitation. After any storm event, all sites currently under construction and all sites scheduled to begin construction within the next 72 hours would be inspected for erosion and sediment problems, and corrective action would be taken as needed. In addition, 72-hour weather forecasts from National Weather Service would be consulted, and work would not start back up until runoff ceases and there is a less than 50% forecast for precipitation for the following 24-hour period.
- **AMM-BIO-5, Prevent Inadvertent Entrapment.** To prevent inadvertent entrapment of animals during construction, all excavated, steep-walled holes or trenches more than 1 foot deep would be covered at the close of each working day with plywood or similar materials or provided with one or more escape ramps constructed of earthen fill or wooden planks at an angle no greater than 30 degrees. Before such holes or trenches are filled, they would be thoroughly inspected for trapped animals. Pipes, culverts, or similar structures stored in the Project footprint overnight would be inspected before they are subsequently moved, capped, or buried.

3.3.5 Cultural Resources

Would the Project:

Question	CEQA Determination
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	No impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Less than Significant Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	Less than Significant Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR CULTURAL RESOURCES

Caltrans prepared a memorandum on cultural compliance for the Project (Caltrans 2023d). The investigation was prepared by a Caltrans archaeologist and architectural historian who are Professionally Qualified Staff (PQS) for prehistoric archaeology and architectural history. The investigation was conducted in accordance with the *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act as it Pertains to the Administration of Federal-Aid Highway Program in California* (January 2014). A summary of the findings is presented here.

Caltrans PQS staff contacted the Native American Heritage Commission (NAHC) by email on September 23, 2021, and asked to conduct a search of its Sacred Lands File for any Native American cultural resources within the Project footprint. The NAHC responded on November 5, 2021, stating that the Sacred Lands File search was positive and to contact the Federated Indians of Graton Rancheria (FIGR) for more information, and included the Native American Contact list of interested individuals or groups.

Formal notification under Assembly Bill 52 began with emailing Native American consultation initiation letters on December 8, 2021, to individuals of the following tribes:

- Federated Indians of the Graton Rancheria
- Guidiville Indian Rancheria
- Wuksache Indian Tribe/Eshom Valley Band

Caltrans received a response from FIGR on December 15, 2022, requesting formal consultation. Caltrans PQS staff met with FIGR representatives on January 18, 2022, March 11, 2022, and December 14, 2022, to discuss the Project and existing concerns.

Caltrans' PQS staff conducted a literature review of the Caltrans Cultural Resource Database on December 28, 2021, and found that eight previously recorded archaeological sites were located within the Project footprint. No potentially eligible built-environment properties were identified as likely to be affected within the Project footprint. An Archaeological Survey Report (ASR) completed for Caltrans District 4 (Caltrans 2023a) determined the Project footprint is composed of a mix of areas with low to high sensitivity for potential buried and surface archaeology sites. Therefore, extended Phase I and Phase II testing was conducted to determine presence and absence of subsurface cultural resources within the Project footprint. Field investigations were completed in April 2023 and found that of the five tested sites, only two were present within the area of direct impact for the Project. The two resources have been found eligible for the National Register of Historic Places (report pending), and on November 17, 2023 Caltrans issued a moving forward notification to the State Historic Preservation Officer (SHPO) pursuant to Section 106 PA Stipulation VIII.C.6.a because no response, comment or request to extend the review was received.

On December 7, 2023, Caltrans Cultural Studies Office (CSO) submitted the Finding of No Adverse Effect Report (Caltrans 2023f) to the SHPO pursuant to Stipulation X.B.2 of the Section 106 PA. The SHPO concurred with the project finding on December 11, 2023 (Caltrans 2023g). .

a) No Impact

According to the findings of the Office of Cultural Resource Studies (OCRS) Section 106 Summary Memo (Caltrans 2023d), no historical resources pursuant to Section 15064.5 are present in the Project footprint. Therefore, there would be no impact.

b) Less than Significant Impact

Cultural resource investigations conducted for the Project and included in the Office of Cultural Resource Studies Section 106 Summary Memo (Caltrans 2023d), the ASR prepared for the Project (Caltrans 2023a), the Extended Phase I and II Report

(Caltrans 2023b), and tribal recommendations identified known archaeological resources within the Project site. As previously stated, CSO submitted the Findings of No Adverse Effect Report (Caltrans 2023f) to the SHPO on December 7, 2023. The SHPO concurred with the project findings on December 11, 2023 (Caltrans 2023g). The Findings of No Adverse Effect Report included the establishment of Environmentally Sensitive Areas (ESA), Archaeological Monitoring Areas (AMA) which would be monitored by archaeologist and a representative from the Federated Indians of Graton Rancheria, and Post Review Discovery Plan in the event previously unidentified archaeological material is encountered during construction. The establishment of ESA and AMA are included in AMM-CUL-1 and AMM-CUL-2. These known archaeological resources would be protected through the implementation of AMM-CUL-1 and AMM-CUL-2.

In addition, an ASR completed for Caltrans District 4 (Caltrans 2023a) determined that the Project footprint consists of soils with a mix of areas with low to high sensitivity for potential unknown buried and surface archaeology sites. Therefore, the potential always exists for the Project to encounter previously unrecorded buried cultural resources during construction. Pursuant to PF-CUL-1, if previously unrecorded cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find. Therefore, given the Finding of No Adverse Effect without Standard Conditions and inclusion of PF-CUL-1 and AMM-CUL-1 through AMM-CUL-3, impacts would be less than significant.

c) Less than Significant Impact

As discussed under item b), the Project footprint is considered sensitive for buried archaeological resources, including human remains. Therefore, the potential exists for buried cultural resources, including human remains, to be encountered during ground earthmoving activities. PF-CUL-2 and AMM-CUL-1 through AMM-CUL-3 would be implemented to address the potential to encounter buried cultural resources at the site.

If human remains are discovered, California Health and Safety Code Section 7050.5 states that further disturbances and activities must stop in any area or nearby area suspected to overlie the remains, and the county coroner must be contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner would notify the NAHC, which would then notify the Most Likely Descendant (MLD). At that time, the person who discovered the remains would contact the Caltrans District 4 PQS, who would work with the MLD to ensure respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 are to be followed, as applicable, pursuant to PF-CUL-2. Therefore, impacts would be less than significant.

Project Features

Caltrans would incorporate standard PFs into the Project to offset unanticipated impacts to cultural resources. PF-CUL-1 and PF-CUL-2 are presented in the following and in Appendix C.

- **PF-CUL-1, Unanticipated Archaeological Discovery.** If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer.

- **PF-CUL-2, Unanticipated Human Remains Discovery.** If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities would cease in any area or nearby area suspected to overlie the remains, and the county coroner would be contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner would notify the NAHC, which would then notify the MLD. At that time, the person who discovered the remains would contact the Environmental Senior and PQS, who would work with the MLD to ensure respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 would be followed, as applicable.

Avoidance and Minimization Measures

AMM-CUL-1 through AMM-CUL-3, as presented in the following and in Appendix C, would avoid or minimize impacts to cultural resources.

- **AMM-CUL-1, Cultural Environmentally Sensitive Areas:** Before starting construction, ESAs (defined as areas containing previously recorded

archaeological sites located adjacent to or within construction work areas for which physical disturbance is not allowed) would be clearly delineated as needed using high-visibility orange fencing. The ESA fencing would remain in place at each location until work at that location is complete and would prevent construction equipment or personnel from entering these sensitive areas. The ESA fencing would also serve to delineate the Project footprint in which all construction activity would occur. The final Project plans would depict the locations where ESA fencing would be installed and how it would be assembled and constructed. The ESA fencing would be removed following completion of construction activities.

- **AMM-CUL-2, Archaeological Monitoring.** Caltrans is preparing an Archaeological Monitoring Plan to be implemented during construction. This would include establishing an archaeological monitoring area and having an archaeologist and tribal representative monitor job site activities within the archaeological monitoring area to reduce the Project's impacts to the resource within the Project limits. No work can be conducted within the archaeological monitoring area unless the archeological monitor is present. Reference Caltrans Standard Specification 14-2.03.

- **AMM-CUL-3, Post-review Discovery Plan:** If archaeological resources cannot be avoided, a Post-review Recovery Plan would be implemented by a qualified archaeologist for the significant archaeological site that is directly affected. Data recovery would only occur in the portion of the site being directly affected.

3.3.6 Energy

Would the Project:

Question	CEQA Determination
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than Significant Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR ENERGY

This energy use analysis is based on the *Construction Greenhouse Gas Emissions Analysis Memorandum* prepared for the Project in August 2021 (Caltrans 2021a). To assess energy consumed by construction equipment and vehicles associated with the Project, CAL-CET 2020, version 1.0, was used to quantify carbon dioxide (CO_2) emissions. United States Environmental Protection Agency Greenhouse Gas (GHG) equivalency formulas were used to convert CO_2 to fuel volume. Project energy usage calculations conservatively assumed that equipment and vehicles used during construction would use diesel fuel and calculated that approximately 33,953 gallons of diesel fuel would be consumed during Project construction (USEPA 2023).

a) Less than Significant Impact

During Project construction, diesel would be consumed during the operation of heavy-duty equipment, material deliveries, and debris hauling. Energy use associated with Project construction is estimated to result in the short-term consumption of approximately 33,953 gallons of diesel for powered equipment (USEPA 2023). This temporary demand would cease once construction is complete. A minor increase in operational energy use is anticipated as a result of the Project, due to the installation and replacement of traffic signals and traffic lights along the Project corridor (Appendix A, Figure 2-1). The traffic signal and lighting components of the Project are not anticipated to generate a substantial new permanent source of energy demand. The demand for fuel would have no noticeable effect on peak or baseline demands for energy. In addition, PF-AQ-3 and PF-AQ-4 (Section 3.3.3, Air Quality) would minimize energy consumption from construction activities associated with the Project. Therefore, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. This impact would be less than significant.

b) No Impact

The Project components, including pavement repair and replacement, curb ramp upgrades, guardrail upgrades, and installation of bikeways would not obstruct state or local plans for renewable energy or energy efficiency. Therefore, there would be no impact on state or local plans for renewable energy or energy efficiency.

3.3.7 Geology and Soils

Would the Project:

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

CEQA Significance Determinations for Geology and Soils

Site reconnaissance was conducted at the Project footprint in April 2023. Geotechnical subsurface exploration and laboratory testing were not performed for the Project. The following discussion presents results from the site reconnaissance and other desktop research conducted that analyzes the geology and soils in consideration of the Project.

Geology

Fault Rupture

According to the California Department of Conservation Alquist-Priolo Earthquake Fault Zone Map, the Project footprint does not include a designated fault zone and is not within 1,000 feet from any Holocene or younger fault lines (California Department of Conservation 2022b). Therefore, the Project footprint is not considered susceptible to surface fault rupture hazards.

Seismic Hazards

The United States Geological Survey Quaternary Faults and Folds Database (USGS 2023) and California Geological Survey Fault Activity Map of California (California Department of Conservation 2015a) do not indicate the presence of any faults crossing SR 131 within the Project footprint. The Hayward fault is approximately 10.4 miles east of Project footprint. The Project footprint is susceptible to strong earthquake-induced ground motions during the design life of the planned improvements. However, site-specific ground motion data are not necessary for the design of the Project components.

Liquefaction Potential

Surficial soils are predominantly made up of gravelly loam and clay materials, and overlie fragmented Franciscan Complex bedrock (USDA 2023; California Department of Conservation 2015b). There is no potential for liquefaction within the Project footprint.

Subsurface Conditions

Based on geologic mapping of the site vicinity, subsurface conditions below the Project footprint consist of undivided and fragmented volcanic rocks of the Franciscan Complex. These subsurface geologic features consist of low-plasticity mixtures of gravel, loam, and clay soils. Existing fills and trench backfills along the Project corridor are anticipated to be composed of low-plasticity sandy clay and clayey sand. Based on this, as well as the planned scope of work, subsurface materials are not anticipated to affect constructability (California Department of Conservation 2015b, USDA 2023).

Geologic Conditions

The Western and Central Project Segments are entirely located atop a mélange of fragmented and sheared Franciscan Complex rocks from the Cretaceous-Jurassic age and typically consist of stony clay soils overlain by gravelly loam deposits. The Eastern Project Segment diverges slightly and is nearly entirely located atop undivided Mesozoic-aged volcanic and metavolcanic rocks (California Department of Conservation 2015b, USDA 2023).

Paleontology

Geologic units with potential to contain paleontological resources occur within the Project footprint. These include Mesozoic-age and Cretaceous-Jurassic-age geologic units of the Franciscan Complex. Although the majority of the Project components, such as pavement rehabilitation, curb ramp upgrades, bikeway improvements, and signage installation, would be working at shallow depths that are anticipated to only

affect existing disturbed soils, proposed activities, such as traffic lighting and signal pole upgrades, guardrail upgrades, and the construction of retaining walls, would have the potential to work at depths that may affect native or undisturbed soils and may be sensitive for paleontological resources.

a(i), (ii), (iii), (iv) Less than Significant Impact

Because active faults occur within the Project vicinity, surface rupture in the Project footprint is possible. However, Caltrans' Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans projects; therefore, the Project components would be designed to meet Caltrans' stringent seismic requirements. The Project would be designed according to Caltrans seismic standards, thereby minimizing the risk to construction workers or the traveling public from strong seismic ground shaking. Although surface rupture has the potential to occur, this design would ensure that the Project components would be sourced, installed, and maintained to ensure an appropriate level of safety. Because of the potential for strong ground shaking in the Project vicinity, seismically related ground failure has the potential to occur in the Project footprint. However, as noted for surface rupture, Caltrans' Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans projects, and the Project components would be designed to meet Caltrans' stringent seismic requirements. Surficial soils are predominantly gravelly loam and stony clay, and overlie fragmented and unbroken Franciscan Complex bedrock. There is no potential for liquefaction in the Project footprint. This impact would be less than significant.

As previously discussed, the Project footprint is not within an Alquist-Priolo Earthquake Fault Zone or areas that are susceptible to expansive soils, liquefaction, or landslides. Erosion control features would be installed as required to prevent surficial erosion and sedimentation within the Project footprint and to the nearby bay. This impact would also be less than significant.

b) Less than Significant Impact

Ground-disturbing earthwork associated with clearing and construction activities in the Project footprint has the potential to increase soil erosion rates and loss of topsoil. As described in Section 3.3.10, Hydrology and Water Quality, BMPs related to erosion control and implementation of the Stormwater Pollution Prevention Plan would minimize erosion and the loss of topsoil. With implementation of the BMPs

identified for hydrology and water quality, less than significant impacts are anticipated for the Project.

c) Less than Significant Impact

As previously discussed, subsurface conditions below the existing Project footprint consist of low-plasticity mixtures of gravelly loam and stony clay. Because the potential exists for strong ground shaking in the area, the Project components have the potential to be located on an unstable geologic or soil unit. However, as noted under the surface rupture discussion, Caltrans' Office of Earthquake Engineering is responsible for assessing the seismic hazard for Caltrans projects, and each culvert would be designed to meet Caltrans' stringent seismic requirements. This impact would be less than significant.

d) No Impact

No expansive soils are present within the Project footprint. There would be no impact.

e) No Impact

No septic tanks or alternative wastewater delivery systems would be constructed or affected by the Project; therefore, no impact would occur.

f) Less than Significant Impact

As previously described, the Project footprint is within geologic units that have the potential to contain paleontological resources. These geologic units include Mesozoic-age and Cretaceous-Jurassic-age geologic units of the Franciscan Complex. Because the Project footprint is within a mapped geological unit that may include paleontological resources and the proposed depth of some of the Project activities is anticipated to affect native or undisturbed soils, the potential exists for the unanticipated discovery of paleontological resources during Project construction. This potential for the unanticipated discovery of paleontological resources would be addressed through AMM-GEO-1. A less than significant impact is anticipated.

Avoidance and Minimization Measures

Caltrans would incorporate the following AMM into the Project to avoid and minimize impacts to geology and soils. AMM-GEO-1 is presented in the following and in Appendix C.

- **AMM-GEO-1, Unanticipated Paleontological Resources.** As outlined in Standard Specifications 14-7.03, Discovery of Unanticipated Paleontological Resources, if unanticipated paleontological resources are discovered at the job site in the native Pleistocene terrace deposits, the following measures would be implemented:

    1. Stop all work within a 60-foot radius of the discovery.
    2. Secure the area.
    3. Notify the Project engineer.

The Caltrans Department of Geology Services would investigate the discovery and modify the dimensions of the secured area if needed. Paleontological resources would not be moved or taken from the job site until appropriate coordination and consultation has been completed. Work within the radius of discovery would not resume until authorized by a qualified paleontologist.

3.3.8 Greenhouse Gas Emissions

Would the Project:

Question	CEQA Determination
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant Impact
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No Impact

CEQA SIGNIFICANCE DETERMINATIONS FOR GREENHOUSE GAS EMISSIONS

Caltrans prepared a *Construction Greenhouse Gas Emissions Analysis* memorandum on GHG emissions for the Project (Caltrans 2021a).

Construction-generated GHG emissions include emissions resulting from material processing, the use of onsite construction equipment, workers commuting to and from the Project footprint, and traffic delays from construction. Emissions would be produced at different levels throughout the Project, depending on the activities involved during various phases of construction. The GHG analysis prepared for this Project focused on vehicle-emitted GHGs. CO_2 is the single most important GHG pollutant because of its abundance compared with other vehicle-emitted GHGs, including methane, nitrous oxide, hydrofluorocarbon, and black carbon.

Construction-related GHG emissions were calculated using Caltrans Construction Emissions Tool 2020 (CAL-CET 2020), version 1.0. For the Project construction duration of 10 months, it was estimated that the total amount of CO_2 produced by Project construction would be approximately 381 tons (Caltrans 2021a). Table 3-1 summarizes the construction-related emissions, including total carbon dioxide equivalent (CO_2e) emissions.

Table 3-1. Summary of Construction-related GHG Emissions

Project Location: Marin County, SR 131 PM 0.00 to 4.40	Individual Emissions Parameters			Project Total
	CO_2 (tons)	CH_4 (tons)	N_2O (tons)	CO_2e (metric tons)
Total Emissions	381	0.01	0.02	352

CH_4 = methane
N_2O = nitrous oxide
Source: Caltrans 2021a

a) Less than Significant Impact

Construction GHG emissions would result from the use of onsite construction equipment, workers commuting to and from the Project, and traffic delays resulting from temporary lane closures during construction. The emissions would be produced at different rates throughout construction. Implementation of Caltrans Standard Specifications, such as complying with air pollution rules, regulations, ordinances, and statutes that apply to work performed under contract, and the use of PF-AQ-1 through PF-AQ-4, identified in *Section 4.3.3 Air Quality*, would reduce GHG emissions from construction.

The Project would not increase operational capacity or affect travel demand or travel patterns that would contribute to a long-term increase in GHG emissions. In addition, with innovations such as improvements in traffic management and changes in materials, construction-related GHG emissions produced during construction can be offset to some degree by longer intervals between maintenance activities. Therefore, the Project would not generate GHG emissions that may have a significant impact on the environment. The impacts would be less than significant.

b) No Impact

Plans and policies adopted for the purposes of reducing GHG emissions in California include multiple Senate Bills, Assembly Bills, and Executive Orders. These policies establish GHG emissions reduction goals, set low-carbon fuel standards, support rapid commercialization of zero-emission vehicles, fund clean vehicle programs, and require climate adaptation planning. The Association of Bay Area Governments and the Metropolitan Transportation Commission developed the Plan Bay Area, a Regional Transportation Plan and Sustainable Communities Strategy for the Bay Area, which includes strategies and policies for reducing GHG emissions (ABAG and MTC 2021).

The Project would comply with applicable state and regional GHG reduction policies and implement emission control measures to minimize or reduce GHG emissions. The Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. The Project would not contribute to a long-term increase in GHG emissions. Therefore, the Project would not conflict with applicable plans, policies, or regulations adopted for the purposes of reducing the emissions of GHGs. There would be no impact.

3.3.9 Hazards and Hazardous Materials

Would the Project:

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

CEQA Significance Determinations for Hazards and Hazardous Materials

This section describes hazards and hazardous materials and impacts that have the potential to result from construction and operation of the Project. Information in this section is based on consultation with Caltrans' Hazardous Waste Branch (Marin, pers. comm. 2022).

To identify potential hazardous sites within the Project footprint, government databases of such sites and facilities were reviewed. A search of the California Department of Toxic Substances Control EnviroStor database and the State Water Resources Control Board GeoTracker database covered the Project footprint and a 0.25-mile buffer (DTSC 2022; SWRCB 2022). Five closed leaking underground storage unit sites were identified within or adjacent to the Project footprint, and four closed leaking underground storage unit sites were identified within 0.25 mile of the Project footprint.

Because of the Project's relatively low average daily traffic along SR 131, the potential for encountering a significant accumulation of aerially deposited lead in the unpaved shoulder areas is low. Since the Project footprint and surrounding areas include primarily residential, parks and recreation, and commercial/retail land uses, and because heavy industrial development is not present within the area, there is little potential for encountering offsite sources of hazardous waste within the Project footprint. In addition, naturally occurring asbestos is not identified as present within the Project footprint (California Department of Conservation 2019). However, since the Project proposes ground disturbance along SR 131 throughout the Project footprint, a site investigation would be required prior to construction to characterize soil for contaminants, primarily aerially deposited lead (Marin, pers. comm. 2022). The requirement of the site investigation and any special provisions required for the safe handling of soil within the Project footprint are identified in PF-HAZ-1.

MBGR is proposed for removal or alteration throughout the Project footprint; and therefore, the handling of treated wood waste would be required for the Project.

According to the California Department of Forestry and Fire Protection (CAL FIRE), the Project footprint would be located entirely within areas zoned as not subjected to very high fire hazard severity (CAL FIRE 2008).

a) Less than Significant Impact

Caltrans' Hazardous Waste Branch determined that the potential for encountering an accumulation of aerially deposited lead in the unpaved shoulder areas is negligible. However, since the Project proposes ground disturbance along SR 131 throughout the Project footprint, a site investigation would be required prior to construction to characterize soil for contaminants, as identified in PF-HAZ-1. Database searches did not identify active or significant known hazardous waste sites within the Project limits, and the presence of naturally occurring asbestos would not be anticipated. Treated wood waste is anticipated throughout the Project footprint because of the inclusion of MBGR replacements along SR 131.

During construction, the potential exists for an accidental release of the types of fuels, lubricants, and solvents that are typically used, handled, and stored by contractors. Caltrans Standard Specifications Section 13-4, Job Site Management, would be implemented to prevent and control spills or leaks from construction equipment or from the storage of fuels, lubricants, and solvents. All aspects of the Project associated with the removal, storage, transport, and disposal of hazardous material

would be done in accordance with the California Health and Safety Code. The handling and management of hazardous materials would comply with Caltrans Standard Specification Section 14-11, Hazardous Waste and Contamination, which outlines procedures for handling, storing, and disposing of hazardous waste. Therefore, the impact would be less than significant.

b) Less than Significant Impact

As described under checklist item a), Project construction has the potential to result in accidental spills or a release of chemicals. Construction activities would adhere to the 2023 Caltrans Standard Specifications for construction spill prevention (that is, Standard Specifications Section 13-2, Water Pollution Control Program). Therefore, the impact would be less than significant.

c) Less than Significant Impact

As described under checklist item a), Project construction has the potential to result in accidental spills or a release of chemicals. Additionally, the Project is within 0.25 mile of multiple school facilities. Construction activities would adhere to the 2023 Caltrans Standard Specifications for construction spill prevention (that is, Standard Specifications Section 13-2, Water Pollution Control Program). Therefore, the impact would be less than significant.

d) No Impact

The Project location is not on the Government Code Section 65962.5 list (Cortese List) and, therefore, would not create a significant hazard to the public or the environment. There would be no impact.

e) No Impact

The Project is not within an airport land use plan or within 2 miles of a public airport or public use airport. There would be no impact.

f) Less than Significant Impact

Within the Project footprint, SR 131 is identified as an emergency response and evacuation route for the communities of Tiburon, Belvedere, and the surrounding communities. During construction, delays are anticipated along SR 131 due to temporary lane closures for construction and staging activities. However, with

shifting of traffic and the use of one-way alternating traffic control, when necessary, access along SR 131 would be maintained throughout construction. A TMP, as identified in *Section 3.3.17, Transportation* (PF-TRF-1) would be developed during the design phase that would identify potential traffic delays, traffic management features, and alternative routes for traffic at the Project footprint. Emergency response times are not anticipated to change during construction because the TMP would provide priority to emergency vehicles during one-way alternating traffic control. In addition, the TMP is anticipated to provide instructions for response or evacuation in the event of an emergency at or adjacent to the Project footprint. Therefore, the Project would not conflict with emergency response or evacuation plans. The impact would be less than significant.

g) Less than Significant Impact

The Project footprint is entirely located in an area that is not subjected to very high fire hazard severity (CAL FIRE 2008). Therefore, the Project has little potential to expose workers to fire risks and hazards during construction. Construction of the Project also has the potential to increase the wildfire risk in the Project footprint through the introduction of construction materials to areas with existing high fire hazard risks and the potential to delay emergency response through the implementation of temporary lane closures. During the construction period, standard precautions to prevent fire incidents (such as, requiring the use of spark arrestors) would be implemented in accordance with the California Division of Occupational Safety and Health fire protection and prevention guidance. In addition, a TMP (PF-TRF-1) would be developed in coordination with CAL FIRE and the local fire protection districts prior to construction that would identify potential traffic delays and alternative routes. The TMP would maintain emergency access throughout construction and minimize potential delays to the extent feasible. Therefore, the Project would not introduce new or modified permanent features that would expose people or structures to a risk of loss, injury, or death involving wildland fires. Therefore, impacts would be less than significant.

Project Features

Caltrans would incorporate standard PFs into the Project to offset potential impacts to hazards and hazardous materials. PF-HAZ-1 is presented in the following and in Appendix C.

- **PF-HAZ-1, Preliminary Site Investigations.** A preliminary site investigation (PSI) for aerially deposited lead, agricultural chemicals, and potential hazardous

materials concerns related to soil and groundwater would be conducted during the Project design phase to investigate soil within Project limits proposed to be excavated, encountered, or disturbed and managed. The findings of the preliminary site investigation would be used to evaluate soil and groundwater handling practices, construction worker health and safety concerns, and soil and groundwater reuse and disposal options. If hazardous materials are identified during the preliminary site investigation, additional investigation could be required. The results of the site investigation would determine the special provisions to be used in the final design package. The site investigation report would be included as part of the information handout made available as a part of the final design package.

3.3.10 Hydrology and Water Quality

Would the Project:

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

CEQA Significance Determinations for Hydrology and Water Quality

Caltrans investigated potential impacts on hydrology and water quality from the Project and prepared a *Location Hydraulic Study/Floodplain Analysis* (Caltrans 2021b) and *Water Quality Study Report* (Caltrans 2022c). This section summarizes the findings.

The Project is within the jurisdiction of the San Francisco Bay Regional Water Quality Control Board (Region 2), which is responsible for implementation and enforcement of state laws and regulations concerning water quality. The Project is within the Bay Bridges Hydrologic Unit. In addition, the Project footprint is within the Corte Madera Creek – Frontal San Francisco Bay Watersheds and the Arroyo Corte Madera Del Presidio – Frontal San Francisco Bay Estuaries Sub-Watersheds. All waterways and stormwater within the Project footprint are ultimately discharged into the Richardson and San Francisco Bays; however, none of these existing water features within the Project footprint are listed as beneficial water bodies. The Richardson Bay, south of the Project footprint, is listed as a beneficial water body by the San Francisco Bay Regional Water Quality Control Board, and beneficial uses

identified for the water feature include commercial and sport fishing, estuarine habitat, industrial service supply, fish migration, navigation, preservation of rare and endangered species, contact/non-contact water recreation, shellfish harvesting, fish spawning, and wildlife habitat (Caltrans 2022c).

According to Federal Emergency Management Agency (FEMA) mapping, the Project footprint includes areas that are designated within Zones AE, Zone X, and Zone X with 0.2 Percent Annual Chance Flood Hazard. Zone X indicates areas between the limits of the base flood and the 0.2%-annual-chance (or 500-year) flood. Zone X with 0.2% Annual Chance Flood Hazard identifies areas of 1% annual chance flood with average depth less than 1 foot or with drainage areas of less than 1 square mile. Zone AE identifies area floodplains subject to 1% annual chance flood with known base elevation flood depths (FEMA 2020).

The Project footprint is within the San Francisco Bay Conservation and Development (BCDC) District jurisdictional boundary and, therefore, requires an analysis of future sea-level rise. The California Ocean Protection Council's *State of California Sea-Level Rise Guidance, 2018 Update* (OPC 2018) was used to assess future sea-level rise risk because it provides the most current accepted estimates for sea-level rise in California. Projected sea-level rise based on the Ocean Protection Council guidance at the nearest tide gauge (San Francisco), assuming a high emissions scenario to end of century (that is, the year 2100) with a 1-in-20 (5%) probability, indicates that ag rise within the Project vicinity would rise to meet or exceed 4.4 feet above current conditions. To analyze how this projected sea-level rise would affect the Project footprint, the National Oceanic and Atmospheric Administration Sea Level Rise viewer (https://coast.noaa.gov/digitalcoast/tools/slr.html) and Point Blue's Our Coast Our Future viewer (https://data.pointblue.org/apps/ocof/cms/index.php? page=flood-map) were used to review SR 131 at the Project footprint.

a) Less than Significant Impact

The Project is anticipated to primarily work within the existing paved areas of the Caltrans ROW along SR 131; however, the Project would result in a disturbed soil area of more than 1 acre and, therefore, the Project is subject to the Construction General Permit. Additionally, the Project is anticipated to result in the creation of approximately 0.022 acre of additional impervious surface within the Project footprint. Soil-disturbing activities and the staging of construction equipment within the Project footprint may result in potential temporary water quality impacts

associated with the release of fluids, construction debris, sediment, and litter beyond the Project footprint. Potential discharge of sediment and cement during construction has the potential to result in temporary impacts to receiving waterbodies including increased turbidity and pH. However, the implementation of construction BMPs including PF-WQ-1 through PF-WQ-3 have the potential to reduce temporary water quality impacts resulting from Project-related construction. Therefore, the Project would not substantially degrade surface water or groundwater quality. In addition, the Project is not expected to result in long-term impacts to water quality standards or exceed waste discharge requirements. Impacts would be less than significant.

b) No Impact

Neither construction nor operation of the Project would use groundwater. The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that sustainable groundwater management of the basin would be impeded. There would be no impact.

c)(i) Less than Significant Impact

Temporary impacts on water quality have the potential to occur at disturbed soil areas during construction. The Project is anticipated to result in more than 1 acre of disturbed soil area, which, when within and adjacent to drainages, has the potential to result in the transport of sediment and other pollutants to adjacent wetland and riparian areas. However, the Project includes the replacement of drainage facilities within the Project facilities, and is anticipated to improve the existing drainage operations along SR 131 within the Project site. Additionally, implementation of construction BMPs (PF-WQ-1 through PF-WQ-3) would reduce temporary water quality impacts resulting from construction. Therefore, the Project would not result in substantial erosion or siltation. Impacts would be less than significant.

c)(ii) Less than Significant Impact

The Project would result in the addition of minor new impervious surfaces (0.022 acre). Therefore, the Project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite. With the implementation of PF-WQ-1 there would be a less than significant impact.

c)(iii) Less than Significant Impact

Similar to item c.ii), the Project would not create or contribute to runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

c)(iv) Less than Significant Impact

The Project is within an existing 100-year floodplains as defined by FEMA flood hazard mapping at multiple locations within the Project footprint. Additionally, the Project is within the BCDC jurisdictional boundary and requires a sea-level rise analysis. After reviewing the entire SR 131 corridor using the National Oceanic and Atmospheric Administration Sea Level Rise viewer and Point Blue's Our Coast Our Future viewer tools described previously, Caltrans determined that the Project is also in an area subject to sea-level rise, and portions of the Project footprint may experience flooding impacts as a result of sea-level rise under low, moderate, and high potential sea-level rise conditions by the end of the century. Portions of the Project footprint along SR 131 at the SR 131/Greenwood Cove Drive have already been shown to flood under existing high tide and storm events. With the implementation of PF-WQ-1 through PF-WQ-4, the Project would reduce the effects of existing and anticipated flooding events within the Project footprint to the extent feasible. There would be a less than significant impact.

d) Less than Significant Impact

The Project footprint is not located within a seiche or tsunami zone. The potential for flooding during the construction and operation of the Project would result in a risk of the release of pollutants due to Project inundation. With the incorporation of PF-WQ-1 through PF-WQ-4, and AMM-BIO-4 described in *Section 3.3.4, Biological Resources*, the Project would not result in the release of pollutants due to Project inundation identified. Impacts would be less than significant.

e) Less than Significant Impact

With the implementation of PF-WQ-1 through PF-WQ-4, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.

Project Features

Caltrans would incorporate standard PFs into the Project to offset potential impacts to hydrology and water quality. PF-WQ-1 through PF-WQ-4 are presented in the following and in Appendix C.

- **PF-WQ-1, Construction and Implementation of Best Management Practices.** Erosion control BMPs would be included in the final Project plans, and Standard Special Provisions would be included in the final construction package to comply with the conditions of the Caltrans National Pollutant Discharge Elimination System permit. The Caltrans BMP Guidance Handbook (Caltrans 2017) would provide guidance for provisions to be included in the construction contract for measures to protect environmentally sensitive areas and avoid or minimize stormwater and non-stormwater discharges. Construction BMPs for stormwater may include, but are not limited to, the following:
    - Construction tracking control practices
    - Job site management
    - Sediment control (fiber rolls and silt fencing)
    - Waste management and materials pollution control
    - Materials stockpile management
    - Dust and wind erosion controls
    - Non-stormwater management
    - Water quality monitoring
    - Maintaining and tuning construction vehicles and equipment approximately 50 feet away from known water features
    - Locating designated fueling areas approximately 50 feet from downslope drainage facilities
- **PF-WQ-2, Water Pollution Control Program.** A Water Pollution Control Program would be prepared by the contractor and approved by Caltrans, pursuant to the 2023 Caltrans Standard Specifications Section 13, Water Pollution Control, and the Caltrans Water Pollution Control Program Preparation Manual (Caltrans

2021d). The Water Pollution Control Program would be implemented prior to the beginning of construction.

- **PF-WQ-3, Temporary Stream Diversions.** Temporary stream diversions would be used when necessary for culvert replacements. If needed, stream diversions would be determined during the design phase of the Project.
- **PF-WQ-4, Permanent BMPs.** To minimize and avoid potential post-construction impacts on water quality, the Project would consider design pollution prevention BMPs. Design pollution prevention BMPs would be used to minimize runoff, maximize infiltration, maximize vegetation (depending on the location), and reduce erosion.

3.3.11 Land Use and Planning

Would the Project:

Question	CEQA Determination
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less than Significant Impact

CEQA Significance Determinations for Land Use and Planning

This analysis of potential impacts on land use and planning is based on a review of the *Marin Countywide Plan* (Marin County 2014), *City of Belvedere General Plan 2030* (2010), and the *Town of Tiburon General Plan 2040* (2023).

The Project footprint is along the highly developed SR 131 corridor, which extends from unincorporated areas of Marin County in the west to the downtown portions of the Town of Tiburon and City of Belvedere in the east. The Project footprint and communities of Tiburon and Belvedere are within the northern portion of the San Francisco Bay, along a peninsula of land immediately north of Richardson Bay. Along the entire length of the Project footprint and SR 131 corridor, the roadway is typically lined with residential, commercial, recreation, and public/quasi-public developments. The Project footprint is outside of the California Coastal Zone but is within the BCDC jurisdictional boundary.

a) No Impact

The Project involves repairing, replacing, and improving approximately 4.6 miles of East Blithedale Avenue and SR 131, from approximately 1,000 feet west of the U.S. 101 interchange to PM 4.40 in the downtown area of the Town of Tiburon. The Project would not introduce a new road or barrier between communities. As discussed in Section 3.3.17, Transportation, access along SR 131 would be maintained throughout construction of the Project with the implementation of lane closures and traffic control. Therefore, there would be no impact.

b) Less than Significant Impact

Plans, policies, and regulations adopted to avoid or mitigate effects to environmental resources include the *Marin Countywide Plan* (Marin County 2014), *City of Belvedere General Plan 2030* (2010), and the *Town of Tiburon General Plan 2040* (2023).

Marin Countywide Plan 2020

The *Marin Countywide Plan* was originally adopted in 2007 to integrate sustainability principles; address climate change; and link equity, economy, and the environment in its policies and programs. Since 2007, the General Plan has been amended four times, with the most recent amendment occurring in September 2013 (Marin County 2014)

The Project would be consistent with the overall goals and policy framework for the different categories established within the *Marin Countywide Plan* and includes PFs as necessary to protect resources established as valuable by the *Marin Countywide Plan*.

City of Belvedere General Plan 2030

The *City of Belvedere General Plan 2030* was originally adopted in June 2010 to develop decision-making policies in the City of Belvedere, in a manner consistent with the goals and quality of life desired by the City's residents.

The Project would be consistent with the overall goals and policy framework established within the *City of Belvedere General Plan 2030* and includes PFs as necessary to protect resources established as valuable in the document. The Project would comply with the relevant goal and policies identified in the *City of Belvedere General Plan 2030* Land Use section and presented in Table 3-2.

Table 3-2. City of Belvedere General Plan 2030 – Relevant Goals and Policies

Goal/Policy	Goal/Policy Description
Goal LU-1	Ensure that development maintains the unique character of Belvedere.
Policy LU-1.3	New construction is to be in harmony with existing development.
Policy LU-1.4	Views from public spaces of the Bay, San Francisco, and the mountains are to be retained wherever possible.
Policy LU-2.5	Review opportunities to repair or mitigate environmental hazards such as pyrophytic plants and trees, sub-standard retaining walls and foundations, hazardous site access and obstructions, and roadway repair at time of development review.
GOAL LU-5	Coordinate with neighboring jurisdictions to safeguard the integrity of Richardson Bay.

Town of Tiburon General Plan 2040

The *Town of Tiburon General Plan 2040* was adopted in May 2023 and supersedes the *Tiburon 2020 General Plan* adopted in 2005. The *Town of Tiburon General Plan 2040* is intended to be an overarching document that guides the growth and

development of Tiburon over the next 20 years, addressing issues like land use, housing, open space, conservation, parks and recreation, transportation, and environmental hazards.

The Project would be consistent with the overall goals and policy framework established within the *Town of Tiburon General Plan 2040* and includes PFs as necessary to protect resources established as valuable in the document. The Project would comply with the relevant goal and policies identified in the *Town of Tiburon General Plan 2040* Land Use section and presented in Table 3-3.

Table 3-3. Town of Tiburon General Plan 2040 – Relevant Goals and Policies

Goal/Policy	Goal/Policy Description
Goal LU-A	Manage growth and land use changes to preserve the health, safety, welfare, and natural beauty of the community.
Goal LU-B	Ensure that new development is sensitive to onsite and surrounding environmental resources and hazards, and can be adequately served by public infrastructure.
Goal LU-C	Address regional issues, such as transportation, infrastructure, housing, and adaptation to climate change, in coordination with neighboring cities, the county, and other governmental entities.
Policy LU-2, Infrastructure for New Development	Assure that sewer, water, and other essential infrastructure improvements are to the developer to serve new development by the time of completion of construction and that anticipated traffic levels are consistent with adopted Vehicle Miles Traveled standards. New development shall pay its fair share of essential expanded infrastructure to the maximum extent allowed by law.
Policy LU-3, Undergrounding of Utilities	Require the undergrounding of all utilities in new developments. Assist existing property owners who wish to establish local undergrounding districts.
Policy LU-7, View Preservation	Minimize the reduction of views, privacy, and solar access for neighboring properties. Locate and limit the height of new development and associated landscaping to interfere minimally with existing primary views.
Policy LU-8, Outdoor Lighting	Allow outdoor lighting for safety purposes, but limit excessive light spillover and glare.
Policy LU-13, Coordinated Planning	Coordinate the Town's land use and zoning plans with the County of Marin, Strawberry Community, the City of Belvedere, Town of Corte Madera, Marin Local Agency Formation Commission, and other agencies and jurisdictions to provide for more effective comprehensive planning.

BCDC San Francisco Bay Plan

The Project footprint lies within the BCDC jurisdictional boundaries, and Project components and impacts within these boundaries are subject to review according to

the BCDC *San Francisco Bay Plan* (Bay Plan)(BCDC 2020). The McAteer-Petris Act directs the BCDC to exercise its authority to issue or deny permit applications for placing fill, extracting material, or changing use of any land, water, or structure within the BCDC's jurisdiction in conformity with the provisions and policies of both the McAteer-Petris Act and the Bay Plan. Additionally, the Project footprint falls within the *Richardson Bay Special Area Plan* (BCDC 1984) area, which is an amendment to the Bay Plan that applies the Bay Plan policies in greater detail to the area covered by the Special Area Plan.

The policies that are relevant to the Project and are established by the *BCDC San Francisco Bay Plan* and the *Richardson Bay Special Area Plan* are presented in Table 3-4 and Table 3-5, respectively.

Table 3-4. BCDC San Francisco Bay Plan – Relevant Objectives and Policies

Objectives/Policy	Objectives/Policy Description
Objective 1	Protect the Bay as a great natural resource for the benefit of present and future generations.
Objective 2	Develop the Bay and its shoreline to their highest potential with a minimum of Bay filling.
Policy 2 – Fish, Other Aquatic Organisms and Wildlife	Native species, including candidate, threatened, and endangered species; species that CDFW, NMFS, and/or USFWS have listed under the California or federal Endangered Species Act; and any species that provides substantial public benefits, as well as specific habitats that are needed to conserve, increase, or prevent the extinction of these species, should be protected, whether in the Bay or behind dikes. Protection of fish, other aquatic organisms, and wildlife and their habitats may entail placement of fill to enhance the Bay's ecological function in the near-term and to ensure that they persist into the future with sea-level rise.
Policy 4 – Fish, Other Aquatic Organisms and Wildlife	The Commission should: a. Consult with the CDFW, and USFWS or NMFS, whenever a proposed project may adversely affect an endangered or threatened plant, fish, other aquatic organism or wildlife species; b. Not authorize projects that would result in the "taking" of any plant, fish, other aquatic organism or wildlife species listed as endangered or threatened pursuant to the state or federal Endangered Species Acts, or the federal Marine Mammal Protection Act, or species that are candidates for listing under these acts, unless the project applicant has obtained the appropriate "take" authorization from USFWS, NMFS, or CDFW; and c. Give appropriate consideration to the recommendations of CDFW, NMFS, or USFWS to avoid possible adverse effects of a proposed project on fish, other aquatic organisms, and wildlife habitat.

Objectives/Policy	Objectives/Policy Description
Policy 1 – Water Quality	Bay water pollution should be prevented to the greatest extent feasible. The Bay's tidal marshes, tidal flats, and water surface area and volume should be conserved and, whenever possible, restored and increased to protect and improve water quality. Freshwater inflow into the Bay should be maintained at a level adequate to protect Bay resources and beneficial uses.
Policy 2 – Water Quality	Water quality in all parts of the Bay should be maintained at a level that will support and promote the beneficial uses of the Bay as identified in the San Francisco Bay Regional Water Quality Control Board's Water Quality Control Plan (Basin Plan) for the San Francisco Bay Basin and should be protected from all harmful or potentially harmful pollutants. The policies, recommendations, decisions, advice, and authority of the State Water Resources Control Board and the Regional Board, should be the basis for carrying out the San Francisco Bay Conservation and Development Commission's water quality responsibilities.
Policy 3 – Water Quality	New projects should be sited, designed, constructed, and maintained to prevent or, if prevention is infeasible, to minimize the discharge of pollutants into the Bay by (a) controlling pollutant sources at the project site; (b) using construction materials that contain non-polluting materials; and (c) applying appropriate, accepted, and effective best management practices, especially where water dispersion is poor and near shellfish beds and other significant biotic resources.
Policy 4 – Water Quality	When approving a project in an area polluted with toxic or hazardous substances, the San Francisco Bay Conservation and Development Commission should coordinate with appropriate local, state, and federal agencies to ensure that the project will not cause harm to the public, to Bay resources, or to the beneficial uses of the Bay.
Policy 6 – Water Quality	To protect the Bay and its tributaries from the water quality impacts of non-point source pollution, new development should be sited and designed consistent with standards in municipal stormwater permits and state and regional stormwater management guidelines, where applicable, and with the protection of Bay resources. To offset impacts from increased impervious areas and land disturbances, vegetated swales, permeable pavement materials, preservation of existing trees and vegetation, planting native vegetation, and other appropriate measures should be evaluated and implemented where appropriate.
Policy 7 – Water Quality	Whenever practicable, native vegetation buffer areas should be provided as part of a project to control pollutants from entering the Bay; and vegetation should be substituted for rock riprap, concrete, or other hard surface shoreline and bank erosion control methods where appropriate and practicable.
Policy 3 – Tidal Marshes and Tidal Flats	Projects should be sited and designed to avoid, or if avoidance is infeasible, minimize adverse impacts on any transition zone present between tidal and upland habitats. Where a transition zone does not exist and it is feasible and ecologically appropriate, shoreline projects should be designed to provide a transition zone between tidal and upland habitats.
Policy 1 – Shell Deposits	Filling or diking that adversely affects known shell deposits should be allowed only for purposes of providing more public benefit than the availability of the shells.

Objectives/Policy	Objectives/Policy Description
Policy 3 – Climate Change	To protect public safety and ecosystem services, within areas that a risk assessment determines are vulnerable to future shoreline flooding that threatens public safety, all projects—other than repairs of existing facilities, small projects that do not increase risks to public safety, and interim projects and infill projects within existing urbanized areas—should be designed to be resilient to mid-century sea-level rise projection. If it is likely the project will remain in place longer than mid-century, an adaptive management plan should be developed to address the long-term impacts that will arise based on a risk assessment using the best available science-based projection for sea-level rise at the end of the century.
Policy 5 – Climate Change	Wherever feasible and appropriate, effective, innovative sea-level rise adaptation approaches should be encouraged.
Policy 7 – Climate Change	Until a regional sea-level rise adaptation strategy can be completed, the San Francisco Bay Conservation and Development Commission should evaluate each project proposed in vulnerable areas on a case-by-case basis to determine the project's public benefits, resilience to flooding, and capacity to adapt to climate change impacts. The following specific types of projects have regional benefits, advance regional goals, and should be encouraged, if their regional benefits and their advancement of regional goals outweigh the risk from flooding: a. Remediation of existing environmental degradation or contamination, particularly on a closed military base; b. A transportation facility, public utility, or other critical infrastructure that is necessary for existing development or to serve planned development; c. A project that will concentrate employment or housing near existing or committed transit service (whether by public or private funds or as part of a project), particularly within those Priority Development Areas that are established by the Association of Bay Area Governments and endorsed by the San Francisco Bay Conservation and Development Commission, and that includes a financial strategy for flood protection that will minimize the burdens on the public and a sea-level rise adaptation strategy that will adequately provide for the resilience and sustainability of the project over its designed lifespan; and d. A natural resource restoration or environmental enhancement project. The following specific types of projects should be encouraged if they do not negatively impact the Bay and do not increase risks to public safety: a. Repairs of an existing facility; b. A small project; c. A use that is interim in nature and either can be easily removed or relocated to higher ground or can be amortized within a period before removal or relocation of the proposed use would be necessary; and d. A public park.
Policy 8 – Climate Change	To effectively address sea-level rise and flooding, if more than one government agency has authority or jurisdiction over a particular issue or area, project reviews should be coordinated to resolve conflicting guidelines, standards, or conditions.

Objectives/Policy	Objectives/Policy Description
Policy 1 – Transportation	Because of the continuing vulnerability of the Bay to filling for transportation projects, the San Francisco Bay Conservation and Development Commission should continue to take an active role in Bay Area regional transportation and related land use planning affecting the Bay, particularly to encourage alternative methods of transportation and land use planning efforts that support transit and that do not require fill. The Metropolitan Transportation Commission, Caltrans, the California Transportation Commission, the Federal Highway Administration, county congestion management agencies, and other public and private transportation authorities should avoid planning or funding roads that would require fill in the Bay and certain waterways.
Policy 4 – Transportation	Transportation projects on the Bay shoreline and bridges over the Bay or certain waterways should include pedestrian and bicycle paths that will either be a part of the Bay Trail or connect the Bay Trail with other regional and community trails. Transportation projects should be designed to maintain and enhance visual and physical access to the Bay and along the Bay shoreline.
Policy 1 – Appearance, Design, and Scenic Views	To enhance the visual quality of development around the Bay and to take maximum advantage of the attractive setting it provides, the shores of the Bay should be developed in accordance with the Public Access Design Guidelines.
Policy 2 – Appearance, Design, and Scenic Views	All bayfront development should be designed to enhance the pleasure of the user or viewer of the Bay. Maximum efforts should be made to provide, enhance, or preserve views of the Bay and shoreline, especially from public areas, from the Bay itself, and from the opposite shore. To this end, planning of waterfront development should include participation by professionals who are knowledgeable of the San Francisco Bay Conservation and Development Commission's concerns, such as landscape architects, urban designers, or architects, working in conjunction with engineers and professionals in other fields.
Policy 4 – Appearance, Design, and Scenic Views	Structures and facilities that do not take advantage of or visually complement the Bay should be located and designed so as not to have an impact visually on the Bay and shoreline. In particular, parking areas should be located away from the shoreline. However, some small parking areas for fishing access and Bay viewing may be allowed in exposed locations.
Policy 8 – Appearance, Design, and Scenic Views	Shoreline developments should be built in clusters, leaving open area around them to permit more frequent views of the Bay. Developments along the shores of tributary waterways should be Bay-related and should be designed to preserve and enhance views along the waterway, so as to provide maximum visual contact with the Bay.

Table 3-5. Richardson Bay Special Area Plan – Relevant Objectives and Policies

Objectives/Policy	Objectives/Policy Description
Policy 2 – Aquatic and Wildlife Resources	Future shoreline developments adjacent to mud flats or tidal or diked marshes should provide a natural landscaped buffer area between the development and the shoreline. The buffer area should be a minimum of 20 to 40 feet wide, depending on the sensitivity of the wildlife and the density and intensity of development, and should be planted with native shrubs and trees such as coyote brush, toyon, and coast live oak.
Policy 5 – Aquatic and Wildlife Resources	Any development within Richardson Bay should avoid destruction of marshes, mud flats, shellfish beds, and eelgrass beds. If such losses are unavoidable, the project should be authorized only if the minimum amount of habitat disturbance necessary to accomplish the purpose of the project occurs and the habitat loss is mitigated to the fullest extent. Mitigation should be within Richardson Bay, preferably at the development site, or if that is not feasible, at a site identified in the Tidal Restoration and Marsh Enhancement section of the Special Area Plan.
Policy 1 – Water Quality	Bay water pollution should be prevented to the greatest extent feasible. The Bay's tidal marshes, tidal flats, and water surface area and volume should be conserved and, whenever possible, restored and increased to protect and improve water quality. Freshwater inflow into the Bay should be maintained at a level adequate to protect Bay resources and beneficial uses.
Policy 3 – Water Quality	Local governments should continue to carry out the urban runoff control measures recommended in the Marin County Surface Runoff Management Plan to the maximum extent feasible. Bayside parking areas should be designed and constructed so that pollutants are retained on land and not washed into Bay waters.
Policy 5 – Water Quality	The local governments should adopt erosion and sediment control ordinances and regulatory programs that are consistent with applicable provisions of the Association of Bay Area Government'' Manual of Standards for Erosion and Sediment Control Measures as required by the Regional Water Quality Control Board. The ordinances should (a) either prohibit grading during the rainy season (October 15 – April 15) or provide that grading during the rainy season be authorized only when the local government determines that at no stage of the work will there be any substantial risk of increased sediment discharge from the site; (b) require that all erosion and sediment control measures be installed and operable by the first of October; and (c) provide an exception to (a) and (b) above in emergency situations.

Objectives/Policy	Objectives/Policy Description
Policy 6 – Water Quality	The San Francisco Bay Conservation and Development Commission should include erosion and sediment control conditions in its Richardson Bay permits involving shoreline work consistent with applicable provisions of the Association of Bay Area Government'' Manual of Standards of Erosion and Sediment Control Measures and (a) prohibit grading in the Richardson Bay shoreline band during the rainy season (October 15 – April 15) except when the San Francisco Bay Conservation and Development Commission determines that at no stage of the work will there be any substantial risk of increased sediment discharge from the site; and (b) require installation of all erosion and sediment control measures by the first of October. The San Francisco Bay Conservation and Development Commission should make an exception to the requirements of (a) and (b) above when grading is required in emergency situations.
Policy 6 – Water Quality	To protect the Bay and its tributaries from the water quality impacts of non-point source pollution, new development should be sited and designed consistent with standards in municipal stormwater permits and state and regional stormwater management guidelines, where applicable, and with the protection of Bay resources. To offset impacts from increased impervious areas and land disturbances, vegetated swales, permeable pavement materials, preservation of existing trees and vegetation, planting native vegetation, and other appropriate measures should be evaluated and implemented where appropriate.
Policy 2 – Public Access, Views, and Vistas	Maximum feasible public access to and along the Richardson Bay shoreline should be provided as part of each shoreline or water area development consistent with the project. Such areas would include continued development of the pedestrian promenade on the Bay side of existing buildings in downtown Tiburon. The access areas should be connected to existing adjacent public access areas, public park and open space facilities, and public ROW; be related to the adjacent uses; and be designed, constructed, and maintained to indicate their public nature. If there is no public access on adjacent land, but could reasonably be expected to be provided in the future as part of a development, the public access design should provide for connection to the future adjacent access area. In cases where public access at the project site would be inconsistent because of public safety considerations or significant use conflicts, access should be provided offsite, in nearby areas. Special consideration should be given in the design of public access areas in marinas where houseboats and live-aboards will be moored to assure that the private residential use does not interfere with the public access use of the marina shoreline.
Policy 4–- Public Access, Views, and Vistas	Public access areas should be landscaped, and appropriate amenities such as seating, lighting, trash containers, drinking fountains, and restrooms should be provided where appropriate. These facilities should be maintained as part of the project, and clear and visible signing of the public access area should be provided. Adequate public parking and access facilities for the handicapped should be provided for public use of the access area.
Policy 5–- Public Access, Views, and Vistas	Pedestrian and bicycle paths should be separated wherever possible. Access paths for pedestrian use only should be a minimum of 6 feet in width, and paths designed for bicycle use only should be a minimum of 10 feet in width wherever such widths are feasible. Paths designed for joint pedestrian and bicycle use should be 13 feet in width wherever possible.

Objectives/Policy	Objectives/Policy Description
Policy 9 – Public Access, Views, and Vistas	All local, regional, and state agencies should work together to provide new public access and parks, especially to link the existing shoreline parks and public access areas to the extent feasible without additional filling in the Bay or adversely affecting natural resources.
Policy 10 – Public Access, Views, and Vistas	In all shoreline development, the siting and height of all buildings and placement of landscaping should maintain views and vistas of Richardson Bay, Mount Tamalpais, and San Francisco through the project from major roadways, vista points, and the shoreline. All development should be subject to design review processes.
Policy 11 – Public Access, Views, and Vistas	The public should have a clear visual link between public thoroughfares and shoreline public access areas so that the public nature of shoreline access areas is clear.
Policy 13 – Public Access, Views, and Vistas	Publicly-owned lands that provide views or vistas of the Bay, such as streets, walkways, and ROWs, should be designated as view corridors.
Policy 14 – Public Access, Views, and Vistas	Plant materials for shoreline landscaping should be selected and sited to dramatize and enhance views of the water for shoreline users. The plant materials used should have demonstrated capacity to thrive with minimum maintenance under high wind speed, high atmospheric salt content, a highly saline water table, and poor subsurface soil with varying drainage capabilities. Whenever possible, native plant materials should be used.

As discussed previously, the Project would be consistent with the *Marin Countywide Plan*, *City of Belvedere General Plan 2030*, *Town of Tiburon General Plan 2040, BCDC San Francisco Bay Plan*, and *Richardson Bay Special Area Plan*. Impacts would be less than significant.

3.3.12 Mineral Resources

Would the Project:

Question	CEQA Determination
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact

CEQA Significance Determinations for Mineral Resources

This section describes mineral resources and potential impacts on these resources that could result from construction and operation of the Project.

According to the *Marin Countywide Plan*, current mineral extraction within the county is largely limited to fine sand and gravel. Eight sites in Marin County have been designated by the State as having significant mineral resources for the North Bay region. An additional four sites have been identified by Marin County and permitted as mineral resource extraction sites (Marin County 2014). One state-designated mineral resource site (Ring Mountain) is within the vicinity of the Project site; however, this site is considered a Scientific Resource Zone and, therefore, no mineral resource production occurs at this site (Marin County 2014). The Mineral Resource Zone (MRZ) Map for Concrete Aggregate in Marin County (Miller and Busch 2013) indicates the Project footprint is in an MRZ-3, indicating there are no known significant resources deposits present.

a) No Impact

No important mineral deposits, MRZs, or existing or previous mines are within the Project footprint. Because there are no mineral resources or resource protection zones in the Project footprint, there would be no loss of availability of known mineral resources. Because construction and operation of the Project would not affect access to a known aggregate resource area, there would be no impact on the availability of a known mineral resource that would be of value to the region and the residents of the state.

b) No Impact

The Project footprint is not located near any mineral resource areas identified in the *Marin Countywide Plan* or located within a known aggregate resource MRZ (Marin

County 2014, Miller and Busch 2013). Therefore, construction and operation of the Project would not affect the availability of locally important mineral resources, and there would be no impact.

3.3.13 Noise

Would the Project result in:

Question	CEQA Determination
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than Significant Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	Less than Significant Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

CEQA Significance Determinations for Noise

This section describes the potential impacts that have the potential to result from noise associated with construction and operation of the Project. Information in this section is based on the Construction Noise Analysis conducted by Caltrans for the Project (Caltrans 2022a).

The Federal Highway Administration's Roadway Construction Noise Model (RCNM) was used to estimate the noise levels during construction. Vehicles and equipment likely to be used during each phase of construction were input into RCNM to estimate the maximum (L_{max}) and the average hourly noise levels (L_{eq}) at various distances.

Construction activities proposed by the Project, including pavement rehabilitation, guardrail replacement, and the proposed culvert replacement were analyzed in the RCNM. Construction equipment used described in Chapter 2, Project Description, were input into the RCNM to estimate the L_{max} and L_{eq} noise levels at the nearby residences (Caltrans 2022a).

The 2023 Caltrans Standard Specifications, Section 14-8.02, Noise Control, states that L_{max} is not to exceed 86 A-weighted decibels (dBA) at 50 feet from the job site between 9 p.m. and 6 a.m. Using the Google Maps measuring tool, it was determined there are sensitive receptors within 50 feet from the jobsite activities that would perceive noise greater than 86 dBA between 9:00 p.m. and 6:00 a.m. Land uses surrounding the Project footprint include residences, commercial properties, undeveloped land, school facilities, parks and recreation facilities, and public/quasi-public developments.

a) Less than Significant Impact

Noise from construction activities may intermittently dominate the environment in the immediate area of the Project location. Based on the results of noise modeling conducted for the Project in the Construction Noise Analysis Memo (Caltrans 2022a), the operations producing the most noise would be drainage restoration and upgrading curb ramps, which would produce L_{max} of 88.9 dBA and 89.6 dBA at 50 feet, respectively. As the loudest activities proposed for Project construction, these activities would be avoided at night, between 9 p.m. and 6 a.m., to avoid impacts to nearby residences.

Noise levels generated during construction would be a function of the individual pieces of construction equipment, the type and amount of equipment operating at any given time, the timing and duration of construction activities, and the proximity of nearby sensitive receptors. Construction noise would result primarily from operation of heavy construction equipment and the arrival and departure of heavy-duty trucks. Table 3-4 lists noise levels for common activities, allowing readers to compare the actual and predicted highway noise levels discussed in this section with construction activities.

The residences near the proposed construction activities may be exposed to elevated noise levels during construction. Sensitive receptors would be exposed to elevated noise levels intermittently for short periods of time (that is, days or weeks), depending on the work required. The implementation of AMM-NOI-1 and PF-NOI-2 would reduce the temporary impacts of construction noise in excess of applicable Caltrans standards.

The Project would not permanently affect the operations on SR 131. Traffic volumes, composition, and speeds would generally remain the same along the Project corridor. The Project would not result in operational noise or generate noise levels in excess of thresholds. The impact would be less than significant.

Table 3-4. Summary Construction Noise Results from RCNM

Address	Receptor Distance (ft)	Pavement Rehabilitation		Drainage Restoration		Upgrading Curb Ramps		Upgrading Guardrails	
		Lmax (dBA)	Leq (dBA)	Lmax (dBA)	Leq (dBA)	Lmax (dBA)	Leq (dBA)	Lmax (dBA)	Leq (dBA)
Locations at 50 feet	50	83.4	81.6	88.9*	84.6*	89.6*	86.3*	85.2	84.3
Locations at 100 feet	100	77.4	75.6	82.9	78.6	86.3	80.3	79.2	78.3

xx.x* – Receptor exceeding 86 dBA

b) Less than Significant Impact

Construction activities, particularly drainage restoration, bore-hole drilling, and upgrading of curb ramps, would have the potential to generate ground-borne vibration. However, no substantial vibration-inducing construction activities, such as pile-driving or blasting, are proposed for the Project. Given the intermittent and temporary nature of construction activities, assuming that standard construction equipment and techniques would be employed, Project construction would not expose persons to or generate excessive ground-borne vibration or ground-borne noise. This impact would be less than significant.

c) No Impact

There are no airports or private airstrips within a 2-mile vicinity of the Project footprint. There would be no impact.

Project Features

Caltrans would incorporate standard PFs into the Project to offset impacts to noise. PF-NOI-1 and PF-NOI-2 are discussed here and summarized in Appendix C.

- **PF-NOI-1, Public Outreach.** Public outreach would be required before Project construction and throughout Project construction to update residents, businesses, and others with upcoming Project activities and timeframe. Public outreach could entail a public meeting, sending notices to nearby residents, notifying the City, and posting a notice on the Project website.
- **PF-NOI-2, Construction Noise Levels.** The following measures would be implemented to reduce noise levels during construction where feasible:
    - Any operation exceeding 86 dBA would not be allowed at nighttime from 9:00 p.m. to 6:00 a.m.
    - Schedule noisy operations within the same timeframe where feasible. The total noise level would not be significantly greater than the level produced if operations are performed separately.
    - If feasible, use solar or electricity as a power source instead of diesel generators.
    - Avoid unnecessary idling of internal combustion engines.

- Locate all stationary noise-generating construction equipment as far as practicable from noise-sensitive receptors or provide baffled housing or sound aprons for equipment when sensitive receptors adjoin or are near a Project construction area.
- Equip all internal combustion engine-driven equipment with manufacturer-recommended intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Use "quiet" air compressors and other "quiet" equipment where such technology exists.
- No construction equipment would be delivered and dropped off before 6:00 a.m.
- Maintain all internal combustion engines properly to minimize noise generation.

Avoidance and Minimization Measures

AMM-NOI-1, as presented in the following and in Appendix C, would avoid or minimize potential impacts to noise within the Project footprint:

- **AMM-NOI-1, Noise Control and Monitoring.** The Contract Specifications would include a Special Provision requiring Noise Monitoring and Control, which would include providing public outreach or a communication plan for residents, businesses, and others regarding upcoming construction-related activities and Project schedule.

3.3.14 Population and Housing

Would the Project:

Question	CEQA Determination
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

CEQA Significance Determinations for Population and Housing

This section describes population and housing, and the potential impacts that could result from construction and operation of the Project. Information in this section is based on the 2020 United States Census, *Marin Countywide Plan*, Marin County Zoning Ordinance, *Tiburon 2040 General Plan*, and Tiburon Zoning Ordinance.

The Project footprint is primarily within the Town of Tiburon and City of Belvedere. According to the United States Census Bureau, the population of the Town of Tiburon was 9,144 in 2019, while the City of Belvedere was 2,134, and Marin County as a whole was 259,943 (United States Census Bureau 2022). As of 2020, there were approximately 111,564 housing units in Marin County, and there were only 4,047 and 1,060 homes in the Town of Tiburon and City of Belvedere, respectively (United States Census Bureau 2020).

a) No Impact

The Project footprint would be located primarily within Caltrans ROW along SR 131, and the Project would not include the construction of any residential structures. The Project proposes to rehabilitate and add new pavement, construct Class II and Class IV bikeways, modify intersections, upgrade curb ramps to ADA standards, upgrade guardrails to current standards, upgrade signage, improve pavement delineation, rehabilitate drainage systems, and modify electrical systems. Implementation of the Project would not result in a new or different type of use for the area, nor would the Project create or improve any infrastructure serving the site or region that could lead to substantial unplanned population growth. The Project is consistent with the *Marin Countywide Plan*, *Town of Tiburon General Plan 2040*, and *City of Belvedere General Plan 2030*; and no modification of land use and development policies would be necessary to implement the Project components. Therefore, the Project would have no impact.

b) No Impact

There are no people or housing units within the Project footprint. However, multiple residences are present along SR 131 adjacent to the Project footprint. Construction of the Project would take place primarily within the existing roadways and Caltrans ROWs, and would not displace any people or housing, there would be no impact.

3.3.15 Public Services

Would the Project:

Question	CEQA Determination
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?	Less than Significant Impact
Police protection?	Less than Significant Impact
Schools?	Less than Significant Impact
Parks?	Less than Significant Impact
Other public facilities?	Less than Significant Impact

CEQA Significance Determinations for Public Services

This section describes public services and potential impacts on such resources that have the potential to result from construction and operation of the Project. Fire protection districts provide services through revenues from property taxes. The Project footprint is protected by both the Tiburon Fire Protection District (Stations 10 and 11) and the South Marin Fire Protection District (Stations 7 and 9). The Tiburon Fire Protection District encompasses the jurisdictional boundaries of the Town of Tiburon and City of Belvedere communities, as well as the remaining unincorporated portions of the Tiburon Peninsula (Tiburon Fire Protection District 2023). The South Marin Fire Protection District serves unincorporated portions of southern Marin County as well as the communities of Tamalpais Valley, Almonte, Homestead Valley, Alto, Strawberry, Tiburon, Sausalito, Fort Baker, and Marin Headlands (Southern Marin Fire Protection District 2023).

Police protection within the footprint is provided by the Tiburon Police Department, Belvedere Police Department, and Marin County Sheriff's Department. The Tiburon Police Department Station is adjacent to the Project footprint, at 1155 Tiburon Boulevard, Tiburon, CA 94920 (Tiburon Police Department 2023). The Belvedere Police Department Station is approximately 0.5 mile south of the Project footprint, at 450 San Rafael Avenue, Belvedere, CA 94920 (Belvedere Police Department 2023). The closest Marin County Sheriff station to the Project is 2 miles south of the SR 131/U.S. 101 interchange, at 850 Drake Avenue, Sausalito, CA 94965 (Marin County Sheriff's Office 2023).

There are multiple schools within the 2-mile vicinity of the Project, including four elementary schools, four middle schools, one high school, and approximately five private education facilities. Two schools, Reed Elementary and Del Mar Middle School, are directly adjacent to the Project footprint.

The Project footprint is adjacent to multiple parks and recreation facilities, including Blackie's Pasture Park, Tiburon Dog Park, Tiburon Peninsula Historical Trail, and Tiburon Linear Park. Detailed descriptions of parks and recreation facilities in the vicinity of and affected by the Project are included in the Appendix F, Section 4(f) Analysis.

a) Less than Significant Impact

The Project involves repairing, replacing, and improving approximately 4.6 miles of East Blithedale Avenue and SR 131, and would not result in an increased demand for fire or police protection. The Project has the potential to result in temporary traffic delays during construction that would potentially affect the deployment of emergency services. However, the Project would include preparation and implementation of a TMP (PF-TRF-1) that would follow Caltrans' TMP guidelines. Additionally, the TMP would require coordination with emergency service providers to ensure that emergency routes are not impeded and that delays at the proposed lane closures are minimized to the extent feasible.

As a capital improvement project, the Project would not result in an increased demand for space in schools, parks, or public facilities in the area. Any changes to park access as a result of the proposed lane closures or presence of construction activities during construction would be temporary, and implementation of the TMP would maintain access to the parks throughout construction. Impacts on public services are less than significant.

3.3.16 Recreation

Would the Project:

Question	CEQA Determination
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Less than Significant
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less than Significant

CEQA Significance Determinations for Recreation

This section describes recreation and potential impacts on such resources that have the potential to result from construction and operation of the Project. SR 131 within the Project footprint passes along or near a variety of parks and recreational areas that are frequented by residents of the nearby communities of both Tiburon and Belvedere, as well as regional recreational users.

As is described in detail in the Section 4(f) Analysis prepared for the Project (Caltrans 2023e), the Project footprint is adjacent to multiple parks and recreation facilities, including Blackie's Pasture Park, Tiburon Dog Park, Tiburon Peninsula Historical Trail, and Tiburon Linear Park. Additionally, there are many more recreational and park facilities within the 2-mile vicinity of the Project footprint, particularly near the Middle and Eastern Project Segments.

a, b) Less than Significant Impact

The Project would not increase demand for recreational facilities. Furthermore, it would not result in the deterioration of parks or recreational facilities. The Project would not include the construction of park or recreational facilities or the expansion of such facilities. Any changes to park access as a result of the proposed lane closures or presence of construction activities would be temporary, and implementation of the TMP (PF-TRF-1) identified in *Section 3.3.17, Transportation,* would maintain access to the park throughout construction. Therefore, there would be a less than significant impact.

3.3.17 Transportation

Would the Project:

Question	CEQA Determination
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less Than Significant Impact
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact
d) Result in inadequate emergency access?	Less than Significant Impact

CEQA Significance Determinations for Transportation

This section describes transportation and circulation and the potential impacts that have the potential to result from construction and operation of the Project. In the Project footprint, SR 131 consists of a two- to four-lane freeway facility, with 11--foot--wide travel lanes and variable-width shoulders. The Project would maintain all existing non-standard roadway features, including design speed, lane and shoulder width, curve radius, cross slope, super-elevation rate, maximum grade, and sight distance.

Average daily traffic along eastbound SR 131 within the Project limits was recorded to be approximately 15,400 vehicles in 2016, and the average westbound SR 131 Average daily traffic was recorded to be approximately 16,600 in the same year (TAM 2017).

According to the *2016 Tiburon Bicycle and Pedestrian Plan*, there are existing Class I Class II, and Class III bicycle facilities located within and parallel to the Middle and Eastern Project Segments. Additionally, the *2016 Tiburon Bicycle and Pedestrian Plan* identifies proposed Class II bicycle lanes along SR 131 from the U.S. 101 Interchange to Trestle Glen Boulevard (Town of Tiburon 2016).

Marin Transit runs Route 219 along SR 131, which connects the U.S. 101 at the Strawberry Village Shopping Center to Tiburon Ferry Terminal, 7 days a week.

No park-and-ride facilities exist within the Project limits.

a) Less than Significant Impact

Improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the SHOPP Program and current ADA standards for the corridor. In addition, as discussed in Section 3.3.11, Land Use and Planning, the Project objectives are consistent with statewide, regional, and local planning efforts, such as the *Plan Bay Area 2050, Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area* (ABAG and MTC 2021). The Project is also consistent with *Marin Countywide Plan* (Marin County 2014), *City of Belvedere General Plan 2030* (City of Belvedere 2010), and the *Town of Tiburon General Plan 2040* (Town of Tiburon 2023). Additionally, the Project would result in the relocation of one Marin Transit Authority bus stop that is currently located along the eastbound shoulder of the SR 131/Strawberry Drive intersection. Implementation of PF-TRF-1 would ensure that bicycle access and transit service would be maintained during construction. There would be a less than significant impact.

b) No Impact

The Project would not result in an increase in vehicle miles traveled. There would be no impact.

c) No Impact

The Project is a capital preventive maintenance project that replace, upgrade, and rehabilitate infrastructure along SR 131, including asphalt pavement, guardrails, lighting and traffic signals, and signage. The Project would not increase hazards because of a geometric design feature. The Project does not include any design features or Project components that would substantially increase hazards. There would be no impact.

d) Less than Significant Impact

As described under Section 3.3.9, Hazards and Hazardous Materials, and Section 3.3.15, Public Services, Project construction has the potential to result in temporary delays from the use of lanes closures and traffic control along SR 131. However, access on SR 131 would be maintained throughout the Project footprint. A TMP, as

described in PF-TRF-1, would be developed prior to construction that would identify potential traffic delays and alternative routes. In addition, the TMP would maintain emergency access throughout construction and minimize potential delays to the extent feasible. Therefore, the Project would not result in inadequate emergency access. The impact would be less than significant.

Project Features

Caltrans would incorporate standard PFs into the Project to offset anticipated impacts to transportation and traffic. PF-TRF-1 is presented in the following and in Appendix C.

- **PF-TRF-1, Traffic Management Plan.** A TMP would be prepared prior to the beginning of construction to minimize impacts on the public while traveling on SR 131 and ensure their safety. Lane closures and traffic control would maintain traffic operations throughout the Project footprint. Temporary traffic barriers or traffic cones would be used to separate the open lanes from the closed lanes.

3.3.18 Tribal Cultural Resources

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question	CEQA Determination
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	Less than Significant
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Less than Significant

CEQA Significance Determinations for Tribal Cultural Resources

This section describes tribal cultural resources and impacts that have the potential to result from construction and operation of the Project. Formal notification under Assembly Bill 52 began with the Native American consultation initiation letters sent to the following individuals and tribes on December 8, 2021:

- Federated Indians of the Graton Rancheria (FIGR)
- Guidiville Indian Rancheria
- Wuksache Indian Tribe/Eshom Valley Band

Caltrans received a response from FIGR on December 15, 2022, requesting formal consultation. Caltrans PQS staff met with FIGR representatives on January 18, 2022, March 11, 2022, and December 14, 2022, to discuss the Project and existing concerns. Additionally, during the December 14, 2022, meeting, FIGR representatives and the Caltrans team discussed the Project elements, the anticipated field investigation plan, and a plan for the curation of artifacts discovered by the Project. During this meeting, it was determined that curation of artifacts would need to be determined through the development of a Post-review Discovery Plan (AMM-CUL-3) prior to construction. FIGR tribal monitors were present for the archaeological testing conducted in April 2023, and copies of testing results have been shared with FIGR as part of the ongoing consultation process.

a, b) Less than Significant Impact

As reviewed in Section 3.3.5, Cultural Resources, multiple previously recorded historical resources are within the Project footprint, including two resources eligible for listing in the California Register of Historical Resources and awaiting concurrence by the SHPO. Additionally, Section 3.3.5, Cultural Resources, identifies that the Project footprint is considered to contain a mix of areas with low to high sensitivity for buried archaeological resources. Caltrans has identified PF-CUL1 and PF-CUL2 to address the potential for unanticipated discovery of cultural resources within the Project footprint, which call for stopping work in the event of an accidental discovery. Additionally, the Project would implement AMM-CUL-1 through AMM-CUL-3 to avoid and minimize potential impacts on tribal cultural resources, resulting in less than significant impacts.

3.3.19 Utilities and Service Systems

Would the Project:

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

CEQA Significance Determinations for Utilities and Service Systems

This section describes the potential impacts on utilities and service systems that have the potential to result from Project construction and operation. Utility verification (that is, potholing) may be required for the Project. If required, utility verification would occur during the final design phase. Utility relocations would occur prior to the beginning of construction.

a) Less than Significant Impact

The Project is not anticipated to result in construction of new or expanded utilities. However, during construction existing utilities would be temporarily relocated and potholing would be conducted to determine if unknown utilities are in the construction zone and need to be relocated. Any potential relocations would be handled on an as-needed basis, in coordination with the utility owner, to avoid and minimize interruptions in service (AMM-UT-1). This impact would be less than significant.

b) No Impact

The Project would require water only during construction. Water for construction would be provided by water trucks. Therefore, the Project would not require any additional permanent water supplies, and there would be no impact.

c) No Impact

The Project would not result in a change with respect to demand for wastewater treatment. Therefore, there is no impact.

d and e) Less than Significant Impact

Any solid waste produced by the Project would be limited to the construction period and the removal of existing culverts. All solid waste created during construction would be hauled away and disposed of according to state and local standards and would not exceed the capacity of any local infrastructure. No solid waste would be generated by the Project after construction This impact would be less than significant.

Avoidance and Minimization Measures

Caltrans would incorporate AMM-UT-1 in the Project to avoid or minimize potential impacts to utilities.

- **AMM-UT-1, Utility Notifications.** Caltrans would notify all affected utility companies of the construction schedule for the Project so that relocations can be conducted by each utility company as necessary prior to the start of construction.

3.3.20 Wildfire

If located in or near state responsibility areas (SRAs) or lands classified as Very High Fire Hazard Severity Zones, would the Project:

Question	CEQA Determination
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Less than Significant Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Less than Significant Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Less than Significant Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

CEQA Significance Determinations for Wildfire

This section describes impacts related to wildfire that could result from the Project. Information in this section is based on the *California Fire and Resource Management Program 2017 Assessment Report* (CAL FIRE 2017) and the *Marin Countywide Plan* (Marin County 2014).

The Project would be within an urban and developed portion of Marin County and the Town of Tiburon. According to CAL FIRE, the Project area is located entirely within the local responsibility area (LRA) of Marin County and local fire jurisdictions. According to the CAL FIRE 2008 LRA Map for Marin County, the Project footprint would be located entirely within areas zoned as not subjected to very high fire hazard severity (Non-VHFHSZ). According to the CAL FIRE 2007 LRA Map for Marin County, the majority of the Project footprint is Unzoned for wildfire hazards; and small areas at approximate PMs 0.4, 1.9, 2.6, 3.4, and 4.0 are within moderate and high fire hazard severity zones (CAL FIRE 2007a, CAL FIRE 2007b). According to the Office of the State Fire Marshal, areas with low to moderate wildfire hazards are classified as Unzoned (Office of the State Fire Marshal 2023). Therefore, wildfire hazards in the Unzoned portion of the LRA within the Project footprint are determined to be unlikely.

a) Less than Significant Impact

The Project proposes to rehabilitate and add new pavement, construct Class I, Class II, and Class IV bikeways, modify intersections, upgrade curb ramps to ADA standards, upgrade guardrails to current standards, upgrade signage, improve pavement delineation, rehabilitate drainage systems, and modify electrical systems along SR 131 from PM 0.00 to 4.40. Construction of the Project would introduce additional vehicles and truck traffic along local roadways within the footprint and would require partial lane and shoulder closures. However, Project construction would be performed in stages to keep travel lanes open to the public and minimize traffic disruptions. As detailed in Section 3.3.17, Transportation, operation of the Project is not anticipated to significantly affect vehicular traffic or increase congestion or vehicle miles traveled within the Project area.

SR 131 within the Project area is designated as a major roadway for Marin County and the Town of Tiburon, and is identified as an emergency response and evacuation route for the Town of Tiburon and City of Belvedere communities. As discussed in detail in Section 3.3.9, Hazards and Hazardous Materials, and Section 3.3.15, Public Services, partial lane and shoulder closures required for Project construction and the anticipated subsequent congestion along SR 131 would have the potential to impede emergency response and adopted emergency evacuation plans in the Project vicinity. However, with the implementation of PF-TRF-1, a detailed TMP plan would be developed for the Project to ensure the implementation of a safe construction zone and to avoid any potential Project interference with existing emergency response plans or emergency evacuation plans. With the implementation of PF-TRF-1, construction of the Project would result in less than significant impacts on emergency response plans or emergency evacuation plans in the Project vicinity.

b and c) Less than Significant Impact

The Project footprint is not located in or near SRAs or lands that have been classified as Very High Fire Hazard Severity Zones (CAL FIRE 2007b). The Project is within an existing urban and developed area of Marin County, and the threat of wildland fire has largely been determined to be unlikely to moderate (CAL FIRE 2008). Small portions of the Project footprint from approximate PM 3.3 to 3.5 have been designated as an LRA high wildfire susceptibility area; however, the majority of the Project footprint would be located within LRAs zoned as not subjected to very high fire hazard severity.

Construction of the Project would temporarily increase the wildfire risk in the Project vicinity by introducing construction equipment and personnel along the existing SR 131 ROW and within adjacent TCEs. The introduction of construction personnel and equipment in shoulder areas along roadways would increase the potential for unintentional ignition of roadside vegetation. Additionally, the installation of infrastructure associated with the Project, including pavement, signage, and electrical systems could increase the potential for wildfire risk by introducing construction equipment and personal to vegetated roadway shoulders in the footprint. Because the increased wildfire risk would be temporary and the Project would not be located in or near an SRA or LRA lands classified as Very High Fire Hazard Severity Zones, the Project would have a less than significant impact.

d) No Impact

The Project footprint is located primarily within the existing ROW along SR 131 and would not propose uses that would expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. Project construction activities are not anticipated along slopes adjacent to the existing roadway that would increase risk of landslides, and drainage rehabilitation associated with the Project would be along the existing roadway and would not result increases in downstream flooding. Therefore, the Project would have no impact.

3.3.21 Mandatory Findings of Significance

Question	CEQA Determination
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less than Significant Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Less than Significant Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Less than Significant Impact

CEQA Significance Determinations for Mandatory Findings of Significance

a) Less than Significant Impact

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

The Project would have minor permanent and temporary impacts on riparian habitat and vegetation communities within the Project footprint, such as annual and perennial grasslands and forest fragments. The Project would also require the removal of up to three trees within the Project footprint. The Project also has the potential to have permanent and temporary impacts on wetlands and waters of the United States within the Project footprint. The Project would have minimal permanent impacts and temporary impacts on CRLF upland habitat but is not anticipated to result in the loss of CRLF during construction activities with the inclusion of PF-BIO-1 through PF-BIO-6, and AMM-BIO-1, AMM-BIO-4, and AMM-BIO-5. The Project would not eliminate important examples of the major periods of California history or prehistory.

b) Less than Significant Impact

The Project proposes to rehabilitate and add new pavement; construct Class I, Class II, and Class IV bikeways; modify intersections; upgrade curb ramps to ADA standards; upgrade guardrails to current standards; upgrade signage; improve pavement delineation; rehabilitate drainage systems; and modify electrical systems. There is one other Caltrans project in the design phase within the Project footprint (EA 04-3AA90) along SR 131. Project EA 04-3AA90 includes the installation of a retaining wall at SR 131, PM 1.90/2.1 to address surface cracking and damage along the roadway. Additionally, Project EA 04-3AA90 would replace the existing drainage infrastructure within Caltrans ROW at the SR 131/Stewart Drive intersection. No other projects are known to be proposed within the Project footprint. Cumulative impacts associated the Project are anticipated to be less than significant.

c) Less than Significant Impact

Residences and businesses are adjacent to SR 131 throughout the Project footprint. Because of the proximity of residences and business to the Project footprint and the anticipated need to include night work during Project construction, PF-AES-1 through PF-AES-5 and AMM-AES-1 through AMM-AES-4 have been identified for the Project. In addition, access to residential and commercial driveways in proximity to construction activities would be maintained at all times through PF-TRF-1, and noise and air quality PFs and AMMs would be implemented to address noise and dust impacts. Therefore, temporary construction-related activities would not result in permanent or significant environmental impacts on human beings.

Chapter 4 Comments and Coordination

To date, public and agency coordination consists of the following.

4.1 Community Outreach

The Draft IS/ND, maps, and Project information were made available to download at the Caltrans District 4 Environmental Documents by County website (https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs). In addition, hardcopies of the Draft IS/ND were made available during the public comment period at the following locations in the vicinity of the Project:

- Belvedere Tiburon Library – 1501 Tiburon Boulevard, Belvedere, CA 94920
- Mill Valley Public Library – 375 Throckmorton Avenue, Mill Valley, CA 94941
- Civic Center Library – 3501 Civic Center Drive, San Rafael, CA 94903

Additionally, a virtual public meeting was held on October 26, 2023, from 6:00 p.m. to 7:30 p.m. to discuss the Project's components, Project features, avoidance and minimization measures, and Caltrans' Section 4(f) determination.

The public circulation for this document occurred between September 29, 2023 and November 3, 2023.

4.2 Consultation and Coordination with Public Agencies

Table 4-1 lists agency meeting and contacts.

Table 4-1. Agency Coordination Meetings and Contacts

Organization(s)	Date	Topic
NAHC and local Native American tribes (identified in Section 3.3.5, Cultural Resources, and Section 3.3.18, Tribal Cultural Resources	December 8, 2021	Assembly Bill 52 Formal Notification
Town of Tiburon	May 2, 2023	Broadband Project Proposal
Safe Routes to School Committee	January 26, 2023	Reed Safe Routes to School Issues List
Marin County	February 9, 2023	Culvert Replacement Proposal
Town of Tiburon Community Development Department	December 20, 2023	Section 4f Coordination

Chapter 5 List of Preparers

The primary people responsible for contributing to, preparing, and reviewing this report are listed in Table 5-1.

Table 5-1. List of Preparers and Reviewers

Organization Name	Name	Role
Caltrans	Christopher Caputo	Acting Deputy District Director, Division of Environmental Planning and Engineering
Caltrans	Maxwell Lammert	Office Chief (Acting), Office of Environmental Analysis
Caltrans	David J. Moore	Branch Chief (Acting), Office of Environmental Analysis
Caltrans	Brooklyn Klepl	Environmental Scientist, Office of Environmental Analysis
Caltrans	Celine Tang	Environmental Scientist, Office of Biological Sciences and Permits
Caltrans	Robert Blizard	Senior Biologist, Office of Biological Sciences and Permits
Caltrans	Kathryn Rose	Branch Chief, Office of Cultural Resource Studies
Caltrans	Britt Schlosshardt	Environmental Scientist, Office of Cultural Resource Studies, Archaeology
Caltrans	Douglas Bright	Associate Environmental Planner, Office of Cultural Resource Studies, Architectural History
Caltrans	Joaquin Pedrin	Branch Chief, Office of Landscape Architecture
Caltrans	Jessica Chan	Landscape Associate, Office of Landscape Architecture
Caltrans	Carlos Mora	Senior Water Quality Engineer, Office of Water Quality
Caltrans	Jannelle Hardzeichyk	Water Quality Engineer, Office of Water Quality
Caltrans	Shilpa Mareddy	Branch Chief, Office of Environmental Engineering
Caltrans	Radhika Mothkuri	Transportation Engineer, Office of Environmental Engineering
Caltrans	Preeti Purandar	Transportation Engineer, Office of Environmental Engineering
Caltrans	Marisol Marin	Transportation Engineer, Office of Environmental Engineering – Hazardous Waste
Caltrans	Nandini Vishwanath	District Branch Manager, Office of Environmental Engineering – Hazardous Waste
Caltrans	Mark Morancy	District Branch Chief, Office of Hydraulic Engineering
Caltrans	Saman Soheilifard	Project Manager, Project Management North

Organization Name	Name	Role
Caltrans	Stewart Lee	Senior Transportation Engineer, Office of Design Napa and Marin,
Caltrans	Nazeer Babacarkhial	Senior Transportation Engineer, Office of Design Napa and Marin,
Caltrans	Rosa Maria Candiotti	Technical Liaison Engineer, Office of Bridge Design West
Caltrans	Ryan Graybehl	Construction Liaison, Office of North Bay Construction
Caltrans	Shella Orson	Senior Right of Way Agent, Office of Right of Way Acquisitions & Project Management Services
Caltrans	Jim Murphy	Right of Way Agent, Office of Right of Way Acquisitions & Project Management Services
Jacobs	Sam Schoevaars	Environmental Planner
Jacobs	Joza Burnam	Environmental Planner
Jacobs	Valisa Nez	Environmental Planner
Jacobs	Chris Archer	Geospatial Professional
Jacobs	Clarice Ericsson	Senior Publications Technician
Jacobs	Celeste Brandt	Technical Editor
ICF	Zachary Cornejo	Senior Environmental Planner
ICF	Shivani Raina	Environmental Planner

Chapter 6 Distribution List

The Draft Initial Study with Proposed Negative Declaration was circulated between September 29, 2023 and November 3, 2023, to the following agencies and government officials.

6.1 Agencies

- Bay Area Air Quality Management District
- Belvedere Police Department
- California Department of Fish and Wildlife
- City of Belvedere Planning Department
- San Francisco Bay Regional Water Quality Control Board
- Marin County Planning Division
- Marin County Sheriff's Office
- Marin County Transportation Authority
- San Francisco Bay Conservation and Development Commission (BCDC)
- State Water Resources Control Board
- Town of Tiburon Community Development Division
- Tiburon Police Department
- United States Fish and Wildlife Service
- United States Army Corps of Engineers

6.2 Elected Officials

- United States Senator Laphonza Butler
- United States Senator Alex Padilla
- California State Senator Mike McGuire
- Congressman Jared Huffman
- Assembly Member Damon McGuire
- Supervisor Stephanie Moulton-Peters
- Marin County Sheriff Jamie Scardina
- Tiburon Police Chief Michelle Jean
- Belvedere Police Chief Jason Wu

Appendix A Figures

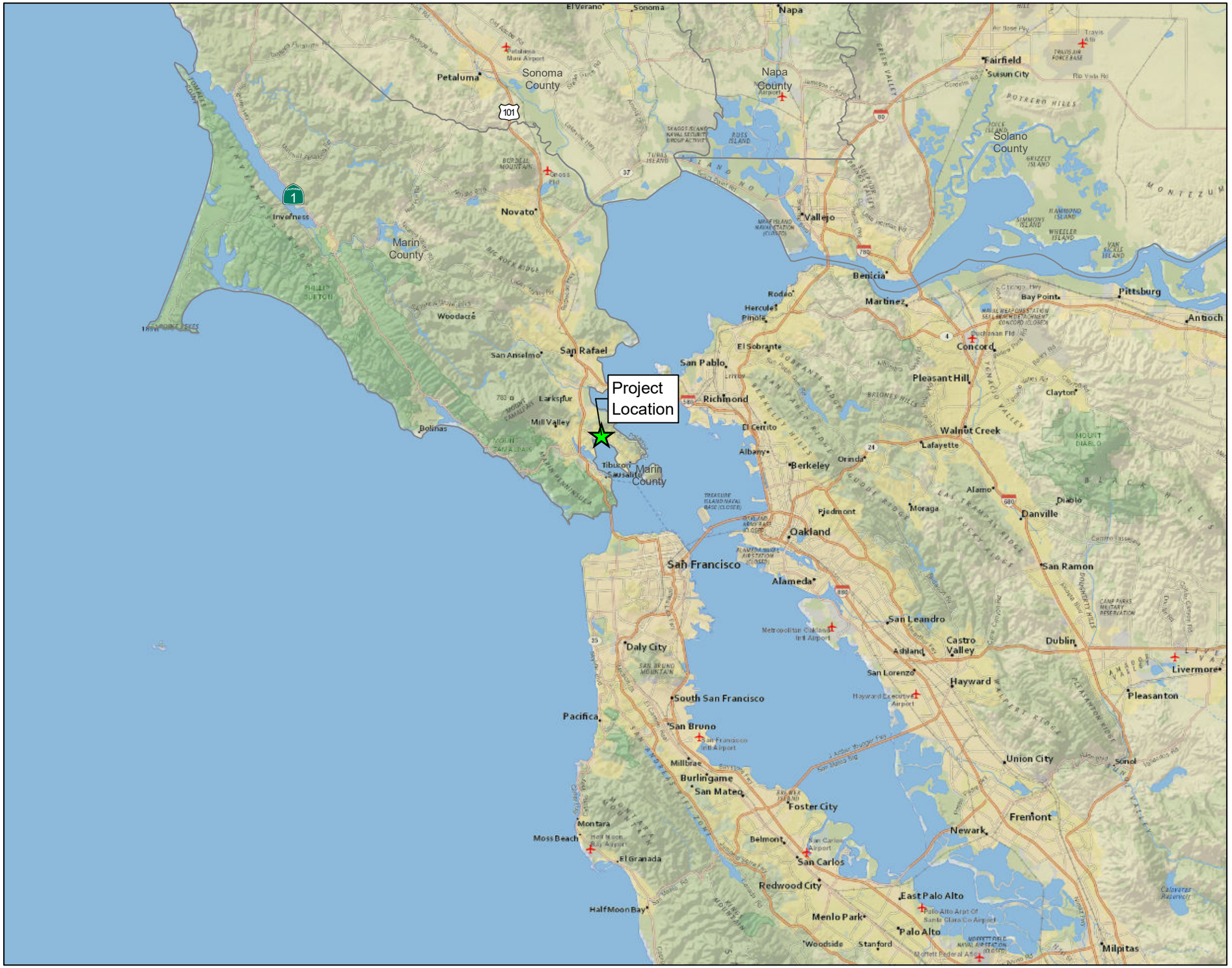
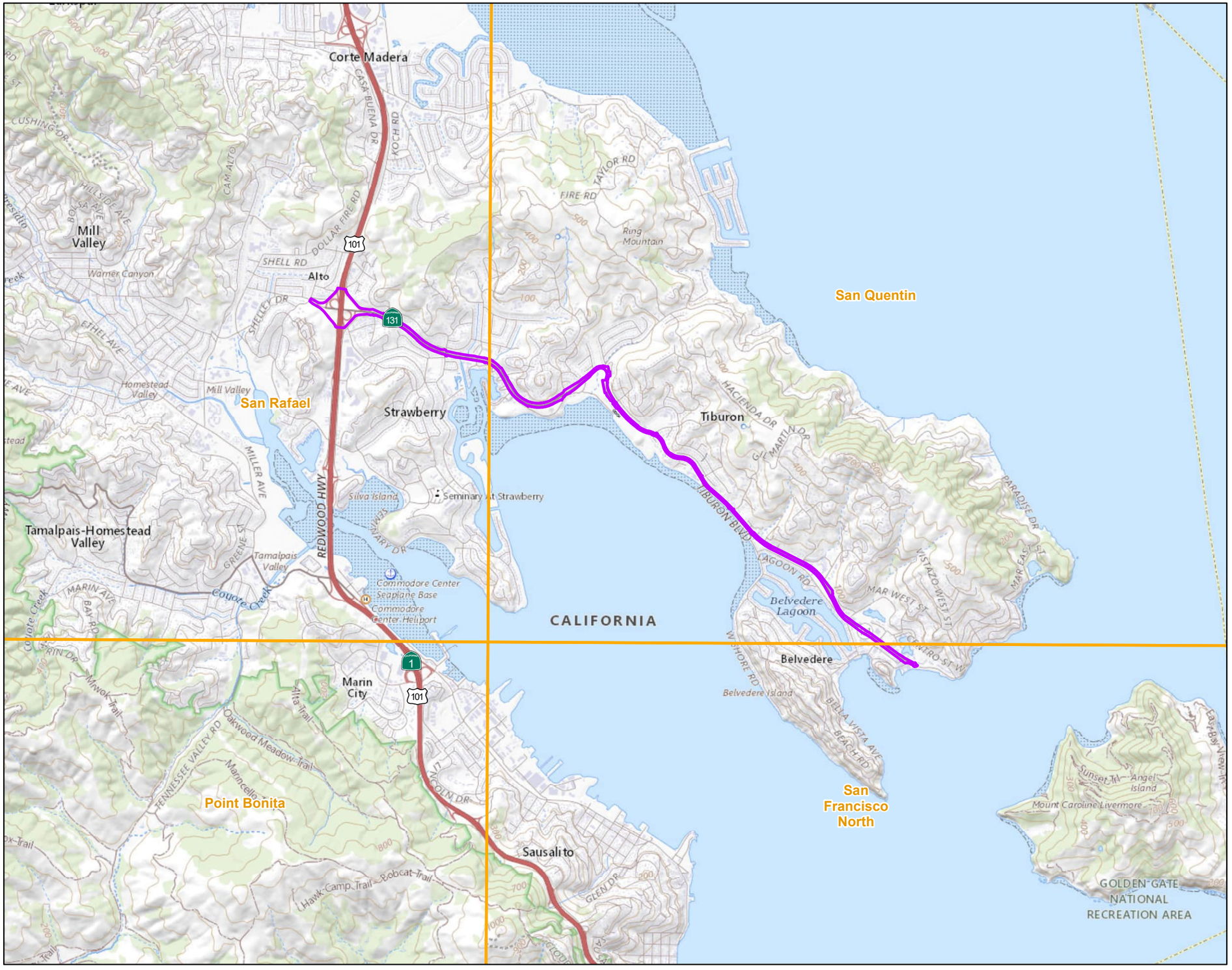
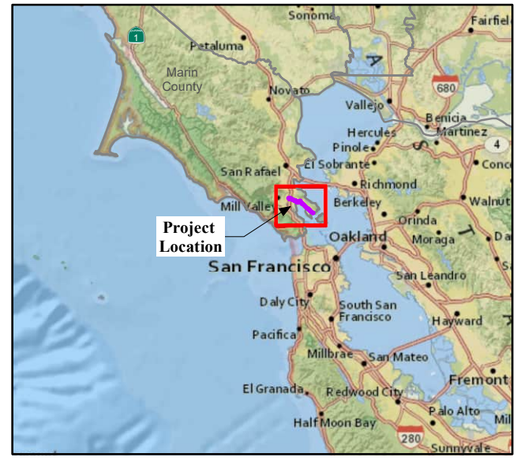


FIGURE 1-1
Regional Location
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\PROJSETUP\FIG1-1_REGIONAL_LOCATION_1Q230.MXD





Legend

- Project Footprint
- USGS 7.5 Minute Quadrangle

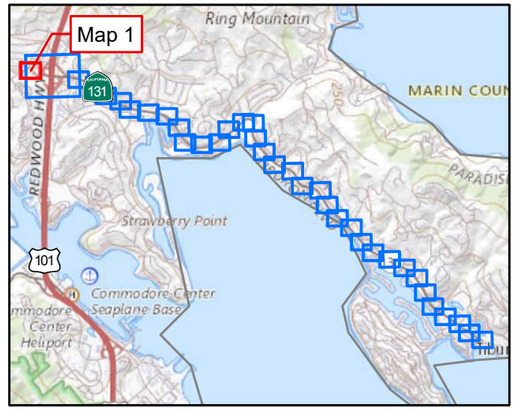
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0 3,000 6,000
Feet

FIGURE 1-2
Project Location
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2022\PD\NOV\FIG1-2_PROJECT_LOCATION_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Traffic Signal
- Install Traffic Signal and Lighting

From CAD

- Upgrade Curb Ramp
- Construct Bikeway Class II
- Cunstruct Sidewalk
- Right of Way Acquisition
  Permit to Enter & Construct

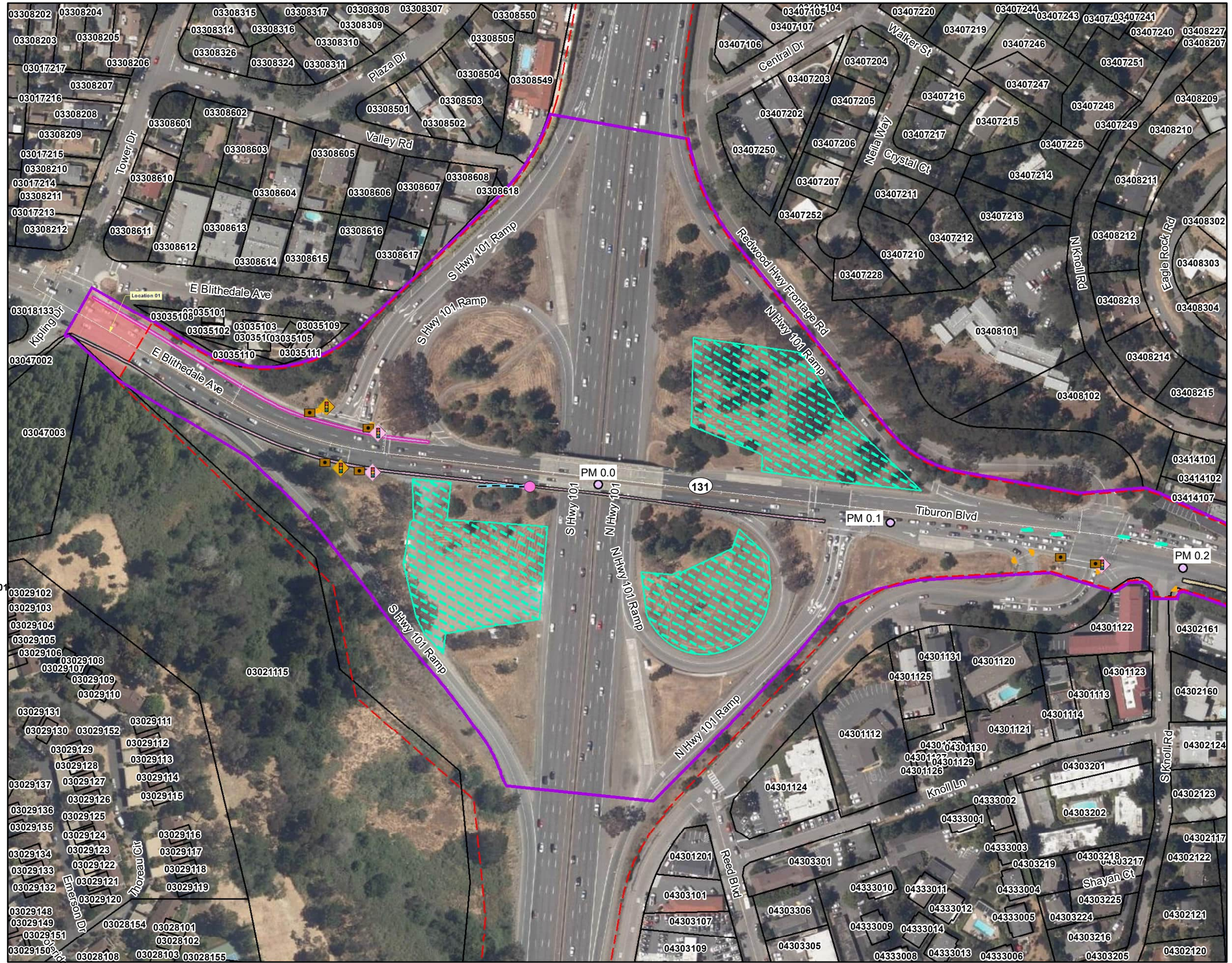
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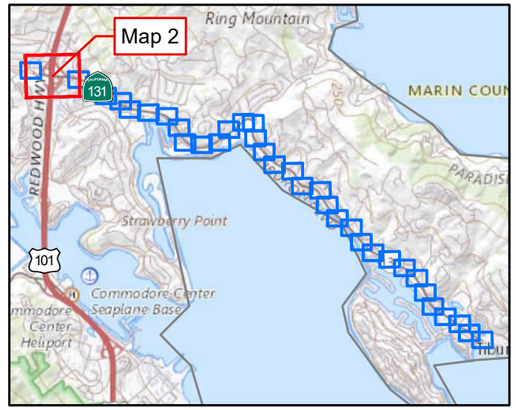
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Caltrans

FIGURE 2-1
Map 01 of 36 - Western Segment Project Components
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Traffic Signal
- Install Traffic Signal and Lighting
- Install Transition Railing

From CAD

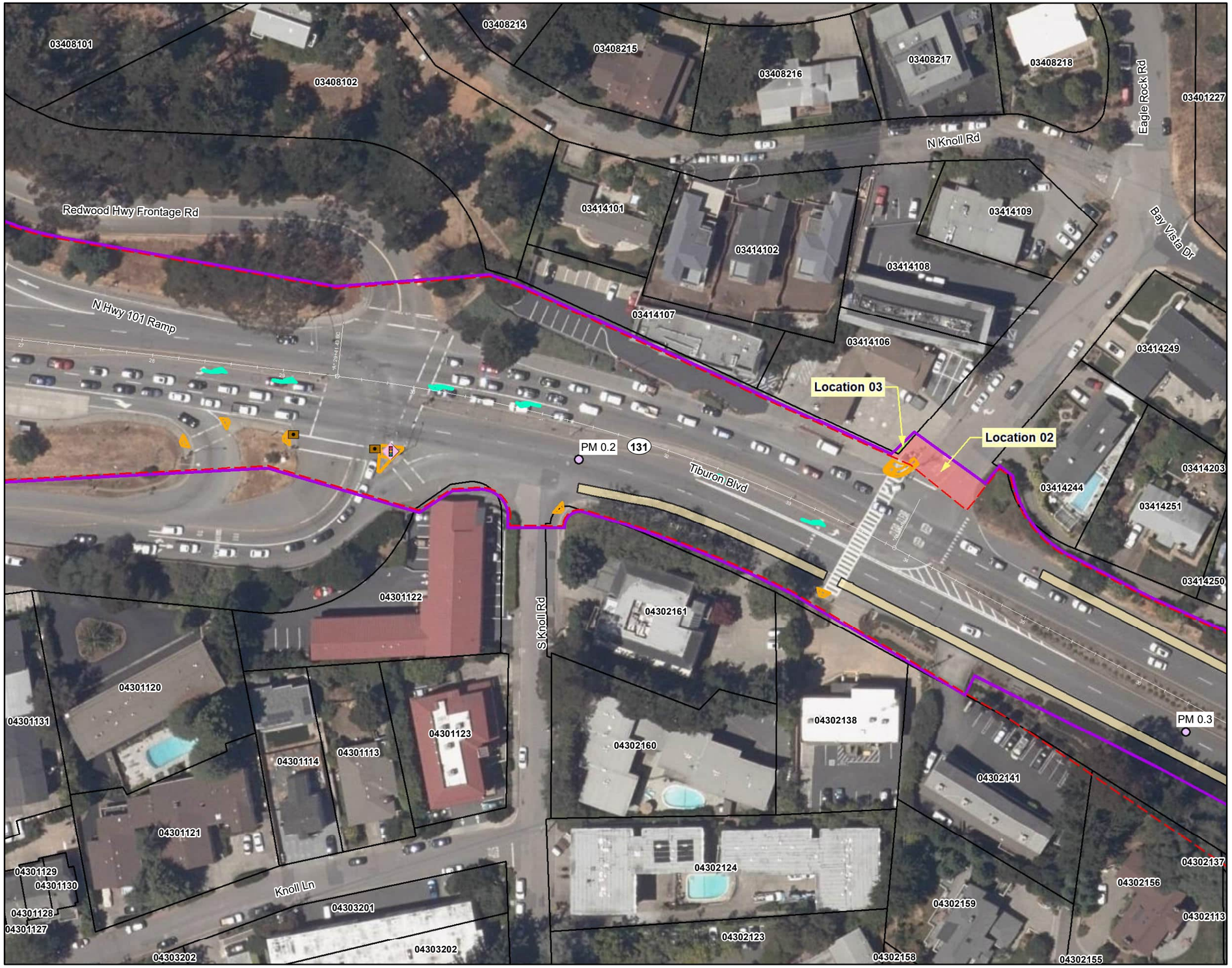
- Install Transition Railing
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Restripe Travel Lane
- Upgrade Curb Ramp
- Staging Area
- Construct Bikeway Class II
- Construct Bikeway Class IV
- Cunstruct Sidewalk
- Right of Way Acquisition
  Permit to Enter & Construct

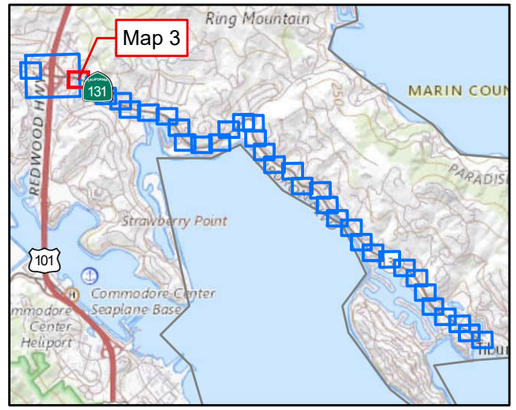
0 180 360 Feet N

Caltrans

FIGURE 2-1
Map 02 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Traffic Signal and Lighting

From CAD

- Restripe Travel Lane
- Upgrade Curb Ramp
- Construct Bikeway Class IV
- Right of Way Acquisition Temporary Construction Easement
- Right of Way Acquisition Permit to Enter & Construct

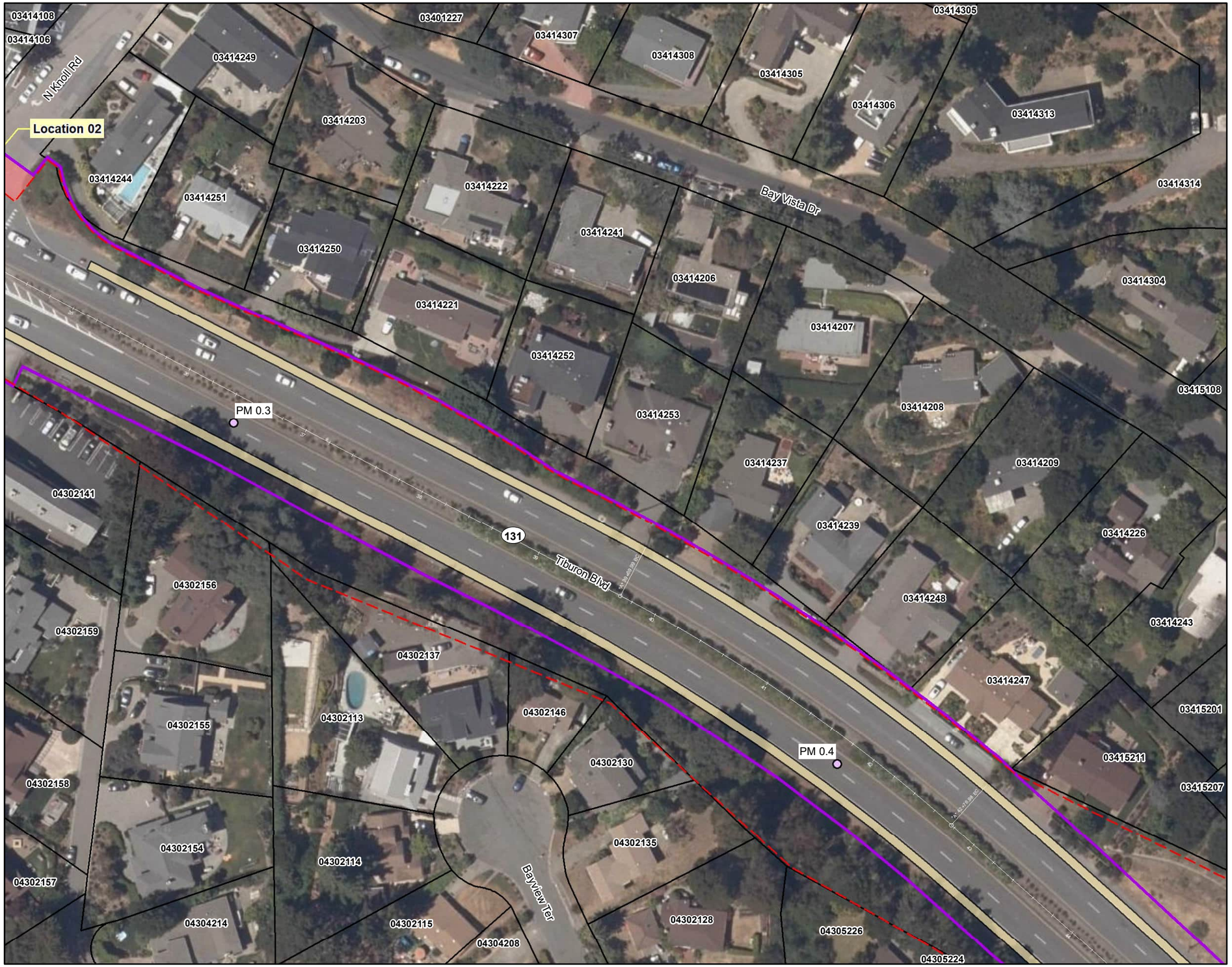
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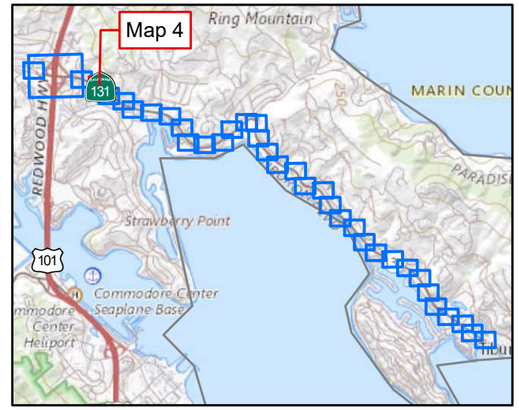
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Caltrans

FIGURE 2-1
Map 03 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Construct Bikeway Class IV
- Right of Way Acquisition
  Permit to Enter & Construct

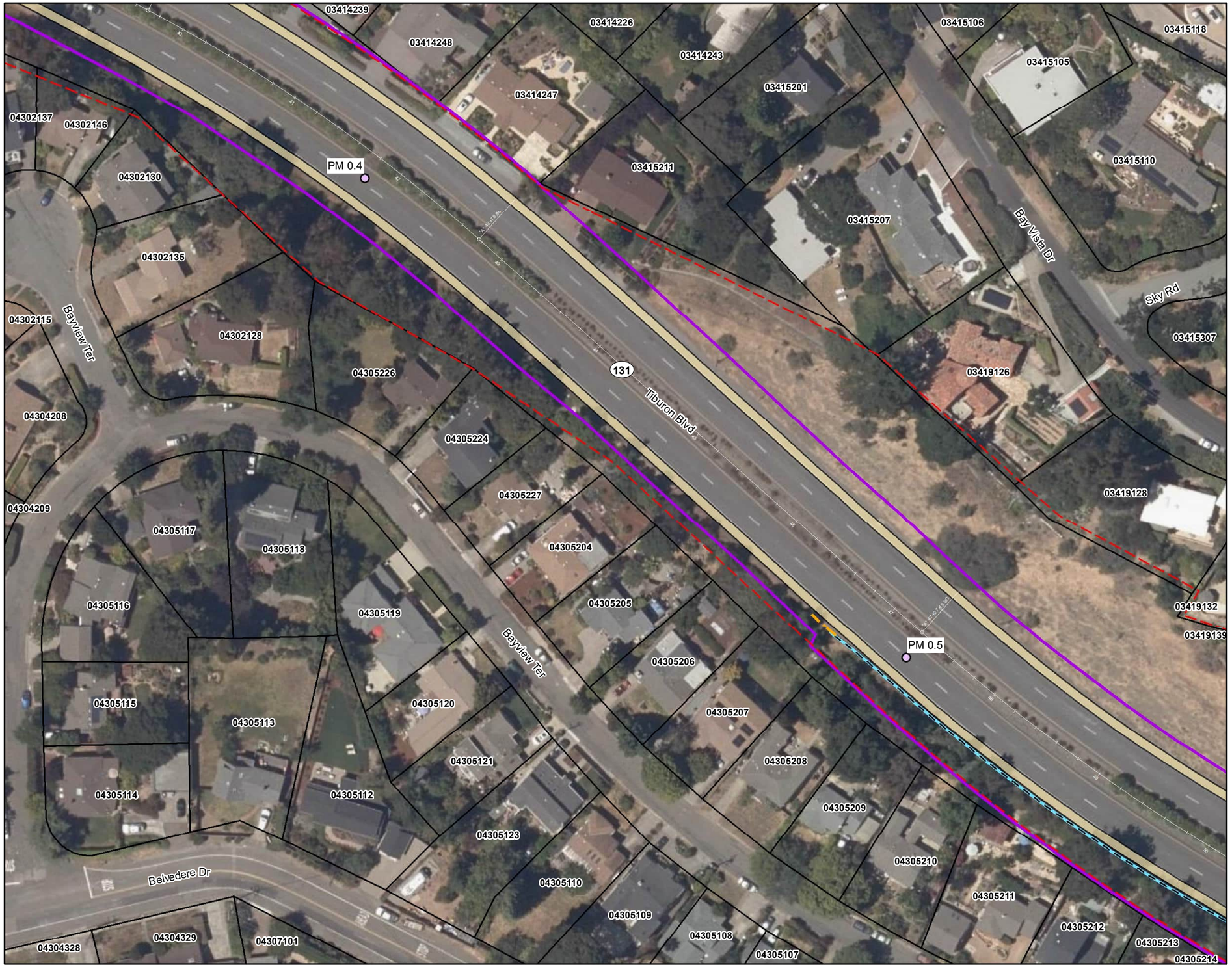
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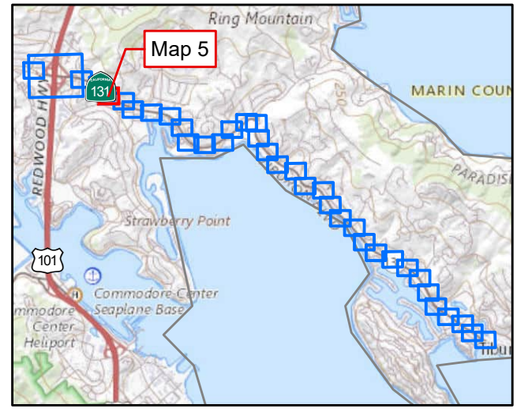
N

Caltrans

FIGURE 2-1
Map 04 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Construct Bikeway Class IV

0 75 150
Feet

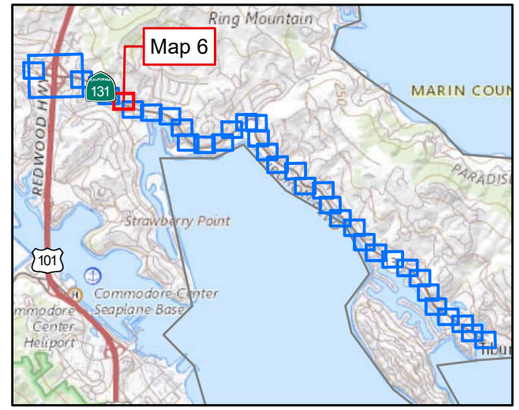
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Caltrans

FIGURE 2-1
Map 05 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Relocate State Interconnect Cable System
- Relocate Traffic Signal
- Install Traffic Signal
- Install Traffic Signal and Lighting

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Restripe Travel Lane
- Upgrade Curb Ramp
- Construct Bikeway Class IV
- Remove Refuge Island
- Install Crash Cushion
- Right of Way Acquisition
- Permit to Enter & Construct

0 75 150
Feet

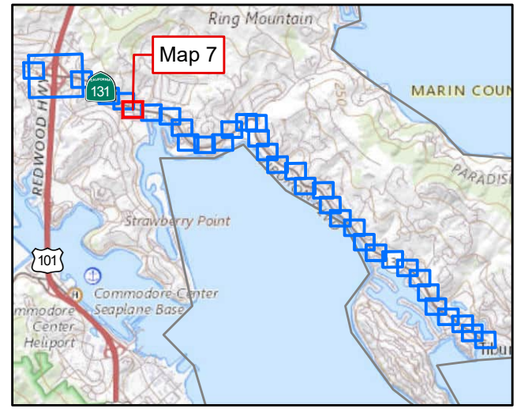
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Caltrans

FIGURE 2-1
Map 06 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Relocate State Interconnect Cable System
- Relocate Traffic Signal
- Install Traffic Signal
- Install Traffic Signal and Lighting

Not in CAD

- Relocate Bus Stop

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Restripe Travel Lane
- Upgrade Curb Ramp
- Construct Bikeway Class I
- Construct Bikeway Class IV
- Widen Roadway (Not in CAD)
- Remove Refuge Island
- Install Crash Cushion
- Right of Way Acquisition
  Permit to Enter & Construct

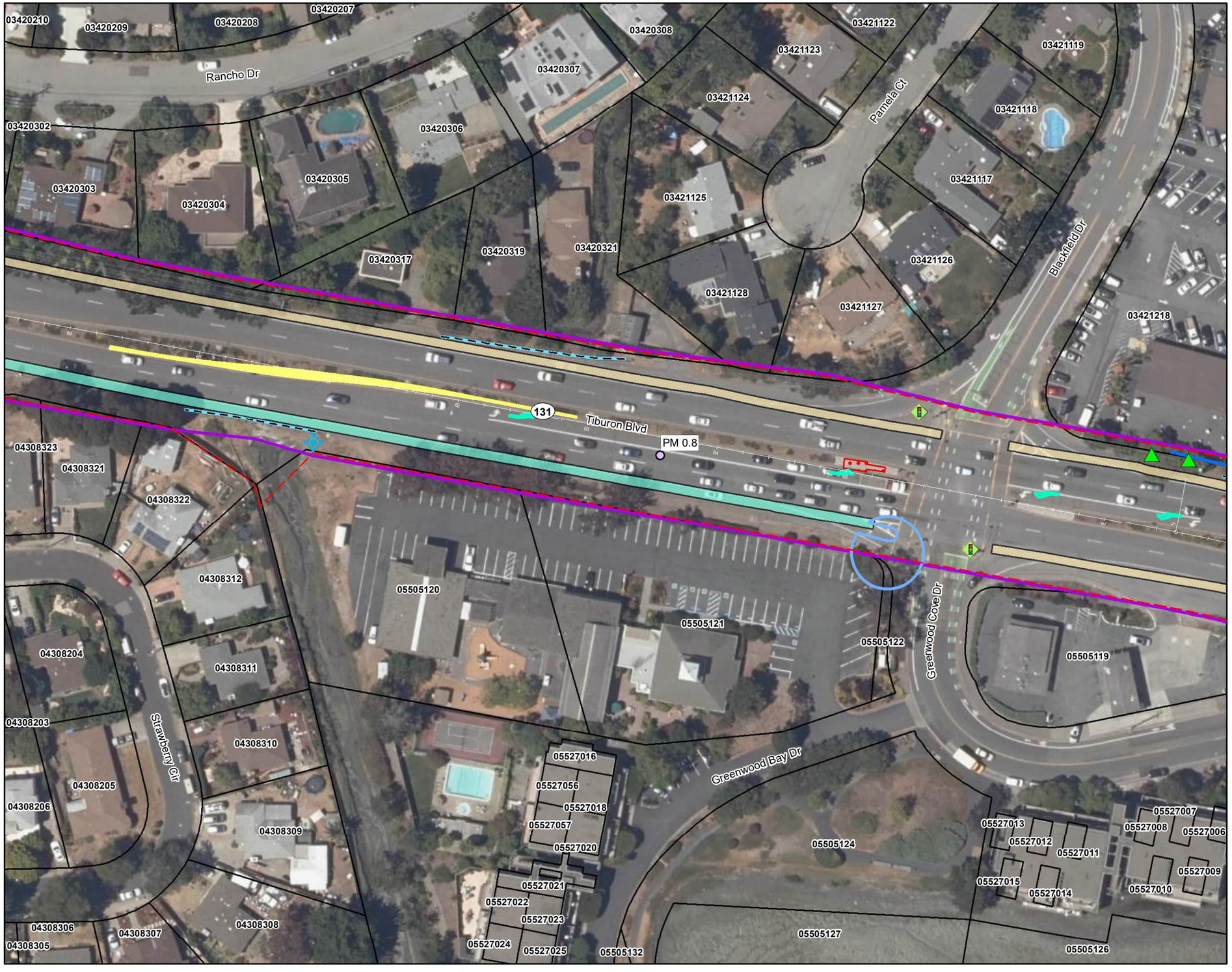
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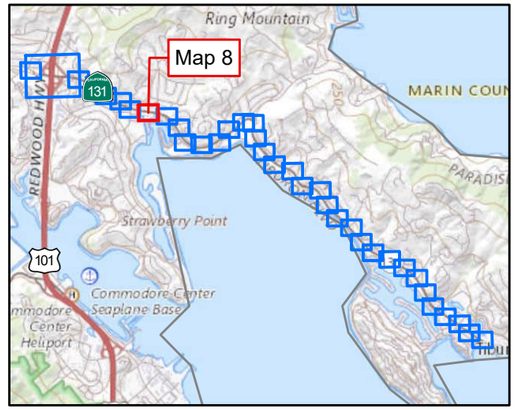
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Caltrans

FIGURE 2-1
Map 07 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Relocate Street Light
- Relocate Traffic Signal

Not in CAD

- Remove Tree

From CAD

- Remove and Replace Culvert
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Restripe Travel Lane
- Construct Bikeway Class I
- Construct Bikeway Class IV
- Improve Drainage (Not in CAD Layout)
- Widen Roadway (Not in CAD)
- Install Crash Cushion

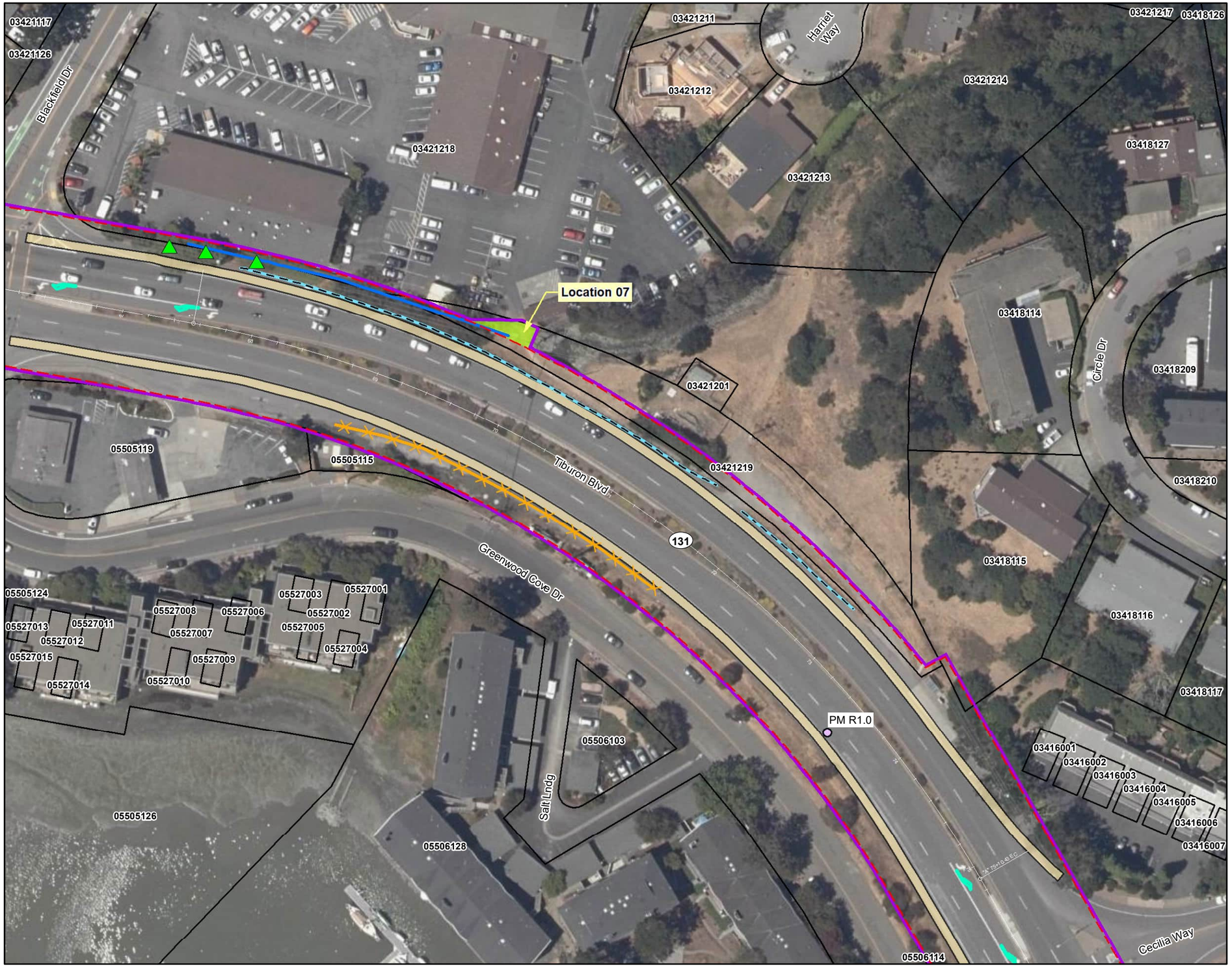
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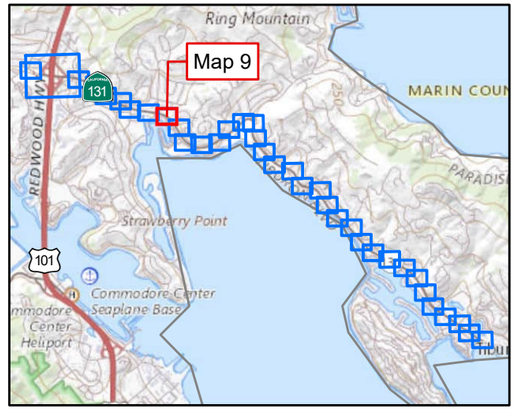
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FIGURE 2-1
Map 08 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

Not in CAD

- Remove Tree

From CAD

- Remove Dike
- Remove and Replace Culvert
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Restripe Travel Lane
- Construct Bikeway Class IV
- Right of Way Acquisition
- Temporary Construction Easement

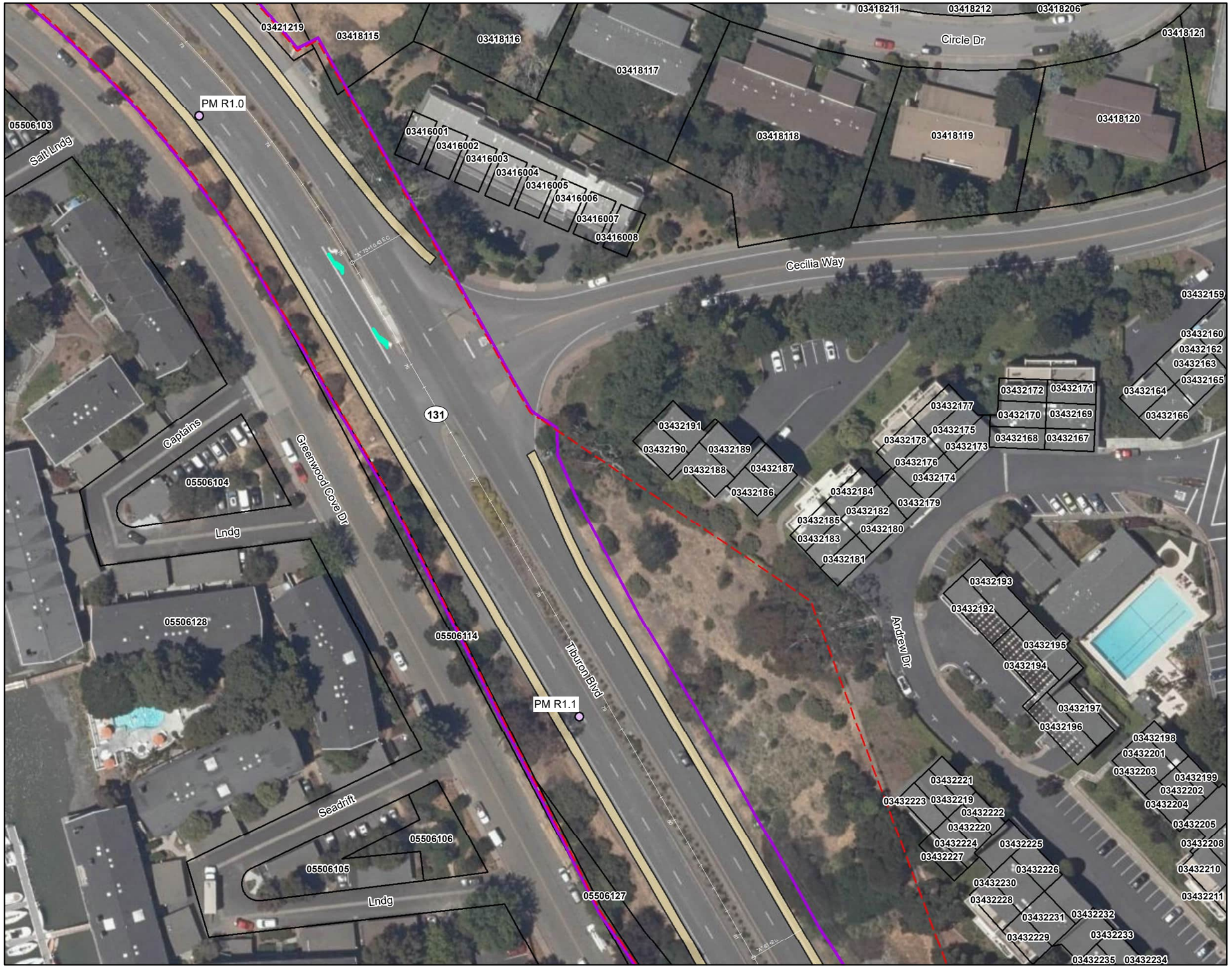
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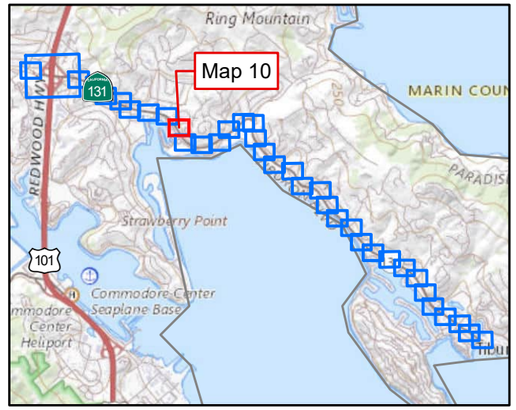
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FIGURE 2-1
Map 09 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Restripe Travel Lane
- Construct Bikeway Class IV

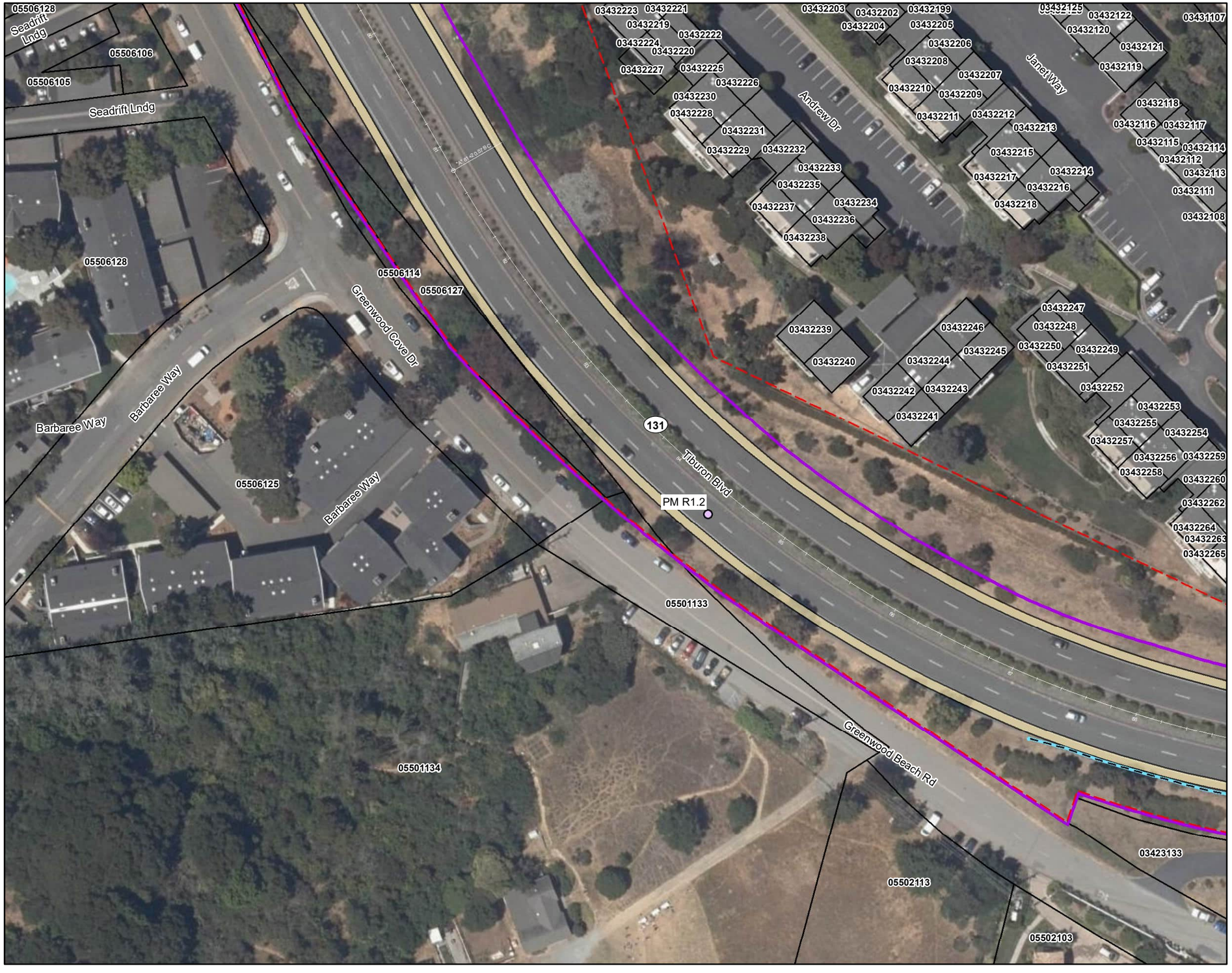
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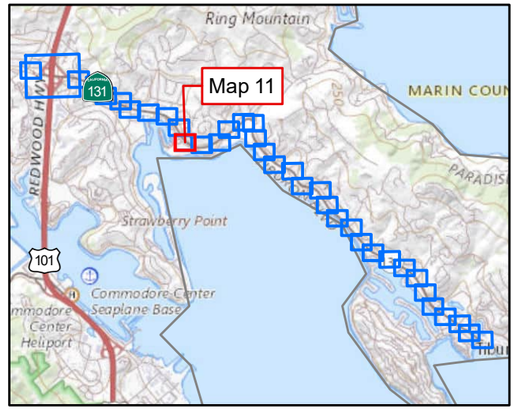
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FIGURE 2-1
Map 10 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Construct Bikeway Class IV

0 75 150
Feet

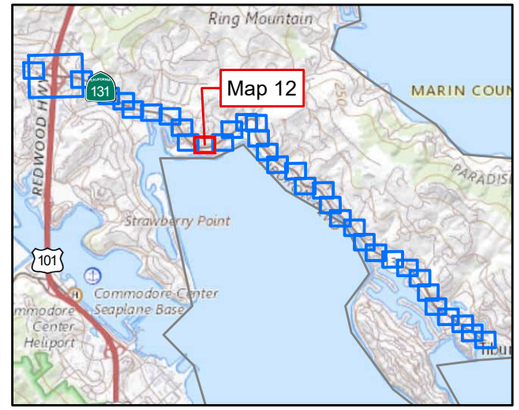
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Caltrans

FIGURE 2-1
Map 11 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Construct Bikeway Class IV

0 75 150
Feet

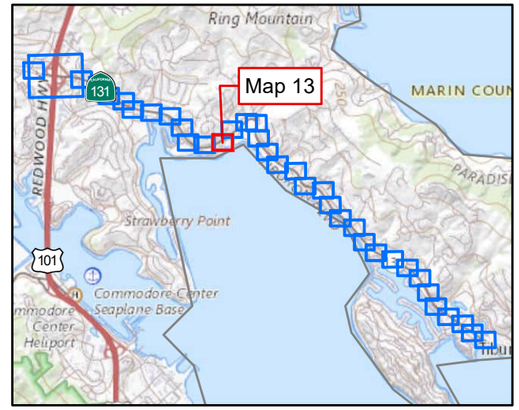
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Caltrans

FIGURE 2-1
Map 12 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Upgrade Lane Drop Signage

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Construct Bikeway Class II
- Construct Bikeway Class IV

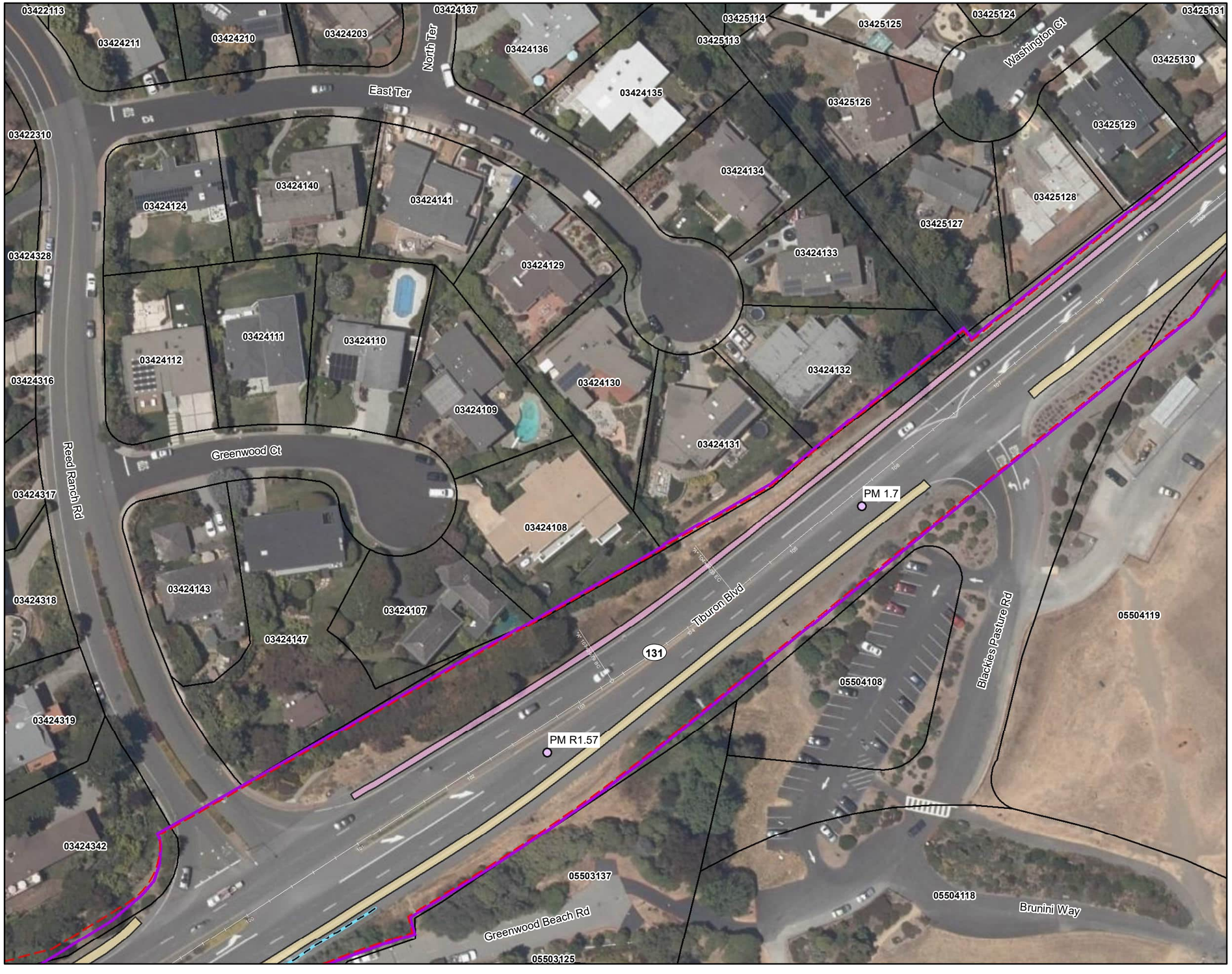
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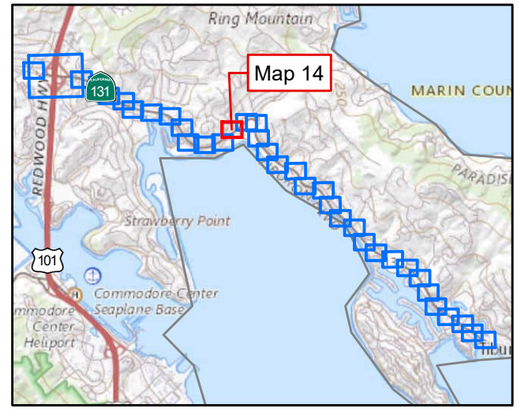
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FIGURE 2-1
Map 13 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Construct Bikeway Class II
- Construct Bikeway Class IV

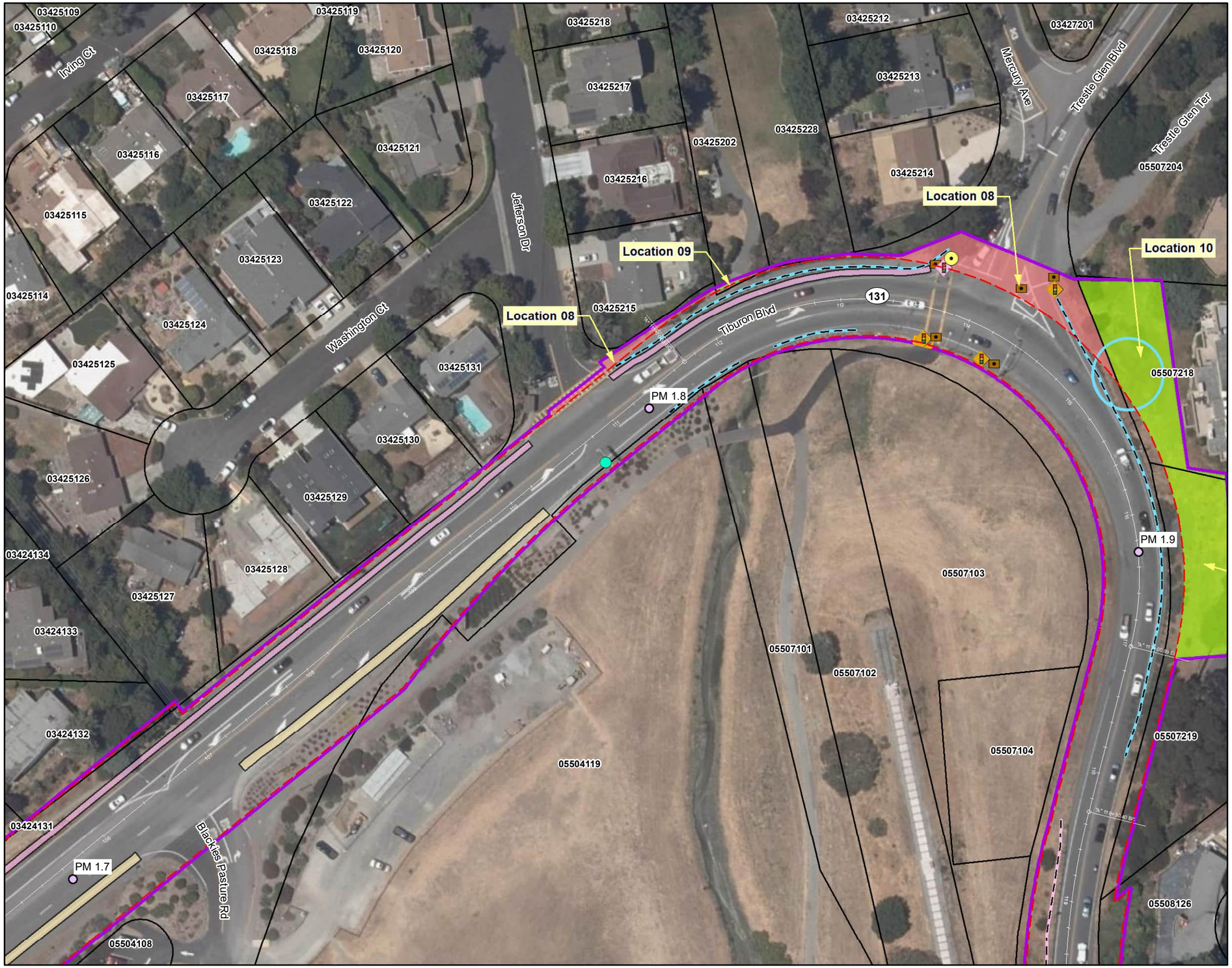
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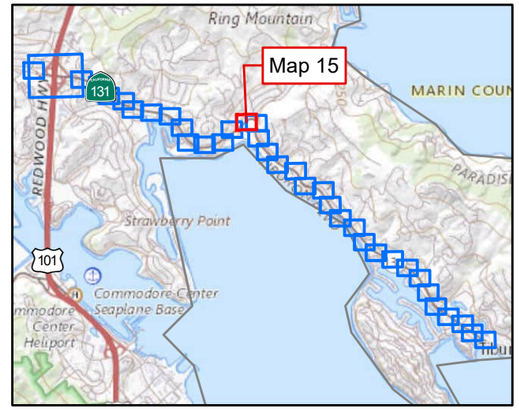
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FIGURE 2-1
Map 14 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Push Button
- Install Traffic Signal
- Install Traffic Signal and Lighting
- Construct Curb and Install Pedestrian Hybrid Beacon

Not in CAD

- Replace MGS

From CAD

- Improve Drainage
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp
- Construct Bikeway Class II
- Construct Bikeway Class IV
- Right of Way Acquisition Temporary Construction Easement
- Right of Way Acquisition Permit to Enter & Construct

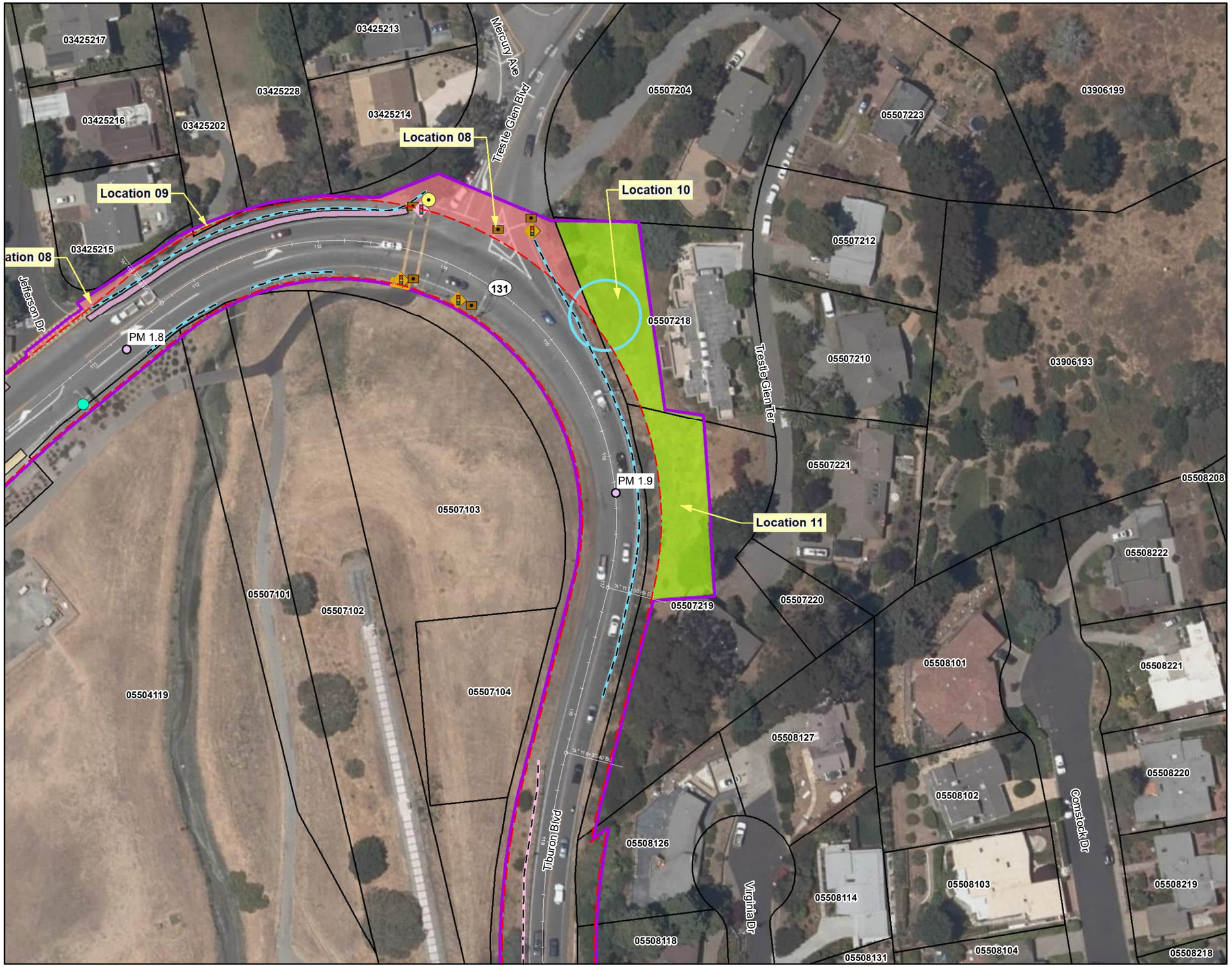
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Feet

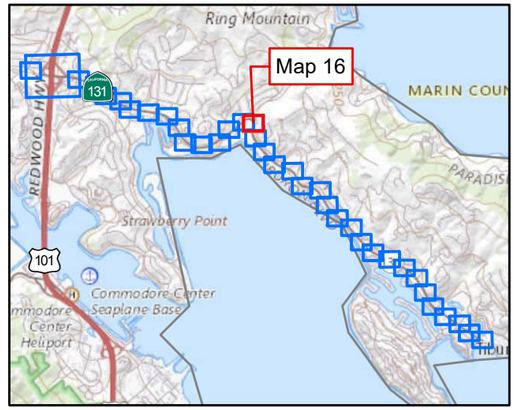
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Caltrans

FIGURE 2-1
Map 15 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Push Button
- Install Traffic Signal
- Install Traffic Signal and Lighting
- Construct Curb and Install Pedestrian Hybrid Beacon

Not in CAD

- Replace MGS

From CAD

- Improve Drainage
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp
- Construct Bikeway Class II
- Construct Bikeway Class IV
- Right of Way Acquisition Temporary Construction Easement
- Right of Way Acquisition Permit to Enter & Construct

0 75 150
Feet

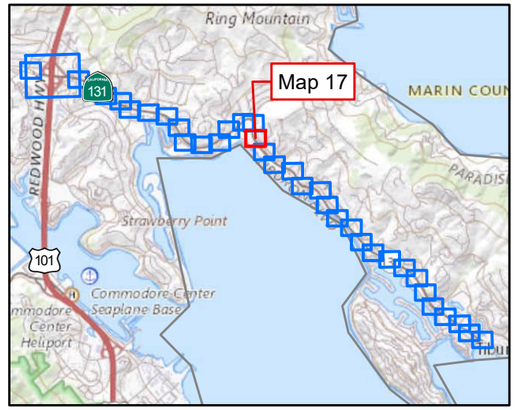
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Caltrans

FIGURE 2-1
Map 16 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Push Button
- Install Crosswalk Signage
- Install Flashing Beacon and Signal

Not in CAD

- Temporary K-Rail
- Install Cable Railing
- Replace MGS

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp

0 75 150
Feet

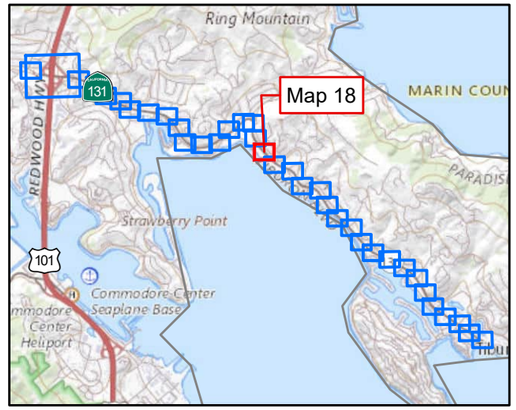
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Caltrans

FIGURE 2-1
Map 17 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Push Button
- Install Flashing Beacon and Signal

Not in CAD

- Replace MGS

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp

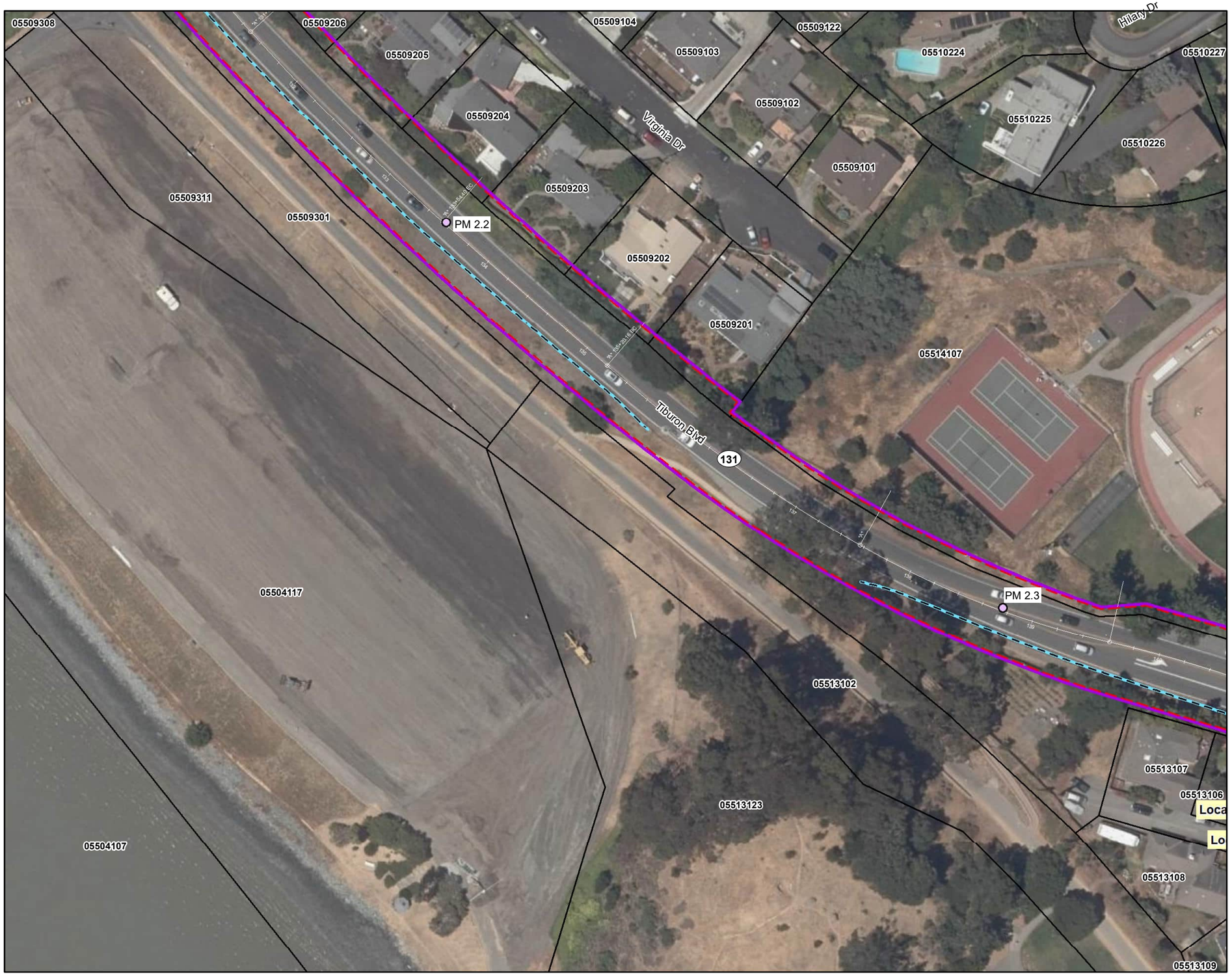
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Feet

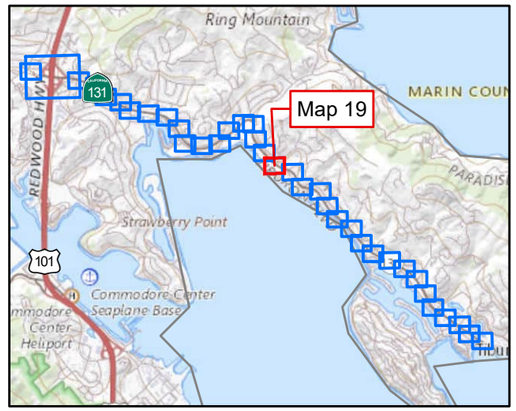
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Caltrans

FIGURE 2-1
Map 18 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

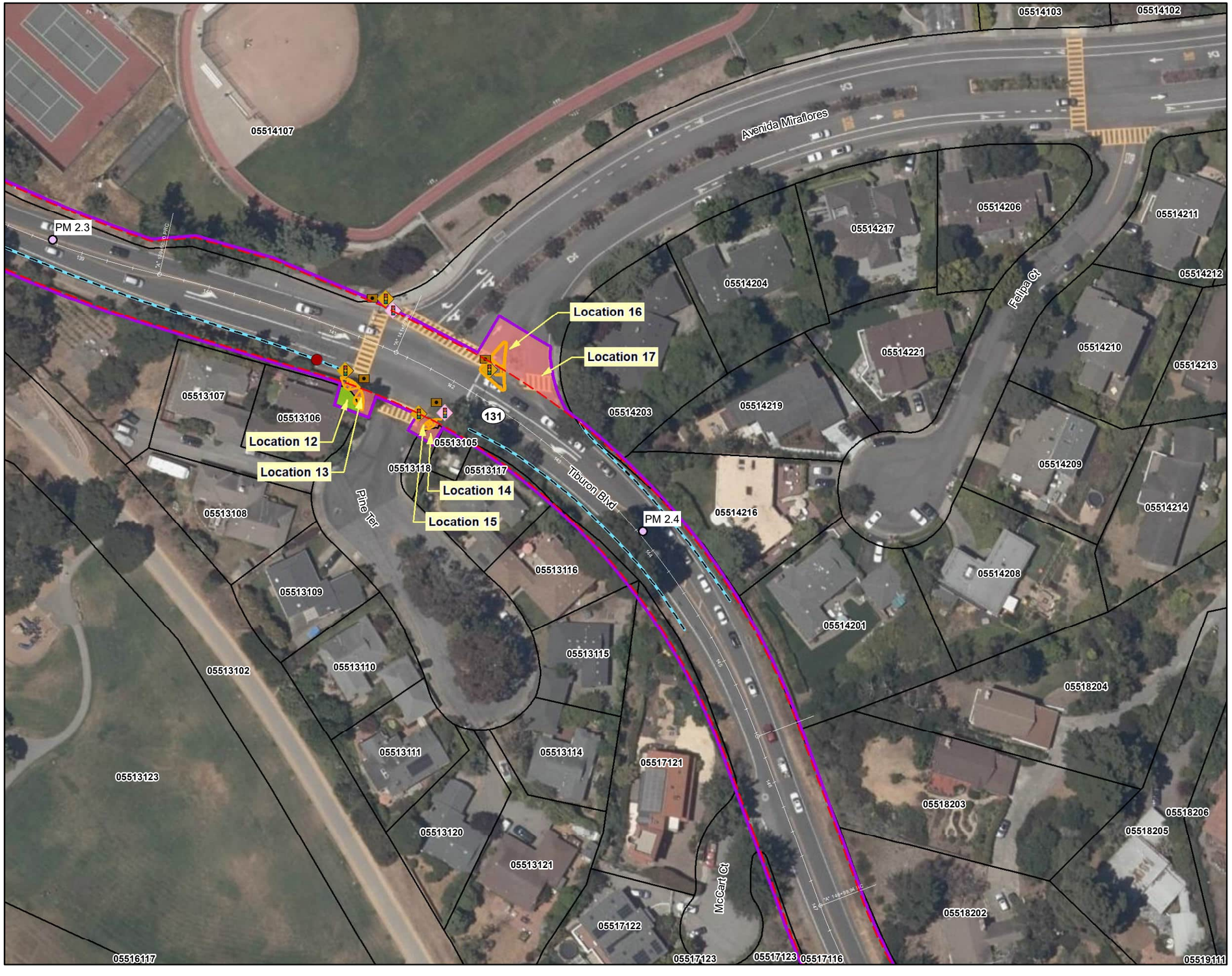
- Replace Metal Beam Guardrail with Midwest Guardrail System

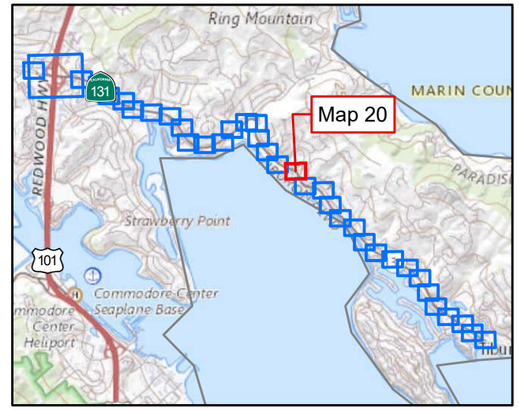
0 75 150 Feet

N

FIGURE 2-1
Map 19 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Traffic Signal
- Install Traffic Signal and Lighting
- Install Max-Tension Guardrail

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp
- Right of Way Acquisition Temporary Construction Easement
- Right of Way Acquisition Permit to Enter & Construct

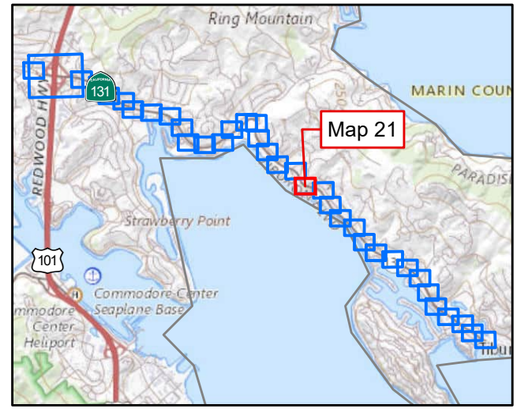
0 75 150
Feet

N

FIGURE 2-1
Map 20 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System

0 75 150
Feet

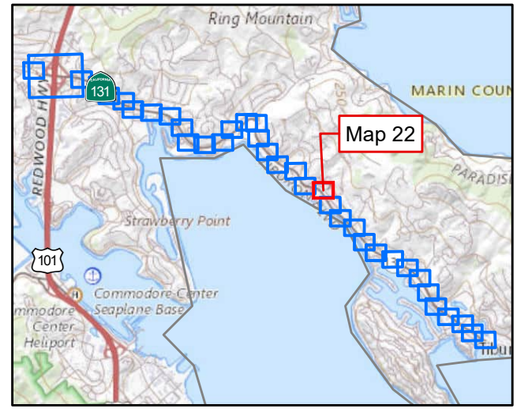
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Caltrans

FIGURE 2-1
Map 21 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System

0 75 150
Feet

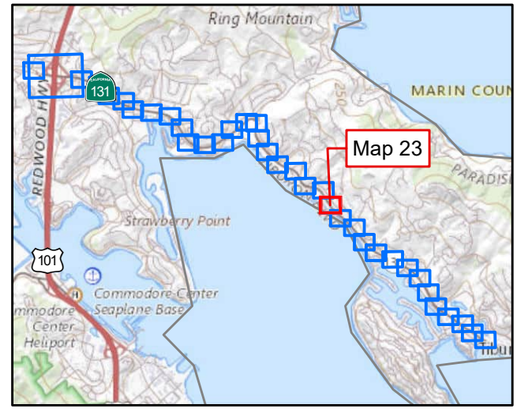
N

Caltrans

FIGURE 2-1
Map 22 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Push Button
- Install Traffic Signal
- Install Traffic Signal and Lighting

From CAD

- Upgrade Curb Ramp
- Cunstruct Sidewalk

0 75 150
Feet

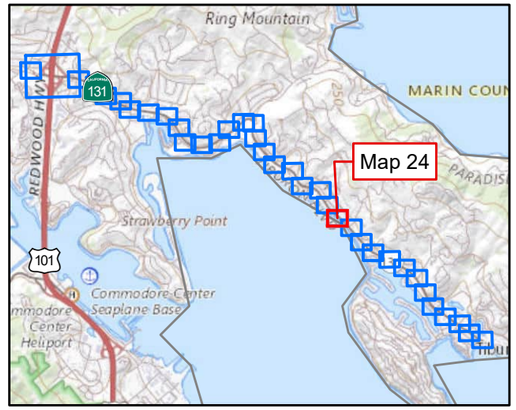
N

Caltrans

FIGURE 2-1
Map 23 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- DI — Install Drainage Inlet
- Relocate Crosswalk Signage

From CAD

- Install Culvert
- Right of Way Acquisition
- Permit to Enter & Construct

0 75 150 Feet

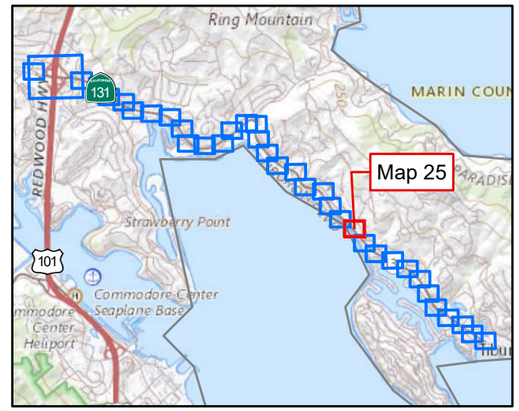
N

Caltrans

FIGURE 2-1
Map 24 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Relocate Crosswalk Sign
- Relocate Crosswalk Signage

From CAD

- Right of Way Acquisition
  Permit to Enter & Construct

0 75 150
Feet

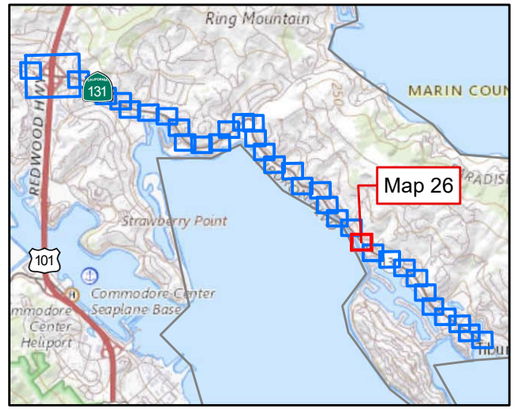
N

Caltrans

FIGURE 2-1
Map 25 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit

From CAD

- Lengthen Metal Bean Guardrail
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp
- Right of Way Acquisition
  Permit to Enter & Construct

0 75 150
Feet

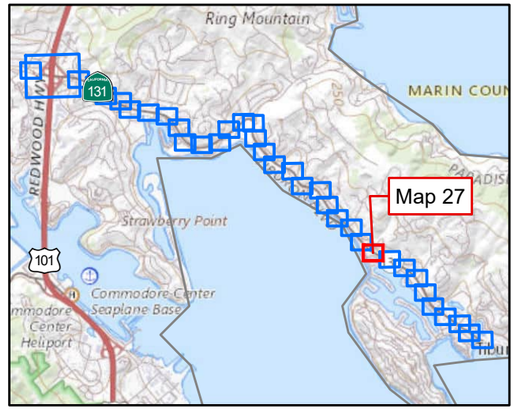
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Caltrans

FIGURE 2-1
Map 26 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit

From CAD

- Lengthen Metal Bean Guardrail
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp
- Right of Way Acquisition
  Permit to Enter & Construct

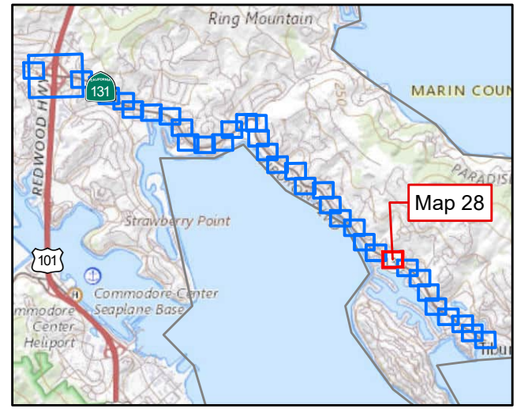
0 75 150
Feet

N

FIGURE 2-1
Map 27 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Flashing Beacon

From CAD

- Upgrade Curb Ramp

0 75 150
Feet

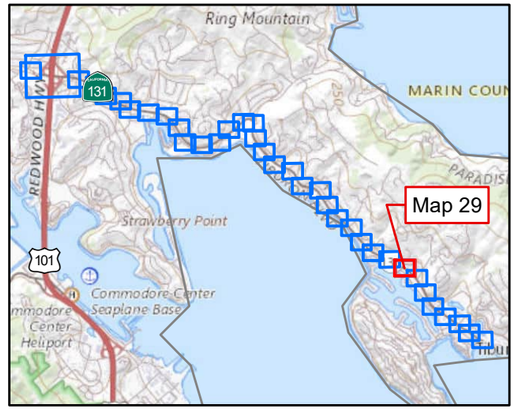
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Caltrans

FIGURE 2-1
Map 28 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Flashing Beacon
- Restripe Yield Lane

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp

0 75 150
Feet

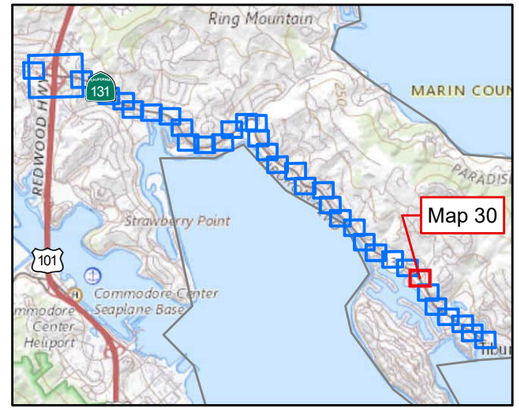
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Caltrans

FIGURE 2-1
Map 29 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Push Button
- Install Traffic Signal
- Install Traffic Signal and Lighting

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp
- Staging Area

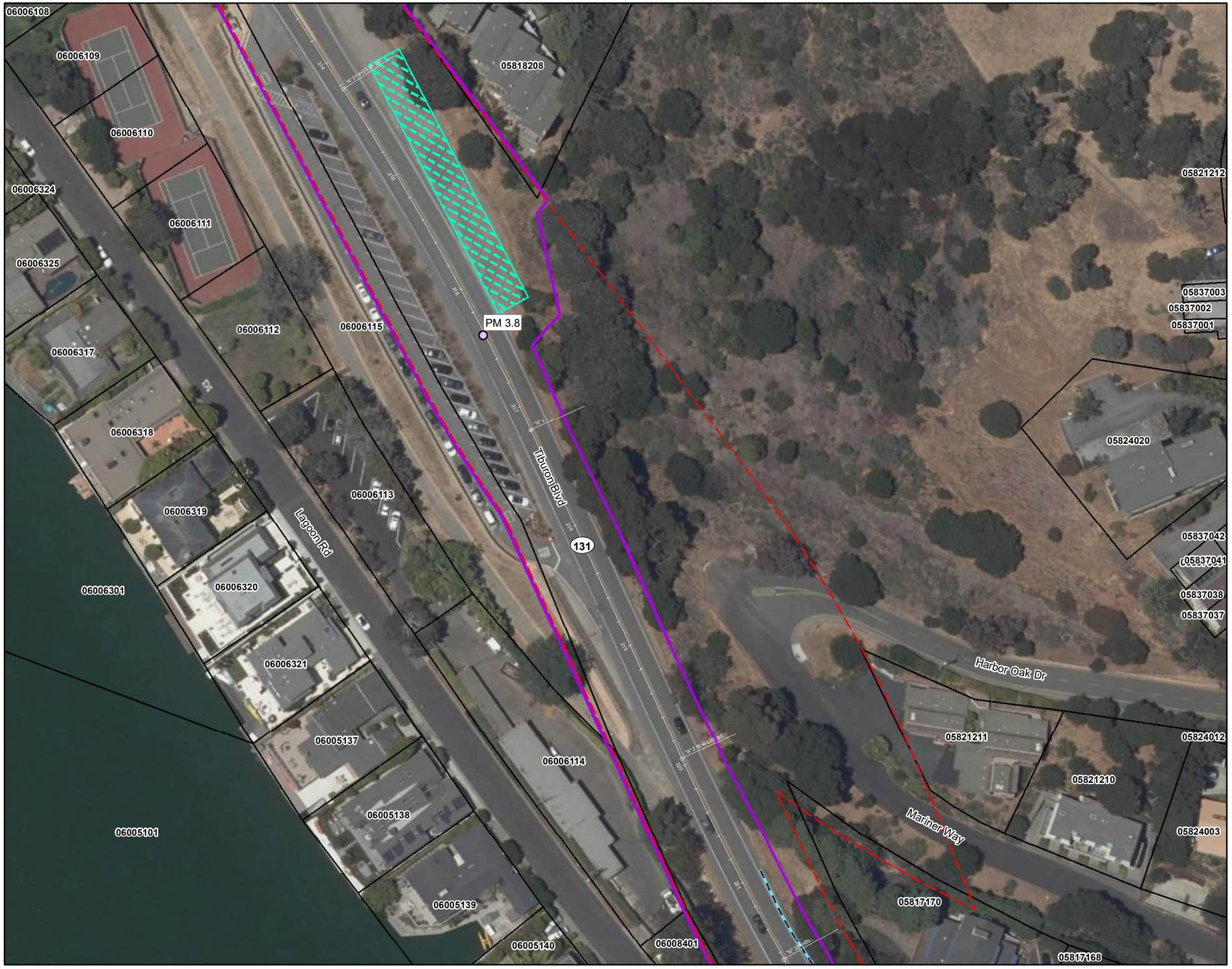
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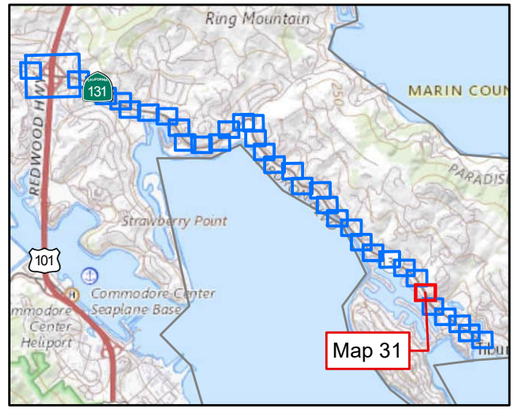
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Caltrans

FIGURE 2-1
Map 30 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Staging Area

0 75 150 Feet

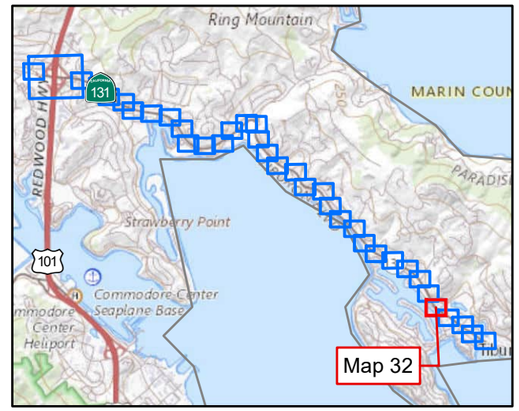
N

Caltrans

FIGURE 2-1
Map 31 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Restripe Travel Lane
- Right of Way Acquisition
  Permit to Enter & Construct

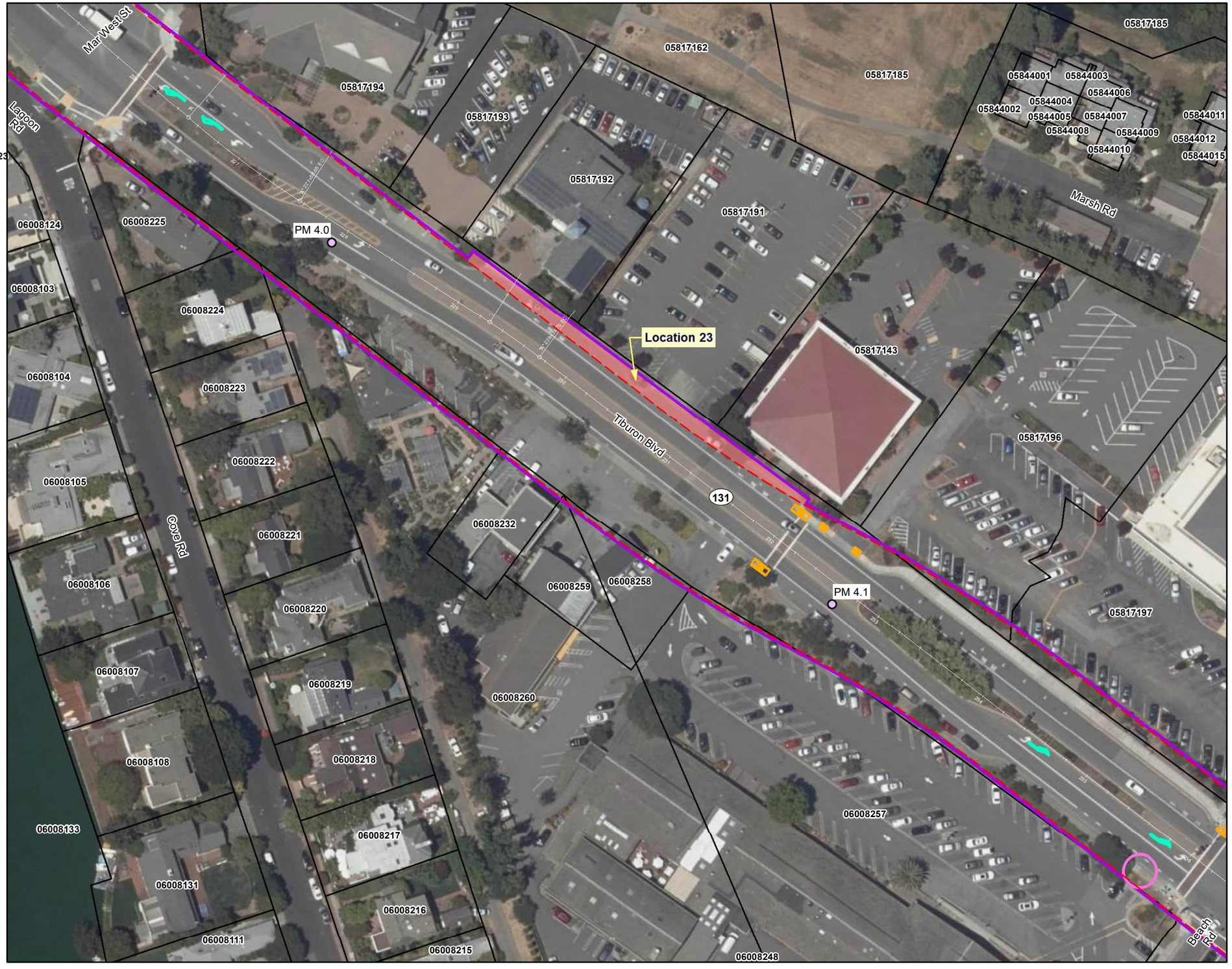
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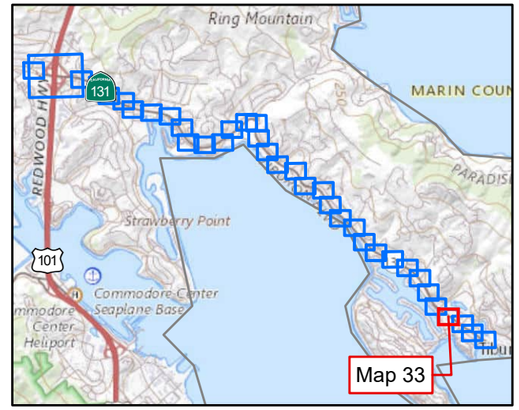
N

Caltrans

FIGURE 2-1
Map 32 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Replace Damaged Curb
- Restripe Travel Lane
- Upgrade Curb Ramp
- Right of Way Acquisition
  Permit to Enter & Construct

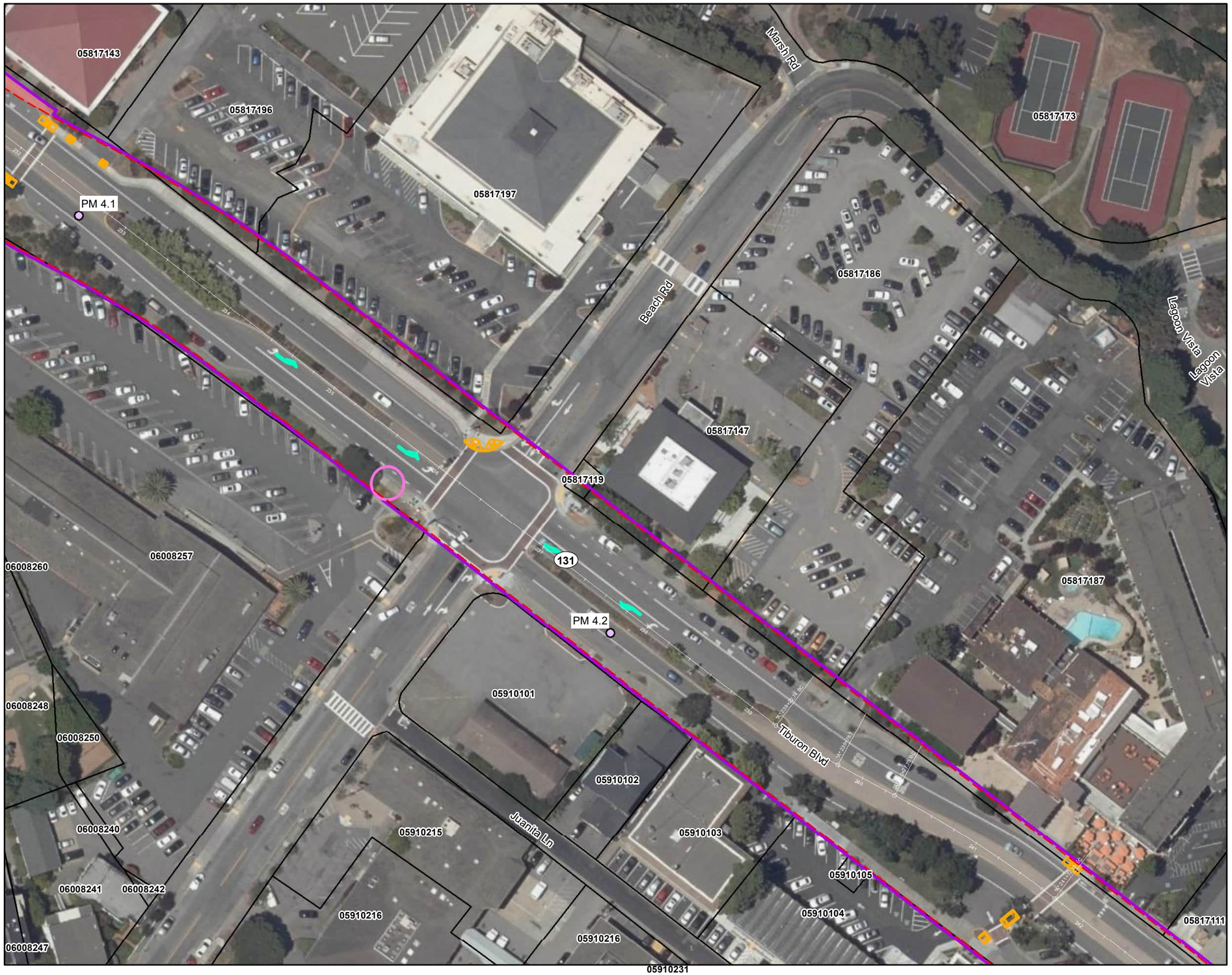
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Feet

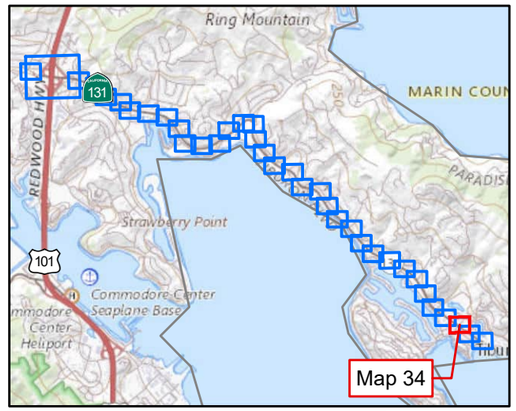
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Caltrans

FIGURE 2-1
Map 33 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Replace Damaged Curb
- Restripe Travel Lane
- Upgrade Curb Ramp
- Right of Way Acquisition
  Permit to Enter & Construct

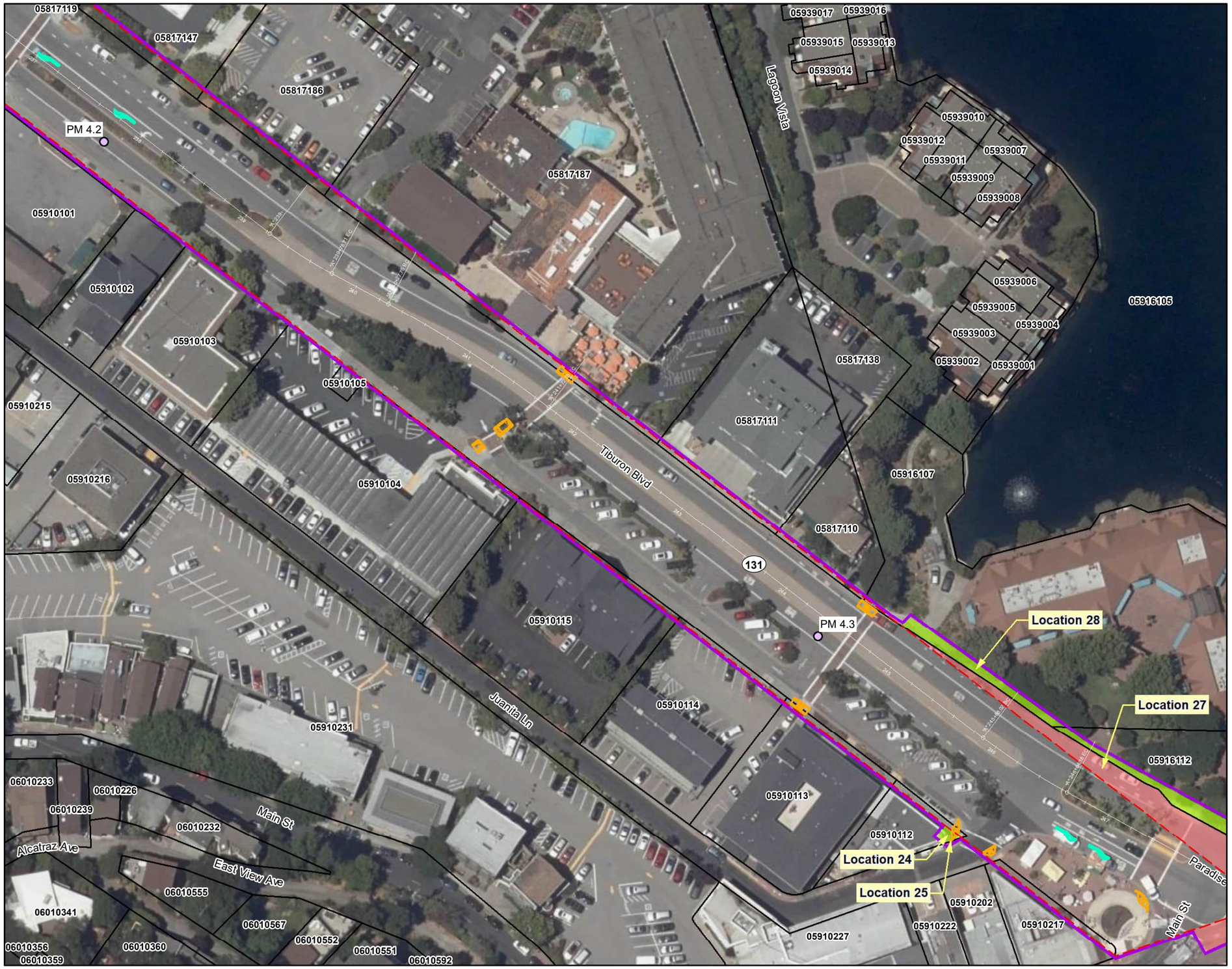
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Feet

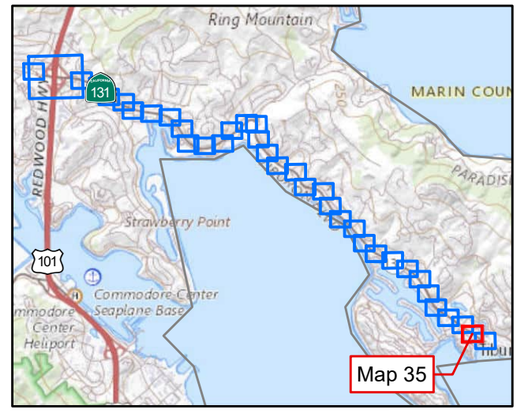
N

Caltrans

FIGURE 2-1
Map 34 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Restripe Travel Lane
- Upgrade Curb Ramp
- Right of Way Acquisition Temporary Construction Easement
- Right of Way Acquisition Permit to Enter & Construct

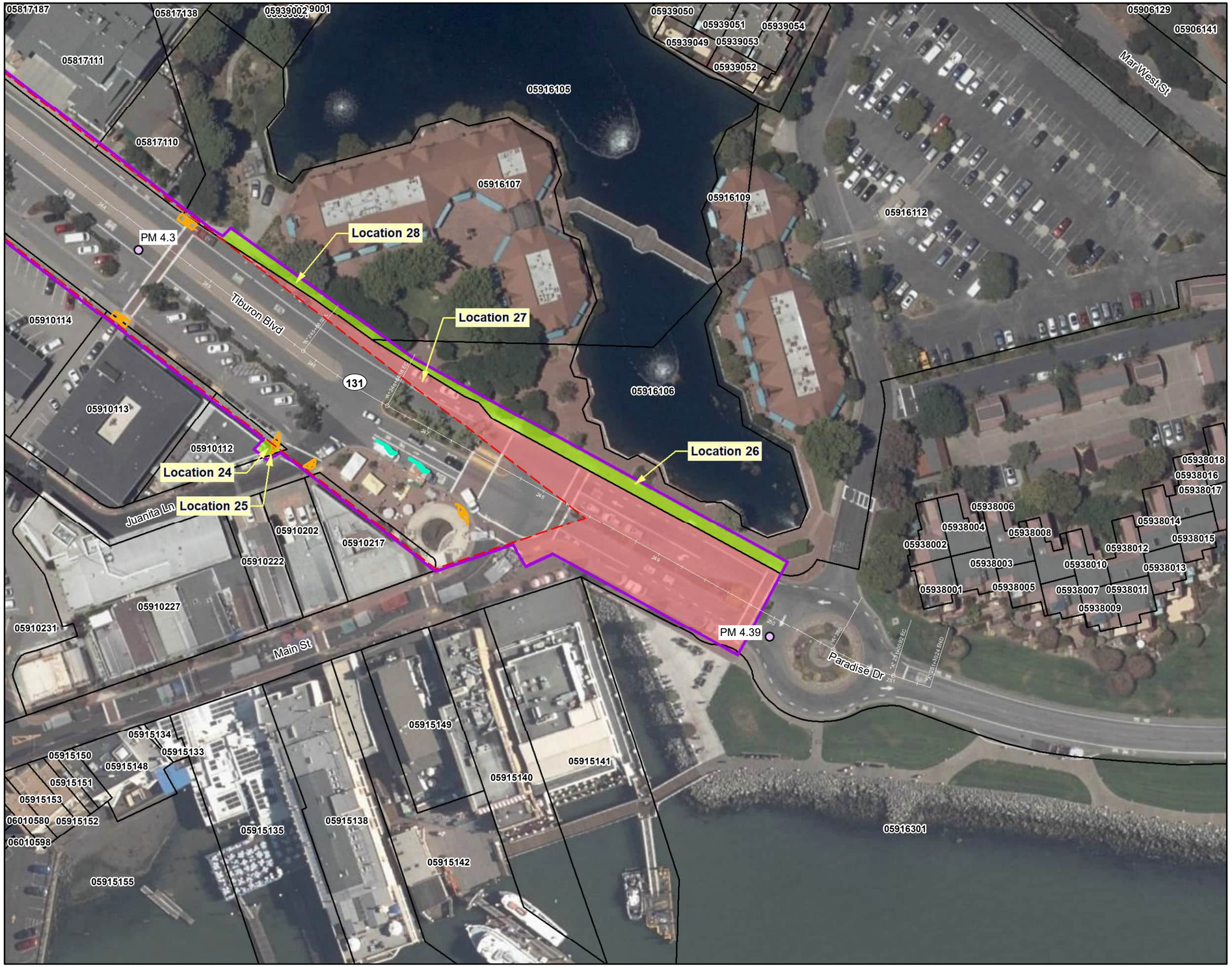
0 75 150
Feet

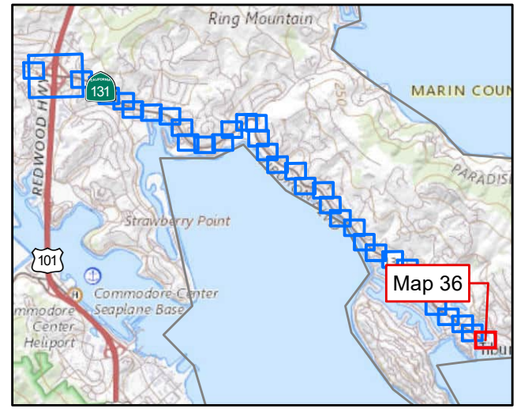
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Caltrans

FIGURE 2-1
Map 35 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Restripe Travel Lane
- Upgrade Curb Ramp
- Right of Way Acquisition Temporary Construction Easement
- Right of Way Acquisition Permit to Enter & Construct

0 75 150
Feet

N

Caltrans

FIGURE 2-1
Map 36 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD

Appendix B Title VI Policy Statement

California Department of Transportation

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS–49 | SACRAMENTO, CA 94273–0001
(916) 654-6130 | FAX (916) 653-5776 TTY 711
www.dot.ca.gov

September 2022

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures "*No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.*"

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.

TONY TAVARES
Director

Appendix C Summary of Project Features and Avoidance and Minimization Meaures

This appendix summarizes Project features (PFs) and avoidance and minimization measures (AMMs) to reduce potential environmental impacts resulting from implementation of California Department of Transportation's (Caltrans') State Route 131 (SR 131) Capital Preventive Maintenance Project (Project).

Project Features

- **PF-AES-1, Minimize Vegetation Impacts.** Impacts on vegetation would be minimized to the greatest extent possible during construction. Vegetation to remain would be protected from construction activities through the installation of temporary fencing when it is close to construction work.

- **PF-AES-2, Temporary Fencing.** Temporary fencing would be used to protect the roots and canopies of nearby trees.

- **PF-AES-3, Staging Areas Positioning.** Construction materials and equipment would be stored in a staging area beyond direct view of the motoring public and residential properties to the extent feasible.

- **PF-AES-4, Architectural Treatment.** The need for the architectural treatment of Project elements such as a retaining wall should be investigated by the Caltrans Office of Landscape Architecture during the plans, specifications, and estimates phase of design and incorporated as appropriate. This may include coloring or other treatments to new concrete paving or retaining walls, anti-graffiti coatings, and other elements.

- **PF-AES-5, Tree Trimming**. Where the pruning of trees is required to accommodate construction operations, pruning would be performed under the supervision of a certified arborist.

- **PF-AQ-1, Control Measures for Construction Emissions of Fugitive Dust.** Dust control measures would be implemented to minimize airborne dust and soil particles generated from graded areas. For disturbed soil areas, the use of an organic tackifier to control dust emissions would be included in the construction

contract. Watering guidelines would be established by the contractor and approved by the Caltrans Resident Engineer. Any material stockpiled during construction would be watered, sprayed with tackifier, or covered to minimize dust production and wind erosion.

- **PF-AQ-2, Construction Vehicles and Equipment.** Construction vehicles and equipment would be maintained and tuned in accordance with manufacturer's specifications. In addition, solar-powered traffic control lights would be used if feasible.

- **PF-AQ-3, Minimize Idling.** Idling times would be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes.

- **PF-AQ-4, Recycle Waste and Materials.** If practicable, non-hazardous waste and excess material would be recycled. If recycling is not practicable, dispose of material according to applicable regulations.

- **PF-BIO-1, Environmentally Sensitive Areas.** Before starting construction, ESAs (defined as areas containing sensitive habitats adjacent to or within construction work areas for which physical disturbance is not allowed) would be clearly delineated as needed using high-visibility orange fencing. The ESA fencing would remain in place at each location until work at that location is complete and would prevent construction equipment or personnel from entering sensitive habitat areas. The ESA fencing would also serve to delineate the Project footprint in which all construction activity would occur. The final Project plans would depict the locations where ESA fencing would be installed and how it would be assembled and constructed. The ESA fencing would be removed following completion of construction activities.

- **PF-BIO-2, Construction Site Management Practices.** The following site restrictions would be implemented to avoid or minimize potential effects on listed species and their habitats:

    a. Project-related vehicle traffic would be restricted to established roads and construction areas. The speed limit of 15 miles per hour within the Project footprint and on unpaved and paved areas would be enforced to reduce dust and excessive soil disturbance.

b. Project personnel would be required to comply with current guidance governing vehicle use, speed limits, fire prevention, and other hazards.

c. Construction access, staging, storage, and parking areas would use existing maintenance vehicle pullouts, existing paved areas, gravel shoulder backing, and disturbed areas within the Project limits. Staging and storage areas would be located at least 50 feet from wetlands, the ordinary high-water mark of jurisdictional waters, a concentrated flow of stormwater, a drainage course, or an inlet, unless additional containment efforts are used. Access routes and boundaries of the footprint would be clearly marked prior to initiating construction activities and would be limited to the extent necessary to construct the Project. Only approved areas clearly delineated in the plans may be used for staging and storage.

d. Any borrow material must be certified non-toxic and free of weeds to the maximum extent possible.

e. All food-related trash items such as wrappers, cans, bottles, and food scraps would be disposed of in closed containers and removed at least once daily from the Project footprint.

f. All pets would be prohibited from entering the Project area during construction to prevent harassment of, injury to, or mortality of sensitive species.

g. Firearms would be prohibited within the Project site, except for those carried by authorized security personnel or local, state, or federal law enforcement officials.

- **PF-BIO-3, Vegetation Removal.** Vegetation would be cleared only where necessary and would be cut above soil level, except in areas that would be permanently affected or excavated. This would allow plants that reproduce vegetatively to resprout after construction. Vegetation removed by construction operations within the Project limits would be replaced according to Caltrans policy. Appropriate native species would be used to the maximum extent possible. Shrubs and groundcover would be selected for drought tolerance and disease resistance. Mulch would be applied to planted areas to reduce weed growth, conserve moisture, and minimize maintenance operations.

- **PF-BIO-4, Replant, Reseed, and Restore Disturbed Areas.** Temporarily disturbed areas would be restored to the maximum extent practicable. Exposed slopes and bare ground would be reseeded with native vegetation or other methods to stabilize and prevent erosion. Where disturbance includes the removal of trees and woody shrubs, native species would be replanted, based on the local species composition.

- **PF-BIO-5, Night Lighting.** Nighttime work would be avoided to the maximum extent practicable. For unavoidable nighttime work, all lighting would be shielded and directed downward toward the active construction area to avoid exposing nocturnal wildlife to excessive glare.

- **PF-BIO-6, Invasive Weed Control.** To reduce the spread of invasive, non-native plant species and minimize the potential decrease of palatable vegetation for wildlife species, Caltrans would comply with Executive Order 13112. This order is provided to prevent the introduction of invasive species and provide for their control to minimize the economic, ecological, and human health effects. If noxious weeds are disturbed or removed during construction-related activities, the contractor would be required to contain the plant material associated with these noxious weeds and dispose of them in a manner that would not promote the spread of the species. The contractor would be responsible for obtaining all permits, licenses, and environmental clearances for the proper disposal of materials. Areas subject to noxious weed removal or disturbance would be replanted with fast-growing native grasses or a native erosion control seed mixture. Where seeding is not practical, the target areas within the Project footprint would be covered to the extent practicable with heavy black plastic solarization material until the end of the Project.

- **PF-CUL-1, Unanticipated Archaeological Discovery.** If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer.

- **PF-CUL-2, Unanticipated Human Remains Discovery.** If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities would cease in any area or nearby area suspected to overlie the remains and the county coroner would be contacted. Pursuant to Public

Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission, which would then notify the Most Likely Descendant. At that time, the person who discovered the remains would contact the Environmental Senior and Professionally Qualified Staff, who would work with the Most Likely Descendant to ensure respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 would be followed, as applicable.

- **PF-HAZ-1, Preliminary Site Investigations.** A preliminary site investigation for aerially deposited lead, agricultural chemicals, and potential hazardous materials concerns related to soil and groundwater would be conducted during the Project design phase to investigate soil within Project limits proposed to be excavated, encountered, or disturbed and managed. The findings of the preliminary site investigation would be used to evaluate soil and groundwater handling practices, construction worker health and safety concerns, and soil and groundwater reuse and disposal options. If hazardous materials are identified during the preliminary site investigation, additional investigation could be required. The results of the site investigation would determine the special provisions to be used in the final design package. The site investigation report would be included as part of the information handout made available as a part of the final design package.

- **PF-NOI-1, Public Outreach.** Public outreach would be required before Project construction and throughout Project construction to update residents, businesses, and others with upcoming Project activities and timeframe. Public outreach could entail sending notices to nearby residents, notifying the City, and posting a notice on the Project website.

- **PF-NOI-2, Construction Noise Levels.** The following measures would be implemented to reduce noise levels during construction where feasible:

    - Any operation exceeding 86 decibels (A-weighted) would not be allowed at nighttime from 9:00 p.m. to 6:00 a.m.

    - Schedule noisy operations within the same timeframe where feasible. The total noise level would not be significantly greater than the level produced if operations are performed separately.

    - If feasible, use solar or electricity as a power source instead of diesel generators.

- Avoid unnecessary idling of internal combustion engines.
- Locate all stationary noise-generating construction equipment as far as practicable from noise-sensitive receptors or provide baffled housing or sound aprons for equipment when sensitive receptors adjoin or are near a Project construction area.
- Equip all internal combustion engine-driven equipment with manufacturer-recommended intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Use "quiet" air compressors and other "quiet" equipment where such technology exists.
- No construction equipment would be delivered and dropped off before 6:00 a.m.
- Maintain all internal combustion engines properly to minimize noise generation.

- **PF-WQ-1, Construction and Implementation of Best Management Practices.** Erosion control best management practices (BMPs) would be included in the final Project plans, and Standard Special Provisions would be included in the final construction package to comply with the conditions of the Caltrans National Pollutant Discharge Elimination System permit. The Caltrans BMP Guidance Handbook (Caltrans 2017)[1] would provide guidance for provisions to be included in the construction contract for measures to protect environmentally sensitive areas and avoid or minimize stormwater and non-stormwater discharges. Construction BMPs for stormwater may include, but are not limited to, the following:
  - Construction tracking control practices
  - Job site management
  - Sediment control (fiber rolls and silt fencing)

[1] California Department of Transportation (Caltrans). 2017. *Construction Site Best Management Practices (BMP) Manual.* Accessed June 06, 2023. https://dot.ca.gov/-/media/dot-media/programs/construction/documents/environmental-compliance/csbmp-may-2017-final.pdf.

  - Waste management and materials pollution control
  - Materials stockpile management
  - Dust and wind erosion controls
  - Non-stormwater management
  - Water quality monitoring
  - Maintaining and tuning construction vehicles and equipment approximately 50 feet away from known water features
  - Locating designated fueling areas approximately 50 feet from downslope drainage facilities

- **PF-WQ-2, Water Pollution Control Program.** A Water Pollution Control Program would be prepared by the contractor and approved by Caltrans, pursuant to the 2023 Caltrans Standard Specifications Section 13, Water Pollution Control, and the Caltrans Water Pollution Control Program Preparation Manual (Caltrans 2021b).[2] The Water Pollution Control Program would be implemented prior to the beginning of construction.

- **PF-WQ-3, Temporary Stream Diversions.** Temporary stream diversions would be used when necessary for culvert replacements. If needed, stream diversions would be determined during the design phase of the Project.

- **PF-WQ-4, Permanent BMPs.** To minimize and avoid potential post-construction impacts on water quality, the Project would consider design pollution prevention BMPs. Design pollution prevention BMPs would be used to minimize runoff, maximize infiltration, maximize vegetation (depending on the location), and reduce erosion.

- **PF-TRF-1, Traffic Management Plan.** A Traffic Management Plan would be prepared prior to the beginning of construction to minimize impacts on the public while traveling on SR 131 and ensure their safety. Lane closures and traffic control would maintain traffic operations throughout the Project footprint.

[2] California Department of Transportation (Caltrans). 2021b. *Location Hydraulic Study/Floodplain Analysis.* October.

Temporary traffic barriers or traffic cones would be used to separate the open lanes from the closed lanes.

Avoidance and Minimization Measures

- **AMM-AES-1, Staging Areas Impact Reduction.** Staging areas would not be located where they require the removal of vegetation or result in ground compaction affecting tree roots.

- **AMM-AES-2, Project Coordination.** Design and construction related to an ongoing or planned project, such as the local Hawthorne Undergrounding Utility Project and Caltrans Bike Plan project, should be coordinated with the Town of Tiburon, and the designers and contractors involved. Additional avoidance and minimization measures, as appropriate, should be identified and implemented.

- A**MM-AES-3, Erosion Control.** Application of erosion control seeding and similar measures would be made to areas of disturbance that are beyond paved areas.

- **AMM-AES-4, Night Lighting and Glare.** Directional lighting and shielding would be maintained for all traffic, roadway, or construction lights installed or used for the Project.

- **AMM-BIO-1, Worker Environmental Awareness Training.** Prior to the start of construction, a biologist would provide a training session for all work personnel to identify any sensitive species that may be in the area, their basic habits, how they may be encountered in their work area, and procedures to follow when they are encountered. Any personnel joining the work crew later would receive the same training before beginning work. Upon completion of the education program, employees would sign a form stating they attended the program and understand all protection measures. A pamphlet that contains images of sensitive species that may occur within the Project, notes key avoidance measures, and provides employee guidance would be given to each person who completes the training program.

- **AMM-BIO-2, Pre-construction Nesting Bird Surveys.** If Project activities occur between February 1 and September 30, then a pre-construction survey would be conducted for nesting birds no more than 3 days before construction. If active nests are found, then an appropriate buffer would be established, and the

nest would be monitored for compliance with the Migratory Bird Treaty Act and CFGC Section 3503.

- **AMM-BIO-3, Active Nest Buffer.** If an active bird nest is found during construction activities, then the following ESA buffers would be established:

    - If an active raptor nest is observed, a 300-foot ESA buffer would be implemented to avoid affecting the young until they have fledged.

    - If an active nest of non-raptor migratory birds is observed, a 50-foot ESA buffer would be implemented to protect the young until they have fledged, or as otherwise determined by consultation with CDFW regarding appropriate action to comply with the Migratory Bird Treaty Act and CFGC Section 3503.

- **AMM-BIO-4, Work Period in Dry Weather Only.** Work would only be conducted during periods of dry weather. Forecast precipitation would be monitored. When 0.25 inch or more of precipitation is forecast to occur, work would stop before precipitation commences. No Project activities would be started if their associated erosion control measures cannot be completed prior to the onset of precipitation. After any storm event, all sites currently under construction and all sites scheduled to begin construction within the next 72 hours would be inspected for erosion and sediment problems, and corrective action would be taken as needed. In addition, 72-hour weather forecasts from National Weather Service would be consulted, and work would not start back up until runoff ceases and there is a less than 50% forecast for precipitation for the following 24-hour period.

- **AMM-BIO-5, Prevent Inadvertent Entrapment.** To prevent inadvertent entrapment of animals during construction, all excavated, steep-walled holes or trenches more than 1 foot deep would be covered at the close of each working day with plywood or similar materials or provided with one or more escape ramps constructed of earthen fill or wooden planks at an angle no greater than 30 degrees. Before such holes or trenches are filled, they would be thoroughly inspected for trapped animals. Pipes, culverts, or similar structures stored in the Project footprint overnight would be inspected before they are subsequently moved, capped, or buried.

- **AMM-CUL-1, Cultural Environmentally Sensitive Areas:** Before starting construction, ESAs (defined as areas containing previously recorded

archaeological sites located adjacent to or within construction work areas for which physical disturbance is not allowed) would be clearly delineated as needed using high-visibility orange fencing. The ESA fencing would remain in place at each location until work at that location is complete and would prevent construction equipment or personnel from entering these sensitive areas. The ESA fencing would also serve to delineate the Project footprint in which all construction activity would occur. The final Project plans would depict the locations where ESA fencing would be installed and how it would be assembled and constructed. The ESA fencing would be removed following completion of construction activities.

- **AMM-CUL-2, Archaeological Monitoring.** Caltrans is preparing an Archaeological Monitoring Plan to be implemented during construction. This would include establishing an archaeological monitoring area and having an archaeologist and tribal representative monitor job site activities within the archaeological monitoring area to reduce the Project's impacts to the resource within the Project limits. No work can be conducted within the archaeological monitoring area unless the archeological monitor is present. Reference Caltrans Standard Specification 14-2.03.

- **AMM-CUL-3, Post-review Discovery Plan:** If archaeological resources cannot be avoided, a Post-review Recovery Plan would be implemented by a qualified archaeologist for the significant archaeological site that is directly affected. Data recovery would only occur in the portion of the site being directly affected.

- **AMM-GEO-1, Unanticipated Paleontological Resources.** As outlined in Standard Specifications 14-7.03, Discovery of Unanticipated Paleontological Resources, if unanticipated paleontological resources are discovered at the job site in the native Pleistocene terrace deposits, the following measures would be implemented:

  1. Stop all work within a 60-foot radius of the discovery.
  2. Secure the area.
  3. Notify the Project engineer.

  The Caltrans Department of Geology Services would investigate the discovery and modify the dimensions of the secured area if needed. Paleontological resources would not be moved or taken from the job site until appropriate

coordination and consultation has been completed. Work within the radius of discovery would not resume until authorized by a qualified paleontologist.

- **AMM-NO1-1, Noise Control and Monitoring.** The Contract Specifications would include a Special Provision requiring Noise Monitoring and Control, which would include providing public outreach or a communication plan for residents, businesses, and others regarding upcoming construction-related activities and Project schedule.

- **AMM-UT-1, Utility Notifications.** Caltrans would notify all affected utility companies of the construction schedule for the Project so that relocations can be conducted by each utility company as necessary prior to the start of construction.

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Appendix E USFWS, NMFS, CDFW, and CNPS Special-status Species Lists

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To: September 13, 2023
Project Code: 2023-0107641
Project Name: SR 131 Captial Preventive Maintenance Project

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Note: IPaC has provided all available attachments because this project is in multiple field office jurisdictions.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

This project's location is within the jurisdiction of multiple offices. However, only one species list document will be provided for all offices. The species and critical habitats in this document reflect the aggregation of those that fall in each of the affiliated office's jurisdiction. Other offices affiliated with the project:

San Francisco Bay-Delta Fish And Wildlife
650 Capitol Mall
Suite 8-300
Sacramento, CA 95814
(916) 930-5603

PROJECT SUMMARY

Project Code: 2023-0107641
Project Name: SR 131 Captial Preventive Maintenance Project
Project Type: Road Repair
Project Description: Caltrans District 4, EA: 1Q230
Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@37.90297995,-122.51781328434964,14z



Counties: Contra Costa , Marin , and San Francisco counties, California

ENDANGERED SPECIES ACT SPECIES

There is a total of 30 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Salt Marsh Harvest Mouse *Reithrodontomys raviventris*	Endangered

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/613

BIRDS

NAME	STATUS
California Clapper Rail *Rallus longirostris obsoletus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4240	Endangered
California Least Tern *Sterna antillarum browni* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered
Hawaiian Petrel *Pterodroma sandwichensis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6746	Endangered
Marbled Murrelet *Brachyramphus marmoratus* Population: U.S.A. (CA, OR, WA) There is **final** critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4467	Threatened
Northern Spotted Owl *Strix occidentalis caurina* There is **final** critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1123	Threatened
Short-tailed Albatross *Phoebastria (=Diomedea) albatrus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/433	Endangered
Western Snowy Plover *Charadrius nivosus nivosus* Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8035	Threatened
Yellow-billed Cuckoo *Coccyzus americanus* Population: Western U.S. DPS There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3911	Threatened

REPTILES

NAME	STATUS
Green Sea Turtle *Chelonia mydas* Population: East Pacific DPS No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6199	Threatened

AMPHIBIANS

NAME	STATUS
California Red-legged Frog *Rana draytonii* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened
Foothill Yellow-legged Frog *Rana boylii* Population: Central Coast Distinct Population Segment (Central Coast DPS) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5133	Proposed Threatened

FISHES

NAME	STATUS
Longfin Smelt *Spirinchus thaleichthys* Population: San Francisco Bay-Delta DPS No critical habitat has been designated for this species.	Proposed Endangered
Tidewater Goby *Eucyclogobius newberryi* There is **final** critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/57	Endangered

INSECTS

NAME	STATUS
Mission Blue Butterfly *Icaricia icarioides missionensis* There is **proposed** critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/6928	Endangered
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

FLOWERING PLANTS

NAME	STATUS
California Seablite *Suaeda californica* Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6310	Endangered
Franciscan Manzanita *Arctostaphylos franciscana* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5350	Endangered
Marin Dwarf-flax *Hesperolinon congestum* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5363	Threatened
Marsh Sandwort *Arenaria paludicola* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2229	Endangered
Presidio Clarkia *Clarkia franciscana* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3890	Endangered
Presidio Manzanita *Arctostaphylos hookeri var. ravenii* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7216	Endangered
San Francisco Lessingia *Lessingia germanorum (=L.g. var. germanorum)* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8174	Endangered
Santa Cruz Tarplant *Holocarpha macradenia* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6832	Threatened
Showy Indian Clover *Trifolium amoenum* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6459	Endangered
Sonoma Sunshine *Blennosperma bakeri* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1260	Endangered
Tiburon Jewelflower *Streptanthus niger* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4187	Endangered
Tiburon Mariposa Lily *Calochortus tiburonensis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2858	Threatened
Tiburon Paintbrush *Castilleja affinis ssp. neglecta* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2687	Endangered

NAME	STATUS
White-rayed Pentachaeta *Pentachaeta bellidiflora* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7782	Endangered

CRITICAL HABITATS

There are 3 critical habitats wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
Marbled Murrelet *Brachyramphus marmoratus* https://ecos.fws.gov/ecp/species/4467#crithab	Final
Northern Spotted Owl *Strix occidentalis caurina* https://ecos.fws.gov/ecp/species/1123#crithab	Final
Tidewater Goby *Eucyclogobius newberryi* https://ecos.fws.gov/ecp/species/57#crithab	Final

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

The following FWS National Wildlife Refuge Lands and Fish Hatcheries lie fully or partially within your project area:

FACILITY NAME	ACRES
MARIN ISLANDS NATIONAL WILDLIFE REFUGE https://www.fws.gov/our-facilities?$keywords="%5C%22MARIN+ISLANDS+NATIONAL+WILDLIFE+REFUGE%5C%22"	468.319

MIGRATORY BIRDS

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

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1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Allen's Hummingbird *Selasphorus sasin* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9637	Breeds Feb 1 to Jul 15
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Jan 1 to Aug 31
Belding's Savannah Sparrow *Passerculus sandwichensis beldingi* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8	Breeds Apr 1 to Aug 15
Black Oystercatcher *Haematopus bachmani* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9591	Breeds Apr 15 to Oct 31
Black Scoter *Melanitta nigra* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere

NAME	BREEDING SEASON
Black Skimmer *Rynchops niger* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5234	Breeds May 20 to Sep 15
Black Swift *Cypseloides niger* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8878	Breeds Jun 15 to Sep 10
Black Tern *Chlidonias niger* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3093	Breeds May 15 to Aug 20
Black Turnstone *Arenaria melanocephala* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Black-chinned Sparrow *Spizella atrogularis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9447	Breeds Apr 15 to Jul 31
Black-legged Kittiwake *Rissa tridactyla* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere
Black-vented Shearwater *Puffinus opisthomelas* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Brown Pelican *Pelecanus occidentalis* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Jan 15 to Sep 30
Bullock's Oriole *Icterus bullockii* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 21 to Jul 25
California Gull *Larus californicus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 1 to Jul 31
California Thrasher *Toxostoma redivivum* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jan 1 to Jul 31

NAME	BREEDING SEASON
Clark's Grebe *Aechmophorus clarkii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jun 1 to Aug 31
Common Loon *gavia immer* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/4464	Breeds Apr 15 to Oct 31
Common Murre *Uria aalge* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Apr 15 to Aug 15
Common Yellowthroat *Geothlypis trichas sinuosa* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/2084	Breeds May 20 to Jul 31
Double-crested Cormorant *phalacrocorax auritus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/3478	Breeds Apr 20 to Aug 31
Golden Eagle *Aquila chrysaetos* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31
Lawrence's Goldfinch *Carduelis lawrencei* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9464	Breeds Mar 20 to Sep 20
Long-eared Owl *asio otus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3631	Breeds Mar 1 to Jul 15
Long-tailed Duck *Clangula hyemalis* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/7238	Breeds elsewhere

NAME	BREEDING SEASON
Marbled Godwit *Limosa fedoa* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9481	Breeds elsewhere
Nuttall's Woodpecker *Picoides nuttallii* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9410	Breeds Apr 1 to Jul 20
Oak Titmouse *Baeolophus inornatus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9656	Breeds Mar 15 to Jul 15
Olive-sided Flycatcher *Contopus cooperi* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Pink-footed Shearwater *Puffinus creatopus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Pomarine Jaeger *Stercorarius pomarinus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere
Red Phalarope *Phalaropus fulicarius* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere
Red-breasted Merganser *Mergus serrator* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere
Red-necked Phalarope *Phalaropus lobatus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere
Red-throated Loon *Gavia stellata* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere

NAME	BREEDING SEASON
Ring-billed Gull *Larus delawarensis* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere
Scripps's Murrelet *Synthliboramphus scrippsi* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Feb 20 to Jul 31
Short-billed Dowitcher *Limnodromus griseus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere
Surf Scoter *Melanitta perspicillata* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere
Tricolored Blackbird *Agelaius tricolor* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3910	Breeds Mar 15 to Aug 10
Tufted Puffin *Fratercula cirrhata* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/430	Breeds elsewhere
Western Grebe *aechmophorus occidentalis* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/6743	Breeds Jun 1 to Aug 31
White-winged Scoter *Melanitta fusca* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds elsewhere
Willet *Tringa semipalmata* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Wrentit *Chamaea fasciata* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 10

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

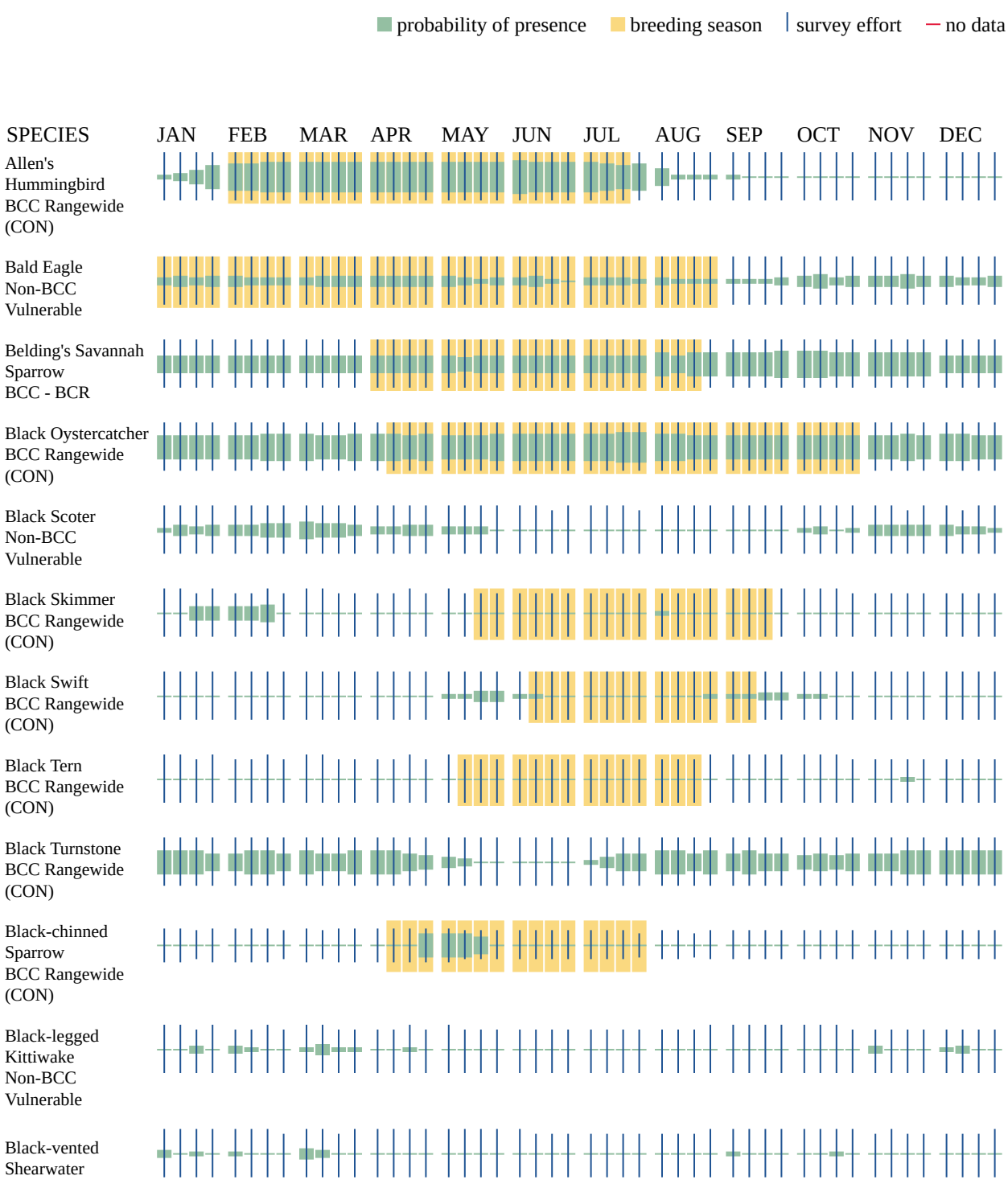
Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

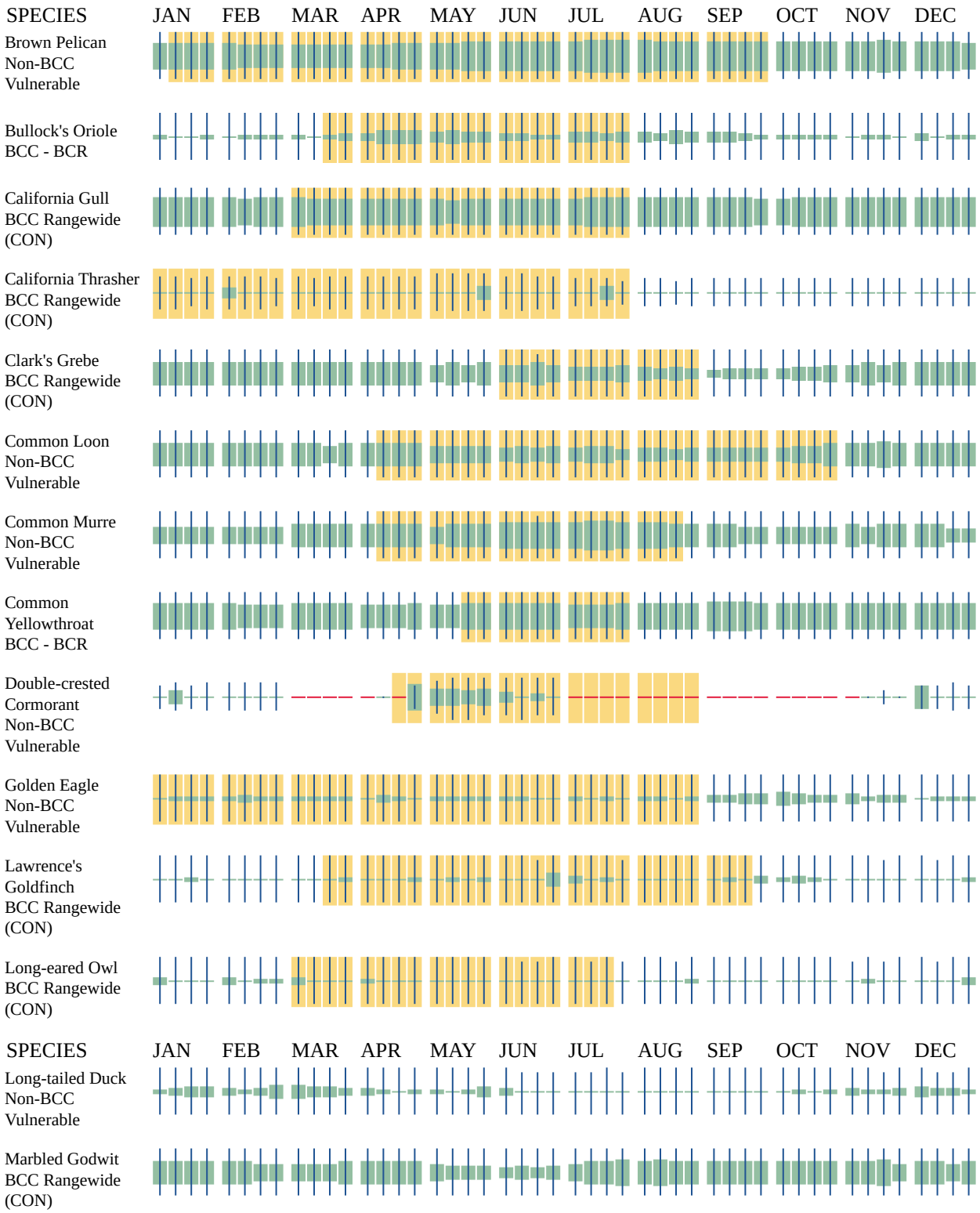
No Data (–)
A week is marked as having no data if there were no survey events for that week.

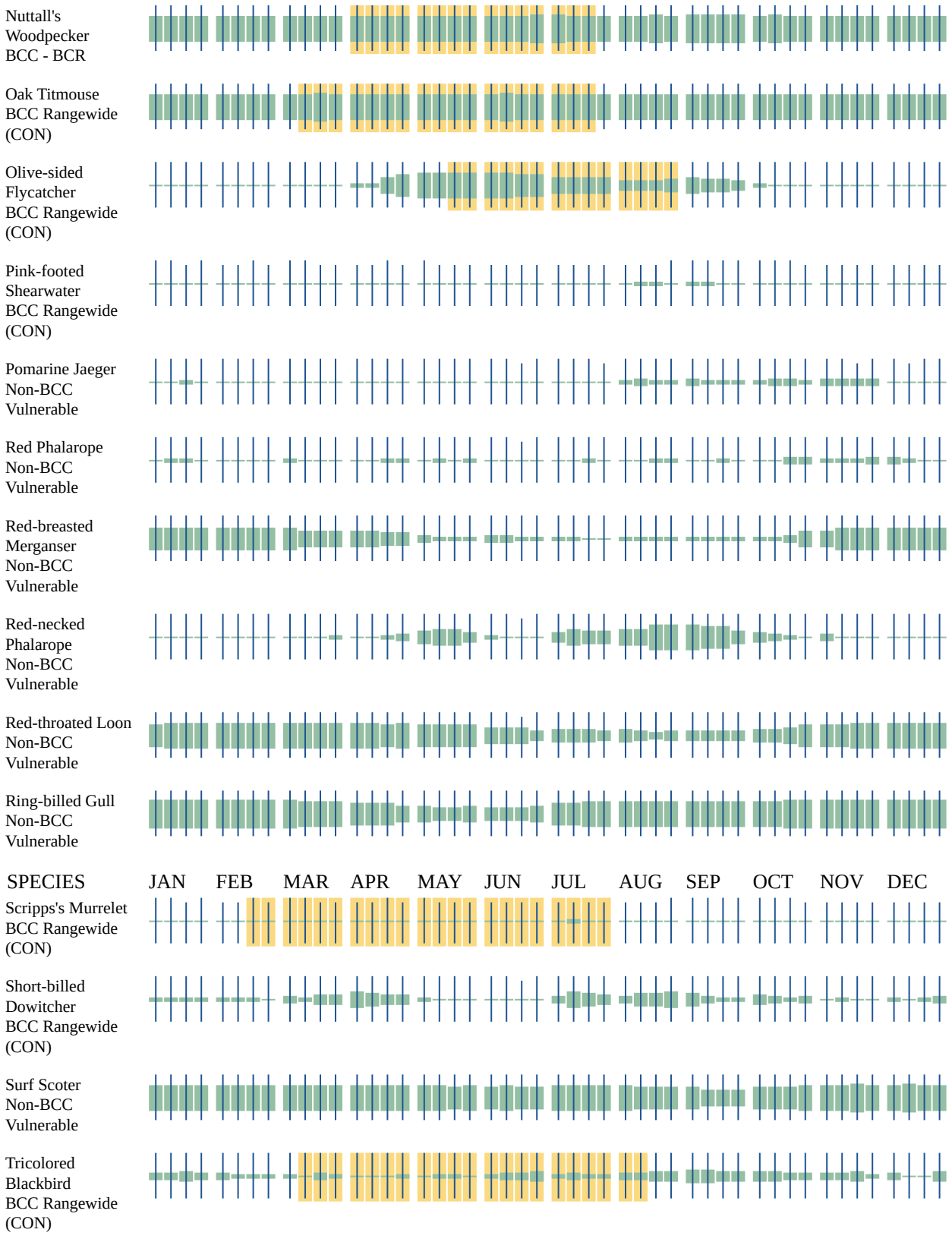
Survey Timeframe

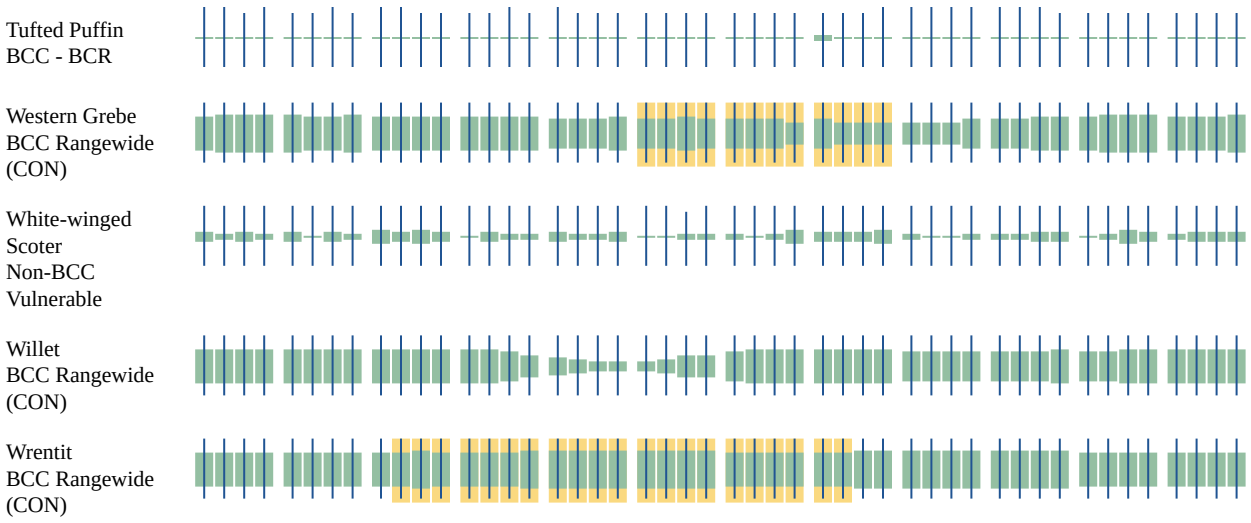
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



BCC Rangewide (CON)




Nuttall's Woodpecker BCC - BCR
Oak Titmouse BCC Rangewide (CON)
Olive-sided Flycatcher BCC Rangewide (CON)
Pink-footed Shearwater BCC Rangewide (CON)
Pomarine Jaeger Non-BCC Vulnerable
Red Phalarope Non-BCC Vulnerable
Red-breasted Merganser Non-BCC Vulnerable
Red-necked Phalarope Non-BCC Vulnerable
Red-throated Loon Non-BCC Vulnerable
Ring-billed Gull Non-BCC Vulnerable
SPECIES
JAN
FEB
MAR
APR
MAY
JUN
JUL
AUG
SEP
OCT
NOV
DEC
Scripps's Murrelet BCC Rangewide (CON)
Short-billed Dowitcher BCC Rangewide (CON)
Surf Scoter Non-BCC Vulnerable
Tricolored Blackbird BCC Rangewide (CON)



Additional information can be found using the following links:

- Birds of Conservation Concern https://www.fws.gov/program/migratory-birds/species
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf

MIGRATORY BIRDS FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act

requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?
The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?
To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the RAIL Tool and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?
Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?
If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report
The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

WETLANDS

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

Due to your project's size, the list below may be incomplete, or the acreages reported may be inaccurate. For a full list, please contact the local U.S. Fish and Wildlife office or visit https://www.fws.gov/wetlands/data/mapper.HTML

ESTUARINE AND MARINE WETLAND

- E2EM1N
- M2USN
- E2SBNx
- E2SBN
- E2SBNh
- E2USN
- E2EM1Nh
- E2USMh
- E2EM1Ph
- E2USM

RIVERINE

- R4SBA
- R3UBHx
- R4SBC
- R3UBF
- R4SBCx
- R4SBAx
- R3UBH

FRESHWATER FORESTED/SHRUB WETLAND

- PSS1B
- PSS1Ch

FRESHWATER POND

- PUBH
- PUBFh
- PUBHx
- PUBHh
- PUBKx
- PUBHh3
- PUBK

- PUBK1

FRESHWATER EMERGENT WETLAND

- PEM1F
- PEM1B
- PEM1Cx
- PEM1Ch
- PEM1C
- PEM1K

LAKE

- L2UBHh3

IPAC USER CONTACT INFORMATION

Agency:	California Department of Transportation District 4
Name:	Jack Gordon
Address:	155 Grand Ave.
Address Line 2:	Ste. 800
City:	Oakland
State:	CA
Zip:	94612
Email	jack.gordon@jacobs.com
Phone:	5625331107

From: Cotroneo, Rachel
To: NOAAA Official Species List Email (nmfs.wcrca.specieslist@noaa.gov)
Subject: Request Official Species List Confirmation -1Q230 MRN 131 CapM
Date: Wednesday, March 15, 2023 4:11:00 PM

Hello,

I would like to request confirmation of this official species list for Caltrans D4 project, MRN 131 CapM, in Marin County, on SR 131, PM 0.0-4.4.
The Project is located on State Route (SR) 131 approximately 0.2 miles west of the U.S. Highway 101 (US 101) interchange and extends east to the Tiburon Blvd./Main St. intersection, from post miles (PM) 0.00 to 4.40, in the town of Tiburon, Marin County.

Thank you,
-Rachel Cotroneo
510-219-7305

Quad Name **San Quentin**

Quad Number **37122-H4**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) - **X**
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) - **X**
SRWR Chinook Salmon ESU (E) - **X**
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) - **X**
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) -
CCV Steelhead DPS (T) - **X**
Eulachon (T) -
sDPS Green Sturgeon (T) - **X**

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat - **X**
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat - **X**

NC Steelhead Critical Habitat -

CCC Steelhead Critical Habitat - X

SCCC Steelhead Critical Habitat -

SC Steelhead Critical Habitat -

CCV Steelhead Critical Habitat -

Eulachon Critical Habitat -

sDPS Green Sturgeon Critical Habitat - X

ESA Marine Invertebrates

Range Black Abalone (E) -

Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -

Olive Ridley Sea Turtle (T/E) -

Leatherback Sea Turtle (E) -

North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -

Fin Whale (E) -

Humpback Whale (E) -

Southern Resident Killer Whale (E) -

North Pacific Right Whale (E) -

Sei Whale (E) -

Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH - X

Chinook Salmon EFH - X

Groundfish EFH - X

Coastal Pelagics EFH - X

Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office

562-980-4000

MMPA Cetaceans -

MMPA Pinnipeds - **X**

Quad Name **San Rafael**

Quad Number **37122-H5**

ESA Anadromous Fish

SONCC Coho ESU (T) -

CCC Coho ESU (E) - **X**

CC Chinook Salmon ESU (T) -

CVSR Chinook Salmon ESU (T) - **X**

SRWR Chinook Salmon ESU (E) - **X**

NC Steelhead DPS (T) -

CCC Steelhead DPS (T) - **X**

SCCC Steelhead DPS (T) -

SC Steelhead DPS (E) -

CCV Steelhead DPS (T) - **X**

Eulachon (T) -

sDPS Green Sturgeon (T) - **X**

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -

CCC Coho Critical Habitat - **X**

CC Chinook Salmon Critical Habitat -

CVSR Chinook Salmon Critical Habitat -

SRWR Chinook Salmon Critical Habitat - **X**

NC Steelhead Critical Habitat -

CCC Steelhead Critical Habitat - **X**

SCCC Steelhead Critical Habitat -

SC Steelhead Critical Habitat -

CCV Steelhead Critical Habitat -

Eulachon Critical Habitat -

sDPS Green Sturgeon Critical Habitat - **X**

ESA Marine Invertebrates

Range Black Abalone (E) - **X**

Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat - X

ESA Sea Turtles

East Pacific Green Sea Turtle (T) - X

Olive Ridley Sea Turtle (T/E) - X

Leatherback Sea Turtle (E) - X

North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) - X

Fin Whale (E) - X

Humpback Whale (E) - X

Southern Resident Killer Whale (E) - X

North Pacific Right Whale (E) - X

Sei Whale (E) - X

Sperm Whale (E) - X

ESA Pinnipeds

Guadalupe Fur Seal (T) - X

Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH - X

Chinook Salmon EFH - X

Groundfish EFH - X

Coastal Pelagics EFH - X

Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office 562-980-4000

MMPA Cetaceans - X

MMPA Pinnipeds - X

Quad Name **San Francisco North**

Quad Number **37122-G4**

ESA Anadromous Fish

SONCC Coho ESU (T) -

CCC Coho ESU (E) - X

CC Chinook Salmon ESU (T) -

CVSR Chinook Salmon ESU (T) - X

SRWR Chinook Salmon ESU (E) - X

NC Steelhead DPS (T) -

CCC Steelhead DPS (T) - X

SCCC Steelhead DPS (T) -

SC Steelhead DPS (E) -

CCV Steelhead DPS (T) - X

Eulachon (T) -

sDPS Green Sturgeon (T) - X

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -

CCC Coho Critical Habitat - X

CC Chinook Salmon Critical Habitat -

CVSR Chinook Salmon Critical Habitat -

SRWR Chinook Salmon Critical Habitat - X

NC Steelhead Critical Habitat -

CCC Steelhead Critical Habitat - X

SCCC Steelhead Critical Habitat -

SC Steelhead Critical Habitat -

CCV Steelhead Critical Habitat -

Eulachon Critical Habitat -

sDPS Green Sturgeon Critical Habitat - X

ESA Marine Invertebrates

Range Black Abalone (E) - X

Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) - X

Olive Ridley Sea Turtle (T/E) - X

Leatherback Sea Turtle (E) - X

North Pacific Loggerhead Sea Turtle (E) - X

ESA Whales

Blue Whale (E) -

X

Fin Whale (E) - X

Humpback Whale (E) - X

Southern Resident Killer Whale (E) - X

North Pacific Right Whale (E) - X

Sei Whale (E) - X

Sperm Whale (E) - X

ESA Pinnipeds

Guadalupe Fur Seal (T) - X

Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH - X

Chinook Salmon EFH - X

Groundfish EFH - X

Coastal Pelagics EFH - X

Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office 562-980-4000

MMPA Cetaceans - X

MMPA Pinnipeds - X

Rachel Cotroneo, M.S. (she/her)
Jacobs
Biologist | Buildings and Infrastructure
510.219.7305

From: NMFS SpeciesList - NOAA Service Account
To: prvs=74380a70b3=rachel.cotroneo@jacobs.com
Subject: [EXTERNAL] Federal ESA - - NOAA Fisheries Species List Re: Request Official Species List Confirmation -1Q230 MRN 131 CapM
Date: Wednesday, March 15, 2023 4:11:38 PM

Please retain a copy of each email request that you send to NOAA at nmfs.wcrca.specieslist@noaa.gov as proof of your official Endangered Species Act SPECIES LIST. The email you send to NOAA should include the following information: your first and last name; email address; phone number; federal agency name (or delegated state agency such as Caltrans); mailing address; project title; brief description of the project; and a copy of a list of threatened or endangered species identified within specified geographic areas derived from the NOAA Fisheries, West Coast Region, California Species List Tool. You may only receive this instruction once per week. If you have questions, contact your local NOAA Fisheries liaison.

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (San Quentin (3712284) OR San Rafael (3712285) OR San Francisco North (3712274) OR Point Bonita (3712275))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Accipiter cooperii Cooper's hawk	ABNKC12040	None	None	G5	S4	WL
Acipenser medirostris pop. 1 green sturgeon - southern DPS	AFCAA01031	Threatened	None	G2T1	S1	
Adela oplerella Opler's longhorn moth	IILEE0G040	None	None	G2	S2	
Amorpha californica var. napensis Napa false indigo	PDFAB08012	None	None	G4T2	S2	1B.2
Amsinckia lunaris bent-flowered fiddleneck	PDBOR01070	None	None	G3	S3	1B.2
Antrozous pallidus pallid bat	AMACC10010	None	None	G4	S3	SSC
Arctostaphylos franciscana Franciscan manzanita	PDERI040J3	Endangered	None	GHC	S1	1B.1
Arctostaphylos montana ssp. montana Mt. Tamalpais manzanita	PDERI040J5	None	None	G3T3	S3	1B.3
Arctostaphylos montana ssp. ravenii Presidio manzanita	PDERI040J2	Endangered	Endangered	G3T1	S1	1B.1
Arctostaphylos virgata Marin manzanita	PDERI041K0	None	None	G2	S2	1B.2
Ardea alba great egret	ABNGA04040	None	None	G5	S4	
Ardea herodias great blue heron	ABNGA04010	None	None	G5	S4	
Arenaria paludicola marsh sandwort	PDCAR040L0	Endangered	Endangered	G1	S1	1B.1
Asio flammeus short-eared owl	ABNSB13040	None	None	G5	S2	SSC
Astragalus tener var. tener alkali milk-vetch	PDFAB0F8R1	None	None	G2T1	S1	1B.2
Bombus caliginosus obscure bumble bee	IIHYM24380	None	None	G2G3	S1S2	
Bombus occidentalis western bumble bee	IIHYM24252	None	Candidate Endangered	G3	S1	
Calamagrostis crassiglumis Thurber's reed grass	PMPOA17070	None	None	G3Q	S2	2B.1
Callophrys mossii marinensis Marin elfin butterfly	IILEPE2207	None	None	G4T1	S2	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Calochortus tiburonensis Tiburon mariposa-lily	PMLIL0D1C0	Threatened	Threatened	G1	S1	1B.1
Calystegia purpurata ssp. saxicola coastal bluff morning-glory	PDCON040D2	None	None	G4T2T3	S2S3	1B.2
Carex comosa bristly sedge	PMCYP032Y0	None	None	G5	S2	2B.1
Carex praticola northern meadow sedge	PMCYP03B20	None	None	G5	S2	2B.2
Castilleja affinis var. neglecta Tiburon paintbrush	PDSCR0D013	Endangered	Threatened	G4G5T1T2	S1S2	1B.2
Chloropyron maritimum ssp. palustre Point Reyes salty bird's-beak	PDSCR0J0C3	None	None	G4?T2	S2	1B.2
Chorizanthe cuspidata var. cuspidata San Francisco Bay spineflower	PDPGN04081	None	None	G2T1	S1	1B.2
Cicindela hirticollis gravida sandy beach tiger beetle	IICOL02101	None	None	G5T2	S2	
Circus hudsonius northern harrier	ABNKC11011	None	None	G5	S3	SSC
Cirsium andrewsii Franciscan thistle	PDAST2E050	None	None	G3	S3	1B.2
Cirsium hydrophilum var. vaseyi Mt. Tamalpais thistle	PDAST2E1G2	None	None	G2T1	S1	1B.2
Clarkia franciscana Presidio clarkia	PDONA050H0	Endangered	Endangered	G1	S1	1B.1
Coastal Brackish Marsh Coastal Brackish Marsh	CTT52200CA	None	None	G2	S2.1	
Coastal Terrace Prairie Coastal Terrace Prairie	CTT41100CA	None	None	G2	S2.1	
Collinsia corymbosa round-headed collinsia	PDSCR0H060	None	None	G1	S1	1B.2
Collinsia multicolor San Francisco collinsia	PDSCR0H0B0	None	None	G2	S2	1B.2
Corynorhinus townsendii Townsend's big-eared bat	AMACC08010	None	None	G4	S2	SSC
Danaus plexippus plexippus pop. 1 monarch - California overwintering population	IILEPP2012	Candidate	None	G4T1T2Q	S2	
Dermatocarpon meiophyllizum silverskin lichen	NLTEST91L0	None	None	G3G5	S3	2B.3
Dicamptodon ensatus California giant salamander	AAAAH01020	None	None	G2G3	S2S3	SSC
Dirca occidentalis western leatherwood	PDTHY03010	None	None	G2	S2	1B.2

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Egretta thula snowy egret	ABNGA06030	None	None	G5	S4	
Elanus leucurus white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
Enhydra lutris nereis southern sea otter	AMAJF09012	Threatened	None	G4T2	S3	FP
Erethizon dorsatum North American porcupine	AMAFJ01010	None	None	G5	S3	
Eriogonum luteolum var. caninum Tiburon buckwheat	PDPGN083S1	None	None	G5T2	S2	1B.2
Eucyclogobius newberryi tidewater goby	AFCQN04010	Endangered	None	G3	S3	
Eumetopias jubatus Steller sea lion	AMAJC03010	Delisted	None	G3	S2	
Euphydryas editha bayensis Bay checkerspot butterfly	IILEPK4055	Threatened	None	G5T1	S3	
Falco peregrinus anatum American peregrine falcon	ABNKD06071	Delisted	Delisted	G4T4	S3S4	
Fissidens pauperculus minute pocket moss	NBMUS2W0U0	None	None	G3?	S2	1B.2
Fritillaria lanceolata var. tristulis Marin checker lily	PMLIL0V0P1	None	None	G5T2	S2	1B.1
Fritillaria liliacea fragrant fritillary	PMLIL0V0C0	None	None	G2	S2	1B.2
Geothlypis trichas sinuosa saltmarsh common yellowthroat	ABPBX1201A	None	None	G5T3	S3	SSC
Gilia capitata ssp. chamissonis blue coast gilia	PDPLM040B3	None	None	G5T2	S2	1B.1
Gilia millefoliata dark-eyed gilia	PDPLM04130	None	None	G2	S2	1B.2
Gonidea angulata western ridged mussel	IMBIV19010	None	None	G3	S2	
Grindelia hirsutula var. maritima San Francisco gumplant	PDAST470D3	None	None	G5T1Q	S1	3.2
Helianthella castanea Diablo helianthella	PDAST4M020	None	None	G2	S2	1B.2
Hemizonia congesta ssp. congesta congested-headed hayfield tarplant	PDAST4R0W1	None	None	G5T2	S2	1B.2
Hesperolinon congestum Marin western flax	PDLIN01060	Threatened	Threatened	G1	S1	1B.1

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Heteranthera dubia water star-grass	PMPON03010	None	None	G5	S2	2B.2
Holocarpha macradenia Santa Cruz tarplant	PDAST4X020	Threatened	Endangered	G1	S1	1B.1
Horkelia cuneata var. sericea Kellogg's horkelia	PDROS0W043	None	None	G4T1?	S1?	1B.1
Horkelia marinensis Point Reyes horkelia	PDROS0W0B0	None	None	G2	S2	1B.2
Horkelia tenuiloba thin-lobed horkelia	PDROS0W0E0	None	None	G2	S2	1B.2
Hypogymnia schizidiata island tube lichen	NLT0032640	None	None	G2G3	S2	1B.3
Icaricia icarioides missionensis Mission blue butterfly	IILEPG801A	Endangered	None	G5T2	S2	
Icaricia icarioides pheres Pheres blue butterfly	IILEPG8019	None	None	G5TX	SX	
Kopsiopsis hookeri small groundcone	PDORO01010	None	None	G4?	S1S2	2B.3
Lasiurus cinereus hoary bat	AMACC05032	None	None	G3G4	S4	
Lasiurus frantzii western red bat	AMACC05080	None	None	G4	S3	SSC
Laterallus jamaicensis coturniculus California black rail	ABNME03041	None	Threatened	G3T1	S2	FP
Layia carnosa beach layia	PDAST5N010	Threatened	Endangered	G2	S2	1B.1
Leptosiphon rosaceus rose leptosiphon	PDPLM09180	None	None	G1	S1	1B.1
Lessingia germanorum San Francisco lessingia	PDAST5S010	Endangered	Endangered	G1	S1	1B.1
Lessingia micradenia var. micradenia Tamalpais lessingia	PDAST5S063	None	None	G2T2	S2	1B.2
Lichnanthe ursina bumblebee scarab beetle	IICOL67020	None	None	G2	S2	
Melospiza melodia pusillula Alameda song sparrow	ABPBXA301S	None	None	G5T2T3	S2	SSC
Melospiza melodia samuelis San Pablo song sparrow	ABPBXA301W	None	None	G5T2	S2	SSC
Microcina tiburona Tiburon micro-blind harvestman	ILARA47060	None	None	G2	S2	
Microseris paludosa marsh microseris	PDAST6E0D0	None	None	G2	S2	1B.2

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Microtus californicus sanpabloensis San Pablo vole	AMAFF11034	None	None	G5T1T2	S1S2	SSC
Nannopterum auritum double-crested cormorant	ABNFD01020	None	None	G5	S4	WL
Navarretia rosulata Marin County navarretia	PDPLM0C0Z0	None	None	G2	S2	1B.2
Northern Coastal Salt Marsh Northern Coastal Salt Marsh	CTT52110CA	None	None	G3	S3.2	
Nycticorax nycticorax black-crowned night heron	ABNGA11010	None	None	G5	S4	
Oncorhynchus kisutch pop. 4 coho salmon - central California coast ESU	AFCHA02034	Endangered	Endangered	G5T2Q	S2	
Pentachaeta bellidiflora white-rayed pentachaeta	PDAST6X030	Endangered	Endangered	G1	S1	1B.1
Plagiobothrys chorisianus var. chorisianus Choris' popcornflower	PDBOR0V061	None	None	G3T1Q	S1	1B.2
Plagiobothrys diffusus San Francisco popcornflower	PDBOR0V080	None	Endangered	G1Q	S1	1B.1
Plagiobothrys glaber hairless popcornflower	PDBOR0V0B0	None	None	GX	SX	1A
Pleuropogon hooverianus North Coast semaphore grass	PMPOA4Y070	None	Threatened	G2	S2	1B.1
Polemonium carneum Oregon polemonium	PDPLM0E050	None	None	G3G4	S2	2B.2
Polygonum marinense Marin knotweed	PDPGN0L1C0	None	None	G2Q	S2	3.1
Pomatiopsis binneyi robust walker	IMGASJ9010	None	None	G1	S1	
Quercus parvula var. tamalpaisensis Tamalpais oak	PDFAG051Q3	None	None	G4T2	S2	1B.3
Rallus obsoletus obsoletus California Ridgway's rail	ABNME05011	Endangered	Endangered	G3T1	S2	FP
Rana boylii pop. 1 foothill yellow-legged frog - north coast DPS	AAABH01051	None	None	G3T4	S4	SSC
Rana draytonii California red-legged frog	AAABH01022	Threatened	None	G2G3	S2S3	SSC
Reithrodontomys raviventris salt-marsh harvest mouse	AMAFF02040	Endangered	Endangered	G1G2	S3	FP
Riparia riparia bank swallow	ABPAU08010	None	Threatened	G5	S3	
Sanicula maritima adobe sanicle	PDAPI1Z0D0	None	Rare	G2	S2	1B.1

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Scapanus latimanus insularis Angel Island mole	AMABB02032	None	None	G5T1	S2?	
Serpentine Bunchgrass Serpentine Bunchgrass	CTT42130CA	None	None	G2	S2.2	
Sidalcea calycosa ssp. rhizomata Point Reyes checkerbloom	PDMAL11012	None	None	G5T2	S2	1B.2
Silene scouleri ssp. scouleri Scouler's catchfly	PDCAR0U1MC	None	None	G5T4T5	S2S3	2B.2
Silene verecunda ssp. verecunda San Francisco campion	PDCAR0U213	None	None	G5T1	S1	1B.2
Sorex vagrans halicoetes salt-marsh wandering shrew	AMABA01071	None	None	G5T1	S1	SSC
Spergularia macrotheca var. longistyla long-styled sand-spurrey	PDCAR0W062	None	None	G5T2	S2	1B.2
Speyeria callippe callippe callippe silverspot butterfly	IILEPJ6091	Endangered	None	G5T1	S1	
Spirinchus thaleichthys longfin smelt	AFCHB03010	Candidate	Threatened	G5	S1	
Stebbinsoseris decipiens Santa Cruz microseris	PDAST6E050	None	None	G2	S2	1B.2
Streptanthus batrachopus Tamalpais jewelflower	PDBRA2G050	None	None	G2	S2	1B.3
Streptanthus glandulosus ssp. niger Tiburon jewelflower	PDBRA2G0T0	Endangered	Endangered	G4T1	S1	1B.1
Streptanthus glandulosus ssp. pulchellus Mt. Tamalpais bristly jewelflower	PDBRA2G0J2	None	None	G4T2	S2	1B.2
Symphyotrichum lentum Suisun Marsh aster	PDASTE8470	None	None	G2	S2	1B.2
Taxidea taxus American badger	AMAJF04010	None	None	G5	S3	SSC
Thaleichthys pacificus eulachon	AFCHB04010	Threatened	None	G5	S1	
Trachusa gummifera San Francisco Bay Area leaf-cutter bee	IIHYM80010	None	None	G1	S1	
Trifolium amoenum two-fork clover	PDFAB40040	Endangered	None	G1	S1	1B.1
Trifolium hydrophilum saline clover	PDFAB400R5	None	None	G2	S2	1B.2
Triphysaria floribunda San Francisco owl's-clover	PDSCR2T010	None	None	G2?	S2?	1B.2
Triquetrella californica coastal triquetrella	NBMUS7S010	None	None	G2	S2	1B.2

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Tryonia imitator	IMGASJ7040	None	None	G2	S2	
mimic tryonia (=California brackishwater snail)						
Vespericola marinensis	IMGASA4140	None	None	G2	S2	
Marin hesperian						
Zapus trinotatus orarius	AMAFH01031	None	None	G5T2	S2	SSC
Point Reyes jumping mouse						

Record Count: 127

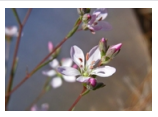
CNPS Rare Plant Inventory

California Native Plant Society

Search Results

15 matches found. Click on scientific name for details

Search Criteria: CRPR is one of [**1A:1B:2A:2B**] Fed List is one of [**FE:FT:FC**] **or** State List is one of [**CE:CT:CC**] , Quad is one of [**3712284:3712274:3712275:3712285**]

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	CA ENDEMIC	DATE ADDED	PHOTO
Arctostaphylos franciscana	Franciscan manzanita	Ericaceae	perennial evergreen shrub	Feb-Apr	FE	None	GHC	S1	1B.1	Yes	1974-01-01	 © 2015 Neal Kramer
Arctostaphylos montana ssp. *ravenii*	Presidio manzanita	Ericaceae	perennial evergreen shrub	Feb-Mar	FE	CE	G3T1	S1	1B.1	Yes	1980-01-01	 © 2019 Susan McDougall
Arenaria paludicola	marsh sandwort	Caryophyllaceae	perennial stoloniferous herb	May-Aug	FE	CE	G1	S1	1B.1		1984-01-01	No Photo Available
Calochortus tiburonensis	Tiburon mariposa-lily	Liliaceae	perennial bulbiferous herb	Mar-Jun	FT	CT	G1	S1	1B.1	Yes	1974-01-01	No Photo Available
Castilleja affinis var. *neglecta*	Tiburon paintbrush	Orobanchaceae	perennial herb (hemiparasitic)	Apr-Jun	FE	CT	G4G5T1T2	S1S2	1B.2	Yes	1974-01-01	No Photo Available
Clarkia franciscana	Presidio clarkia	Onagraceae	annual herb	May-Jul	FE	CE	G1	S1	1B.1	Yes	1974-01-01	No Photo Available
Hesperolinon congestum	Marin western flax	Linaceae	annual herb	Apr-Jul	FT	CT	G1	S1	1B.1	Yes	1974-01-01	 © 2009 Neal Kramer
Holocarpha macradenia	Santa Cruz tarplant	Asteraceae	annual herb	Jun-Oct	FT	CE	G1	S1	1B.1	Yes	1974-01-01	 © 2011 Dylan Neubauer

Layia carnosa	beach layia	Asteraceae	annual herb	Mar-Jul	FT	CE	G2	S2	1B.1		1988-01-01	 © 2007 Aaron Schusteff
Lessingia germanorum	San Francisco lessingia	Asteraceae	annual herb	(Jun)Jul-Nov	FE	CE	G1	S1	1B.1	Yes	1980-01-01	 © 2019 Aaron Schusteff
Pentachaeta bellidiflora	white-rayed pentachaeta	Asteraceae	annual herb	Mar-May	FE	CE	G1	S1	1B.1	Yes	1974-01-01	No Photo Available
Plagiobothrys diffusus	San Francisco popcornflower	Boraginaceae	annual herb	Mar-Jun	None	CE	G1Q	S1	1B.1	Yes	1974-01-01	No Photo Available
Pleuropogon hooverianus	North Coast semaphore grass	Poaceae	perennial rhizomatous herb	Apr-Jun	None	CT	G2	S2	1B.1	Yes	1974-01-01	No Photo Available
Streptanthus glandulosus ssp. *niger*	Tiburon jewelflower	Brassicaceae	annual herb	May-Jun	FE	CE	G4T1	S1	1B.1	Yes	1974-01-01	No Photo Available
Trifolium amoenum	two-fork clover	Fabaceae	annual herb	Apr-Jun	FE	None	G1	S1	1B.1	Yes	1974-01-01	No Photo Available

Showing 1 to 15 of 15 entries

Suggested Citation:
California Native Plant Society, Rare Plant Program. 2023. Rare Plant Inventory (online edition, v9.5). Website https://www.rareplants.cnps.org [accessed 15 March 2023].

Appendix F Section 4(f) Memorandum

Jacobs

Memorandum

Oakland, CA 94612
United States
T +1.510.251.2888
www.jacobs.com

Subject	**Final State Route 131 Capital Preventive Maintenance Project (04-1Q230) – Evaluation of Potential Section 4(f) Resources and *De Minimis* Impact Determination**
Prepared For:	Maxwell Lammert/California Department of Transportation, Office of Environmental Analysis
Prepared By:	Zachary Cornejo/ICF International Inc.; Joza Burnam/Jacobs
Date	January 18, 2024

1. Introduction

ICF International Inc. and Jacobs prepared this Section 4(f) Evaluation Technical Memorandum (TM) for the California Department of Transportation (Caltrans) in support of the State Route 131 (SR 131) Capital Preventive Maintenance Project (Project) Final Initial Study with Negative Declaration (IS/ND) (Caltrans 2024). This TM provides the documentation to support determinations required to comply with the provisions of *United States Code* (U.S.C.) Title 23, Section 138, and 49 U.S.C. 303, hereafter referred to as Section 4(f).

This TM has been prepared in accordance with the legislation established under the U.S. Department of Transportation Act of 1966 (23 U.S.C. 138 and 49 U.S.C. 303). Additional guidance was obtained from Federal Highway Administration's Technical Advisory T6640.8A (FHWA 1987) and *Section 4(f) Policy Paper* (FHWA 2012).

1.1 Section 4(f) Overview

Section 4(f), codified in federal law in 49 U.S.C. 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites." Section 4(f)-protected resources include publicly owned parks; recreational areas of national, state, or local significance; publicly owned school playgrounds, wildlife, or waterfowl refuges; or lands from a historic site of national, state, or local significance.

Section 4(f) specifies that the Secretary [of Transportation] may approve a transportation program or project requiring the use of publicly owned park land, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if the following apply:

- There is no prudent and feasible alternative to using that land; and

- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

If historic sites are involved, then coordination with the State Historic Preservation Officer is also needed.

1.2 Section 4(f) Use Definitions

When a project is adjacent to or on a property protected under Section 4(f), the impacts of the proposed project must be evaluated. Section 4(f) defines the impact level by types of "use." These "uses" occur when any of the conditions discussed in the following subsections are met.

1.2.1 Permanent/Direct Use

A permanent use of a Section 4(f) resource occurs when property is permanently incorporated into a transportation facility. Permanent use may occur as a result of partial or full acquisition or a permanent easement that allows permanent access onto the property for maintenance or other transportation-related purposes.

1.2.2 Constructive Use

A constructive use of a Section 4(f) resource occurs when a transportation project does not permanently incorporate land from the resource, but the project's proximity results in impacts so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished.

1.2.3 Temporary Occupancy

A temporary use of a Section 4(f) resource results when Section 4(f) property is required for project construction-related activities, the property is not permanently incorporated into a transportation facility, and the activity is not considered adverse by the agency with jurisdiction in terms of the preservation purpose of Section 4(f).

Temporary impacts on a Section 4(f) property may trigger the application of Section 4(f). *Code of Federal Regulations* (CFR) Title 23, Section 774.13(d), defines the following five temporary occupation exception criteria that must be met to determine that a temporary occupancy does not rise to the level of permanent/direct or constructive use for the purposes of Section 4(f):

- The duration is temporary (that is, the occupancy is shorter than the time needed for construction of the project and there is no change in ownership of the property).

- The scope of work is minor (that is, the nature and magnitude of the changes to the Section 4(f) properties are minimal).

- No permanent adverse physical impacts or permanent interference with the protected activities, features, or attributes of the property are anticipated.

- The property is restored to the same or better condition that existed prior to the project.

- Agreement from the appropriate federal, state, or local officials having jurisdiction over the property regarding the previously listed conditions is documented.

1.2.4 *De Minimis* Impact Determinations

When impacts on a Section 4(f) property are minor, as agreed to by the agency with jurisdiction over that property, Section 4(f) regulations can be satisfied through a *de minimis* determination.

De minimis impact is defined in 23 CFR 774.17 as follows:

- For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that would not adversely affect the activities, features, or attributes qualifying the property for protection under Section 4(f).

- For historical sites, *de minimis* impact means that Caltrans has determined that, in accordance with 36 CFR 800, no historical property is affected by the project or the project would have "no adverse effect" on the property in question. The State Historic Preservation Officer and Advisory Council on Historic Preservation, if involved, must be notified that Caltrans intends to enter a *de minimis* finding for properties where the project results in "no adverse effect."

- The officials with jurisdiction must concur in writing with a *de minimis* determination. For recreation or refuge properties, concurrence from the officials having jurisdiction over the properties is required. For historical sites, concurrence from the State Historic Preservation Officer is required.

2. Project Description

The SR 131 Capital Preventive Maintenance Project is in the Town of Tiburon, Marin County, California. Caltrans proposes to repair approximately 4.6 miles of East Blithedale Avenue/Tiburon Boulevard (SR 131) from approximately 1,000 feet west of the U.S. Highway 101 (U.S. 101) interchange extending east to the Tiburon Boulevard/Main Street intersection, from post miles (PMs) 0.00 to 4.40 (**Figures 1** and **2**). Due to the length of the Project corridor, Project components are divided in three segments: Western Project Segment, Central Project Segment, and Eastern Project Segment. The Western Project Segment extends from Tower Drive, approximately 1,000 feet west of the U.S. 101 interchange to Reed Ranch Road (PM 1.52). The Central Project Segment extends from Reed Ranch Road (PM 1.52) to San Rafael Avenue (PM 3.24). The Eastern Project Segment extends from San Rafael Avenue (PM 3.24) to the Tiburon Boulevard/Main Street intersection (PM 4.40). The total Project footprint is approximately 17.24 acres (**Figure 3**).

Within the Project footprint, SR 131 connects with U.S. 101 at its western terminus and serves as a primary access route for the Tiburon Peninsula and the Town of Tiburon. Approximately half of the highway is a four-lane divided road, which narrows to two lanes as it heads eastbound toward Main Street. SR 131 is not a Classified Landscaped Freeway, nor is it part of a Designated or Eligible State Scenic Highway. The corridor is lined with commercial, residential, and recreational uses with many of the adjacent structures either elevated above the highway on slopes or set back from the road behind trees and shrubs.

2.1 Project Components

The Project proposes to rehabilitate and add new pavement, construct Class I and IV bikeways, modify intersections, upgrade curb ramps to meet Americans with Disabilities Act (ADA) standards, upgrade guardrails to current standards, upgrade signage, improve pavement delineation, rehabilitate drainage systems, and modify electrical systems. Proposed Project components would be upgraded and constructed to meet the current *Highway Design Manual* standards (Caltrans 2020). **Figure 3** depicts the Project components and footprint along SR 131 from 1,000 feet west of PM 0.00 to PM 4.4.

2.1.1 Project Components Common to All Project Segments

This section discusses Project components that would apply to all segments of the Project.

REHABILITATE PAVEMENT AND ADD NEW PAVEMENT

The Project would repair the existing SR 131 roadway pavement throughout the Project footprint and add 300 feet of new pavement within the Western Project Segment along eastbound SR 131. Pavement rehabilitation would include the following:

- Removal and replacement of 0.25 foot of asphalt concrete (AC) pavement, which would be accomplished in two lifts. The existing 0.25-foot AC pavement surface layer would be removed. The first lift would consist of 0.10 foot of hot mix asphalt Type A (HMA-A) "Leveling Course." The second lift would consist of 0.15 foot of rubberized hot mix asphalt Type G (RHMA-G).

- The removal and replacement limits of the AC pavement extend throughout the Project footprint along SR 131. AC pavement would extend across the entire traveled way and shoulders, from edge of pavement (EP) to EP.

An approximately 300-foot-long, 1-to-2-foot-wide area of the existing median along eastbound SR 131 (PM 0.74 to PM 0.78) would be converted to new pavement in support of a Class I bike lane proposed along the existing eastbound shoulder within the Western Project Segment. The total depth of pavement needed for the conversion of the median is 2.35 feet and would consist of 0.85 foot of aggregate subbase, 0.9 foot of aggregate base, 0.45 foot of HMA-A, and 0.15 foot of RHMA-G. Additionally, a concrete barrier would be established within the new median to separate the opposite lanes of traffic at this location.

UPGRADE GUARDRAILS

All guardrails within the Project footprint would be upgraded to Midwest Guardrail System to meet the current standard. Specific guardrail upgrades proposed by the Project are identified in **Table 2-1 Specific Project Guardrail Upgrades** of the IS/ND.

CURB RAMPS, PEDESTRIAN REFUGE ISLAND, AND SIDEWALKS

Forty curb ramps would be upgraded, six new curb ramps would be installed, and three mid-block crosswalks would be upgraded throughout the Project limits, identified in **Table 2-2 Specific Project Curb Ramp Upgrades** of the IS/ND.

IMPROVE PAVEMENT DELINEATION

All existing left turning arrow markings within the Project footprint would be updated to the current standard of "Type III" left turning lane arrow markings, following the pavement rehabilitation along SR 131. Additionally, every turning lane would need to be updated to include two turning arrow markings.

MODIFY ELECTRICAL SYSTEMS

The Project would modify and upgrade electrical systems along the entire SR 131 corridor, including new traffic signal poles/foundations, lighting standard poles/foundations, temporary wood poles, overhead lines, pull boxes, loop detectors, accessible pedestrian signal systems (for ADA compliance), conduits installed by directional boring, service enclosures, controller cabinets, push buttons, and flashing beacons. The proposed traffic signal poles/foundations, lighting standard poles/foundations, push buttons, flashing beacons, and conduits would require ground disturbance. There would be (4-feet-deep, 4-feet-wide, and 4-feet-long) pits excavated near traffic signals to accommodate a machine for directional boring. Conduits between 2 to 3 inches in size would be installed by directional boring 30 inches below the ground surface.

Because the existing median along eastbound SR 131 (PM 0.74 to PM 0.78) would be converted to new pavement in support of the Class I bike lane outside of eastbound SR 131, several types of electrical facilities would be affected, including the following:

- Two existing state traffic signals (between intersection of SR 131/East Strawberry Drive and intersection of SR 131/Greenwood Cove Drive) would be relocated as depicted on **Figure 3**.
- Existing state lighting system (in the median) would be relocated near the guardrail along eastbound SR 131 (PM 0.7).
- Existing state interconnect cable system (in the median) would be relocated to the Bay Vista Drive intersection on the northeast corner (PM 0.67).
- City license plate reader system (in the median) would be removed during construction and placed in the median once construction has been completed.

2.1.2 Western Project Segment

This section describes the proposed repairs or upgrades to SR 131 within the Western Project Segment footprint from Tower Drive, approximately 1,000 feet west of U.S. 101 PM 0.00 to Reed Ranch Road (PM 1.52) (**Figure 3, Maps 01 through 13**).

CLASS I AND IV BIKEWAYS

Class I and Class IV bikeways would be constructed along SR 131 as part of the Project within the Western Project Segment. The proposed Class IV bikeway improvements would comply with Deputy Directive-64-R2, Complete Streets (Caltrans 2014), as well as improve bicycle access along SR 131, from approximately 1,000 feet west of U.S. 101 PM 0.0 to approximately Trestle Glen Boulevard (PM 1.85). The Project would also construct a Class I bikeway from East Strawberry Road (PM 0.67) to Greenwood Cove Drive (PM 0.84) to address a major gap in the overall active transportation network on SR 131.

Class I Bikeway (Bike Path)

A two-way Class I bikeway would be constructed along the eastbound SR 131 shoulder between East Strawberry Drive and Greenwood Cove Drive (PM 0.67 to 0.84). The Class I bikeway would provide a two-way bikeway over a distance of 950 feet and would be a minimum of 8 feet of paved width. The existing SR 131 shoulder from PM 0.67 to PM 0.84 is 7 to 9 feet in width; therefore, the proposed Class I bikeway would require shifting traffic lanes to allow for the Class I bikeway width along the eastbound roadway shoulder. As discussed in the *Rehabilitate Pavement and Add New Pavement* section, approximately 300 feet of the existing SR 131 median between East Strawberry Drive and Greenwood Cove Drive (PM 0.67 to PM 0.84) would be converted to new pavement to support the proposed Class I bikeway and associated lane shift. The median conversion would also require the construction of a center line concrete barrier to separate opposing traffic lanes along SR 131.

Class IV Bikeway (Separated Bikeway)

Class IV bikeways are proposed at the U.S. 101/SR 131 interchange over a distance of 0.7 mile between Tower Drive and Strawberry Drive (PM 0.0 to PM 0.67), on both eastbound and westbound right shoulders of SR 131. The existing shoulders would be converted to Class IV bikeways consisting of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. However, modifications to the Class IV bike lanes design in this location would be determined during the final design phase to address existing constraints within this area, such as the interchange ramps and the existing overcrossing bridge.

Additionally, the striped shoulders of SR 131 would be converted to Class IV bikeways over a distance of 0.71 mile from Greenwood Cove Drive to Reed Ranch Road (PM 0.84 to PM 1.55). The Class IV bikeway would be on both outer shoulders of the roadway and consist of a minimum of 5 feet of bikeway with 2-foot buffers, resulting in a 7-foot-wide, one-directional bikeway.

INTERSECTION MODIFICATIONS

Two intersections within the Western Project Segment would be modified, including the East Strawberry Drive/SR 131 intersection (PM 0.67) and Reed Ranch Road/SR 131 intersection (PM 1.55) (**Figure 3**). Intersection modifications at the East Strawberry Drive/SR 131 intersection would include the removal of the free right turn lane from East Strawberry Drive onto eastbound SR 131 and the relocation of the bus stop along eastbound SR 131 at PM 0.69. The bus stop at this intersection would need to be relocated to construct the proposed Class I bikeway between East Strawberry Drive and Greenwood Cove Drive and the relocation site of the bus stop within the Project footprint would be further coordinated with transit authorities and local stakeholders during the PS&E Project phase.

Additionally, under existing conditions, there are no crosswalk facilities between Greenwood Cove Drive (PM 0.84) and Trestle Glen Boulevard (PM 1.85). The Project would construct an additional crosswalk at the Reed Ranch Road/SR 131 (PM 1.55) to facilitate pedestrian and bicycle crossing of SR 131.

CURB RAMPS, PEDESTRIAN REFUGE ISLAND, AND SIDEWALKS

Curb ramp upgrades would be constructed within the existing pedestrian refuge island at the Bay Vista Drive/East Strawberry Drive intersection (PM 0.67). The approximate dimensions of the existing pedestrian refuge island would be maintained at 30 feet long, 8 feet wide, and 8 inches tall. The ground disturbance for this pedestrian refuge island would be approximately 480 cubic feet.

At the intersection of N. Knoll Road (PM 0.25) there is a pedestrian crossing without curb ramps. However, an existing power line pole at this intersection creates a clear width issue for the proposed ADA curb ramp. The Project proposes to construct a bulb out or curb extension with standard curb ramp to avoid relocation of the power pole. There is a driveway to a gas station, located at the corner of the intersection, that would be impacted by the bulb out. The driveway would also be upgraded to meet ADA requirements. A water line cover near the pedestrian crossing would be disturbed during the construction of the bulb out or curb extension. The owner of this water line is Marin Municipal Water District.

UPGRADE SIGNAGE

The existing lane-drop signage approximately 150 feet west of the Reed Ranch Road/SR 131 intersection (PM 1.55) does not meet current standards and would need to be upgraded in-place as part of the Project.

REHABILITATE DRAINAGE SYSTEMS

Two corrugated metal pipe (CMP) culverts would be replaced as part of the Project. There is an existing 18-inch-diameter by approximately 55-foot-long CMP cross culvert along the westbound SR 131 roadway shoulder, approximately 370 feet east of Blackfield Drive (**Figure 3, Maps 08 and 09**) (PM 0.88). Additionally, there is an 18-inch-diameter by approximately 260-foot-long longitudinal CMP between PM 0.87 and PM 0.92 (**Figure 3, Maps 08 and 09**), along the eastbound shoulder. Both culverts are severely corroded and need to be removed and replaced by trench excavation. An estimated depth of 8 feet is needed to complete this work, and plans to replace or rehabilitate would be determined during the PS&E phase of the Project design.

2.1.3 Central Project Segment

This section describes the proposed repairs or upgrades to SR 131 within the Central Project Segment footprint from Reed Ranch Road (PM 1.52) to San Rafael Avenue (PM 3.24) (**Figure 3, Maps 14 through 26**).

CLASS II BIKEWAYS

Class II bikeways would be constructed as part of the Project along the westbound shoulder of SR 131, between Jefferson Drive and Reed Ranch Road. The Class II bikeway would connect to the existing protected pathway that connects Jefferson Drive to Trestle Glen Boulevard in the east, and to the Class IV bikeway proposed along the westbound shoulder at Reed Ranch Road. Class IV bikeways were assessed between Jefferson Drive and Reed Ranch Road, but were determined to be infeasible due to the presence of limited shoulder width, existing slopes along the shoulder, and existing utilities in this location. The proposed Class II bike lanes are intended to address a major gap in the overall active transportation network on SR 131 between Trestle Glen Boulevard and Reed Ranch Road.

CLASS IV BIKEWAY (SEPARATED BIKEWAY)

A Class IV bikeway would be constructed along SR 131 as part of the Project within the Central Project Segment. The striped shoulders of eastbound SR 131 would be converted to a Class IV bikeway over a distance of 0.3 mile from Reed Ranch Road to Blackie's Pasture Park (PM 1.55 to 1.85). No Class I bikeway is proposed for this segment.

INTERSECTION MODIFICATIONS

One intersection within the Central Project Segment would be modified under the Project. Intersection modifications required at the Avenida Miraflores/Pine Terrace/SR 131 intersection (PM 2.36) would include the removal of a free right turn lane and the construction of a bulb out or curb extension (**Figure 3, Map 20**). At the Avenida Miraflores/SR 131 intersection, the free right turn lane from westbound SR 131 onto northbound Avenida Miraflores would be removed. At the Pine Terrace/SR 131 intersection (**Figure 3, Map 20**) (PM 2.36), a bulb out or curb extension would be constructed at the southwest corner of the intersection to increase the visibility of crossing pedestrians and allow for larger queuing of pedestrians at the crosswalks.

CURB RAMPS, PEDESTRIAN REFUGE ISLAND, AND SIDEWALKS

Under existing conditions, there are no crosswalk facilities between Rock Hill Road (PM 2.74) and San Rafael Avenue (PM 3.24). The Project would construct an additional crosswalk at the intersection of Gilmartin Drive (PM 3.05) to facilitate pedestrian and bicycle crossing of SR 131. Additionally, the Project would construct new curb ramps at this intersection in association with the proposed crosswalk.

UPGRADE SIGNAGE

There are three crosswalk signs that would need to be replaced within the Central Project Segment: (1) eastbound direction on SR 131 approximately 300 feet north of Stewart Drive (PM 1.99), (2) eastbound direction on SR 131 approximately 150 feet west of Gilmartin Drive (PM 3.01), and (3) westbound direction on SR 131 approximately 200 feet east of Gilmartin Drive (PM 3.09). These signs are not within 50 feet of their respective pedestrian crossings. Replacement plans would be coordinated with the Town of Tiburon during the PS&E phase of the Project to determine whether these three crosswalk signs need to be relocated.

REHABILITATE DRAINAGE SYSTEMS

At Trestle Glen Boulevard (PM 1.86), a high side gutter (approximately 400 feet long and 3 feet wide) would be constructed along the westbound edge of the shoulder, in the north-south direction. Additionally, from PM 1.87 to PM 1.92, the Project would replace the existing headwall wall and five drainage inlets south of Trestle Glen Boulevard and 400 feet of 18-inch storm drainpipe along the westbound shoulder to properly convey exiting flows into the high side gutter. To avoid creating an unsafe condition, the existing metal beam guardrail (MBGR) would be removed or modified at this location. An existing utility pole and overhead sign would also need to be relocated outside of the clear recovery zone if the MBGR is removed. The estimated maximum depth needed to complete this work is 6 feet.

On the northbound shoulder 510 feet to 680 feet north of Gilmartin Drive (PM 2.9), along Tiburon Boulevard, the area adjacent to the northbound EP drains poorly. Two drainage inlets, approximately 150 feet of 18-inch storm drainpipe, and minor grading of the area adjacent to the roadway would be installed. An estimated maximum depth of 5 feet is needed to complete this work.

2.1.4 Eastern Project Segment

This section describes the proposed repairs or upgrades to SR 131 within the Eastern Project Segment footprint from San Rafael Avenue (PM 3.24) to the Tiburon Boulevard/Main Street intersection (PM 4.4) (**Figure 3, Maps 26 through 36**).

BIKEWAY

No bikeways are proposed within the Eastern Project Segment footprint.

INTERSECTION MODIFICATIONS

Two intersections within the Eastern Project Segment would be modified, including the Mar West Street/SR 131 intersection (PM 3.95) and Ned's Way/SR 131 intersection (PM 3.55) (**Figure 3, Map 29**). Intersection modifications required at the Mar West Street/SR 131 intersection (PM 3.95) include constructing a bulb out or curb extension at the southwest corner of the intersection to increase the visibility of crossing pedestrians and allow for larger queuing of pedestrians at the crosswalks. At the Ned's Way/SR 131 intersection (PM 3.55), yield lines would be placed in the westbound direction on SR 131.

UPGRADE SIGNAGE

Flashing speed limit signs are proposed at the intersection of Mar West Street (PM 3.95) to facilitate safe pedestrian and bicycle crossings.

REHABILITATE DRAINAGE SYSTEMS

At the Ned's Way/SR 131 intersection (PM 3.55), the northern portions of the intersection periodically flood during storm and rain events. To address the flooding conditions, the Project would install two 24-inch-wide sidewalk openings at and near the gutter low points of the Ned's Way/SR 131 intersection. These sidewalk openings would result in greater hydraulic capacity to convey gutter flow to the concrete-lined ditch and be less susceptible to debris clogging as compared to the existing 4-inch pipes.

Approximately 37 feet of curb along eastbound SR 131 at the southwest corner of the Beach Road intersection (PM 4.15) has settled and would be replaced. An estimated maximum depth of 6 inches is needed to complete this work.

SCHEDULE

Construction is expected to begin in June 2025 and take approximately 220 working days to construct or one construction season. The Project is anticipated to involve nightwork, including paving, striping, and settlement correction work. Weekend work would potentially occur.

2.2 Right-of-Way

The Project would acquire approximately 1.39 acres of right-of-way (ROW) from within 19 Marin County assessor parcel numbers (APNs) for the purposes of Temporary Construction Easements (TCEs) (**Table 2-3 Right-of-Way Acquisition** of the IS/ND). The Project would acquire approximately 0.93 acre of ROW from within 14 Marin County APNs for the purposes of Permits to Enter and Construct (PTE&Cs) (**Table 2-3** of the IS/ND). The Project would acquire approximately 0.25 acre of ROW from within one Marin County APN for the purposes of Permanent Drainage Easements (that is, to maintain the portion(s) of the culvert(s) that would extend beyond the Caltrans ROW) (**Table 2-3** of the IS/ND).

3. Description of Section 4(f) Resources

As part of this Section 4(f) evaluation, a 0.5-mile radius area around the Project footprint was evaluated to determine whether any Section 4(f) resources are within the Project vicinity and whether the proposed Project would "use" these properties (**Figure 4**). Multiple parks, recreational facilities, open spaces, and/or other public spaces with recreational use were identified within a 0.5-mile radius of the Project footprint. Six of these facilities have been identified within or directly adjacent to the Project footprint, and a detailed description of these resources is presented in Section 3.1. Additionally, the potential for the Project to affect these eight properties is reviewed in **Table 1** and Section 4. No Section 4(f) impacts are anticipated for the remaining properties within the 0.5-mile Project vicinity and outside of the Project footprint, and these resources are presented in **Table A-1** in Appendix A.

Table 1. Section 4(f) Resources Directly Affected by the Project Footprint and Preliminary Section 4(f) Impact Determination

Section 4(f) Resource – Agency with Jurisdiction	Location and Post Mile (PM)	Resource Type	Nature of Proposed Construction	Dimension of "Use" (acres)	Preliminary Section 4(f) Use Determination
Richardson Bay Lineal Park – Town of Tiburon Parks Division	Locations 18 and 20 PM 3.0 and PM 3.24	City Park	A PTE&C would be required within the park property at SR 131 PM 3.0 to relocate an existing crosswalk sign within the park. Additionally, a PTE&C would be needed within the property of the park at the SR 131/San Rafael Avenue intersection to upgrade curb ramps.	Approximate 0.0182 acre or 792 square feet of PTE&C	*De minimis*
Belveron Mini-Park – Town of Tiburon Parks Division	Location 9 and PM 1.83	City Park	A TCE would be needed within the park property in the area adjacent to the Caltrans ROW to complete guardrails replacement work.	Approximate 0.0010 acre or 43 square feet of TCE	*De minimis*

3.1 Park/Recreation Resources

3.1.1 Richardson Bay Lineal Park – Town of Tiburon Parks Division

Richardson Bay Lineal Park (Lineal Park) is an approximate 2-mile-long area of protected shoreline, waterfront, parks, and recreation facilities within the Town of Tiburon that is managed by the Town of Tiburon Parks Division. Lineal Park consists of multiple smaller parks facilities, including Blackie's Pasture Park, McKegney Green City Park, South-of-the-Knoll Park and Playground, Tiburon Linear Park Multi-Use Path, and Cypress Grove Garden Park (Town of Tiburon 2023). This section (Section 3.1.1) reviews the recreational facilities present within the South-of-the-Knoll Park and Playground, Tiburon Linear Park Multi-Use Path, and Cypress Grove Garden; and Blackie's Pasture Park and McKegney Green City Park is

discussed independently in **Table 2**. Lineal Park extends from approximately the SR 131/Mar West Street intersection in the east (approximately at SR 131, PM 3.85) to Blackie's Pasture Park in the west (at the SR 131, PM 1.7). Lineal Park includes approximately 27.37 acres of land and is largely along the waterfront of Richardson Bay, south of SR 131 (Town of Tiburon 2023). The park provides a variety of recreational opportunities, including a multi-use path and amenities along the bay waterfront, athletic fields and courts, playground facilities, historical interpretation signage, and gardens and open space (Town of Tiburon 2023). Public parking for Lineal Park is provided through two parking lots along SR 131. One of the public parking lots is west of Blackie's Pasture Park (SR 131, PM 1.70), while the other parking area is south of the SR 131/Lyford Drive intersection (SR 131, PM 3.75). According to the *Tiburon 2040 General Plan – Chapter 10: Open Space, Parks, and Recreation Element* (Town of Tiburon 2023), popular forms of recreation in Lineal Park include pedestrian use of the multi-purpose path, biking, picnicking, organized sports on athletic fields and courts, and use of playground facilities. The Project footprint runs along the entirety of the northern boundary of Lineal Park, along SR 131, and includes portions of the park at two locations (SR 131, PM 3.05 and PM 3.25). At SR 131, PM 3.05, the Project would require a 0.0150-acre (650-square-foot) PTE&C from Lineal Park, within the paved and vegetated westbound shoulder of the multi-use path to relocate an existing crosswalk sign at this location.

Table 2. Section 4(f) Resources Indirectly Affected by the Project Footprint and Preliminary Section 4(f) Impact Determination

Section 4(f) Resource – Agency with Jurisdiction	Location and Post Mile (PM)	Resource Type	Nature of Proposed Construction	Dimension of "Use" (acres)	Preliminary Section 4(f) Use Determination
Blackie's Pasture Park – Town of Tiburon Parks Division	PM 1.60 through PM 2.05	City Park	No ROW acquisitions would be required within the park; however, the Project would introduce construction activities directly adjacent to the park property, including the construction of bicycle lanes, guardrail replacements, and signage replacements.	Not Applicable	No Use
McKegney Green City Park – Town of Tiburon Parks Division	PM 2.05 through PM 2.26	City Park	No ROW acquisitions would be required within the park; however, the Project would introduce construction activities directly adjacent to the park property, including guardrail replacements, curb ramp upgrade, and traffic signal installation.	Not Applicable	No Use
Point Tiburon Shoreline Park– Town of Tiburon Parks Division	PM 4.40	City Park	No ROW acquisitions would be required within the park; however, the Project would introduce construction activities directly adjacent to the park property, including pavement rehabilitation.	Not Applicable	No Use

3.1.2 Belveron Mini-Park – Town of Tiburon Parks Division

Belveron Mini-Park (Mini-Park) is a 0.5-acre area that includes a grass field, a wooded area, benches, and a paved walking trail and is managed by the Town of Tiburon Parks Division. The Mini-Park is north of SR 131 at PM 1.83, and behind single-family residences along Jefferson Drive and Mercury Avenue. The Mini-Park has only one access point, which is along a paved pathway along the westbound shoulder of SR 131, between Jefferson Drive and Trestle Glen Boulevard. According to the *Tiburon 2040 General Plan – Chapter 10: Open Space, Parks, and Recreation Element* (Town of Tiburon 2040), the Mini-Park is intended to serve only a small portion of the town residents within one-half mile of the park, and park amenities are generally oriented toward the recreational needs of young children. There are no public parking facilities established for the Mini-Park, and street parking is limited to along Jefferson Street and Mercury Avenue. The public parking lots at Blackie's Pasture Park are approximately 0.12 mile (640 feet) southwest of the Mini-Park. The Project footprint runs along the entire southern boundary of the Mini-Park and includes portions of the park at SR 131, PM 1.83.

3.2 Historic Properties

Caltrans prepared a Section 106 summary memo (Caltrans 2023) for the proposed Project in July 2023. **Table A-2** (Appendix A) presents the known historic properties present within a 0.5-mile radius of the Project footprint. No impacts were identified for three historic properties, shown in **Table A-2** in Appendix A. Within the project area there is one Historic Property that is significant under Criteria A and D of the National Register of Historic Places for its association with precontact history in the Bay Area. Additional information cannot be disclosed due to the cultural sensitivity of the property. The State Historic Preservation Officer's concurrence with the No Adverse Effect determination will be included in the final environmental document.

4. Impacts on Section 4(f) Properties

4.1 Park and Recreation Resources

4.1.1 Richardson Bay Lineal Park – Town of Tiburon Park Division

IMPACT: As shown on **Figure 3, Maps 24 through 26** and **Figure 5, Map 02** the proposed Project would include portions of Lineal Park at two locations (SR 131, PM 3.05 and PM 3.25). At SR 131, PM 3.05, the Project would require a 0.0150-acre (650-square-foot) PTE&C from Lineal Park, within the paved and vegetated westbound shoulder of the multi-use path to access, relocate, and construct a crosswalk sign at this location. At SR 131, PM 3.25, the Project would require a 0.0032-acre (140-square-foot) PTE&C from Lineal Park along the paved and vegetated portions of the multi-use path to access, construct, and maintain a curb ramp upgrade at the southwestern corner of the SR 131/San Rafael Avenue intersection. The Project would also introduce construction activities directly adjacent to the park property along its entire extent, including pavement rehabilitation, guardrail replacements, a curb ramp upgrade, and signage and traffic signal replacements. The introduction of these construction activities adjacent to Lineal Park are anticipated to temporarily affect the visual, air quality, and noise environments at these resources throughout the duration of construction. Additionally, while access along SR 131 and Tiburon Linear Trail would be maintained throughout construction, the proposed implementation of lane closures and traffic control along these travel ways would have the potential to temporarily affect access to Lineal Park during the duration of Project construction.

The establishment of a total of 0.0182 acre (792 square feet) of PTE&C within Lineal Park would be required for Caltrans access and maintenance needs associated with Project construction. The Project would not permanently affect Lineal Park, with impacts concluding following the completion of construction. The affected portions of Lineal Park currently include paved and vegetated portions of Tiburon Linear Trail Multi-Use Path. Construction within Lineal Park and along Tiburon Linear Trail would require a temporary construction zone to be established around the work area where the PTE&Cs are proposed, and a trail detour would be established along the southern shoulder of the trail to divert bicycle and pedestrian travel around the construction area. The length of the detour would not change the existing distance trail users currently travel, and the temporary detour would allow for continued uninterrupted use of the multi-use path throughout construction. Intermittent closures also are anticipated along the affected multi-purpose path at the SR 131/San Rafael Avenue intersection when construction equipment needs to travel along or across the existing pathway. These intermittent closures are anticipated to be infrequent (occurring only a few times a day) and short in duration (lasting no longer than 10 minutes; closures are not anticipated to substantially impede recreational use of Tiburon Linear Trail or Linear Park. When intermittent trail closures are necessary, construction flaggers would be present to notify trail users of the short closure.

Proposed construction activities associated with the Project would temporarily affect the noise, air quality, and visual environment in the Project footprint and immediately surrounding areas by altering views, generating dust, and increasing noise and vibrations at the resources. These impacts would be temporary, would cease upon the completion of construction, and would not affect the permanent operation of the resource. Construction-related noise, air quality, and visual impacts are not anticipated to substantially impede recreational use of the affected areas of Lineal Park due to the proximity and amount of traffic disturbance that exist along SR 131.

PRELIMINARY USE DETERMINATION: *De minimis.* Although construction of the proposed Project would result in temporary impacts on Lineal Park and the establishment of 0.0182 acre (792 square feet) of PTE&C, the impact would be minor and would qualify as a *de minimis* impact. In terms of recreational value, recreational resources within the affected portion of Lineal Park are limited to the paved and vegetated portion of Tiburon Lineal Park. As discussed in the Impact section, a temporary construction zone would be required around the work area where the PTE&Cs are proposed along Tiburon Linear Trail and intermittent closures may be required at the SR 131/San Rafael Avenue intersection; however, access along the trail would be maintained to the trail and Lineal Park throughout construction through the implementation of an onsite detour and the presence of a construction flagger.

The remaining area that makes up the approximately 27.37-acre Lineal Park would remain open and accessible for recreational and park uses throughout construction. The temporary impacts on Lineal Park would be limited to the construction phase of the Project and would include effects on the noise, air quality, and visual environment of the areas immediately adjacent to SR 131 and the Project footprint, due to the presence of construction equipment and activities. Access to Lineal Park and SR 131 would be maintained throughout construction and operation of the Project. The Project would require the introduction of lane closures and traffic control along SR 131 to complete construction activities within the Project footprint; however, a traffic management plan would be designed to maintain access to properties along SR 131 throughout Project construction. These construction effects are not anticipated to last for the full duration (220 working days) of construction.

The establishment of the 0.0182-acre (792-square-foot) PTE&C within Lineal Park is not anticipated to adversely affect the activities, features, or attributes that qualify Lineal Park for protection under Section

4(f). Lineal Park would remain open and accessible for recreational and park uses during Project construction, and the proposed Project construction impacts on the affected area of Lineal Park and Tiburon Linear Trail are not anticipated to substantially affect the use of these resources during Project construction. Project features (PFs) and avoidance and minimization measures (AMMs) identified in Section 5 would be implemented to minimize potential impacts on the existing uses of the Section 4(f) property within the affected areas.

4.1.2 Belveron Mini-Park – Town of Tiburon Park Division

IMPACT: As shown on **Figure 3, Maps 16 and 17**, and **Figure 5, Map 01**, the proposed Project would include portions of the Mini-Park at SR 131, PM 1.83. At SR 131, PM 1.83, the Project would require a 0.001-acre (43-square-foot) TCE from the Mini-Park, within the paved pathway that parallels westbound SR 131 and is used to access the Mini-Park. The TCE would be required within the Mini-Park property to access, construct, and maintain the proposed guardrail replacements between SR 131 and the Mini-Park entrance. The Project would also introduce construction activities directly adjacent to the Mini-Park southern property boundary, including pavement rehabilitation, guardrail replacements, curb ramp upgrades, and signage and traffic signal replacements. The introduction of these construction activities adjacent to the Mini-Park are anticipated to temporarily affect the visual, air quality, and noise environments at the park throughout the duration of construction. Additionally, while access along SR 131 would be maintained throughout construction, the proposed implementation of lane closures and traffic control along the highway would have the potential to temporarily affect access to the Mini-Park during the duration of Project construction.

The establishment of a 0.001-acre (43-square-foot) TCE within the Mini-Park would be required for Caltrans access and maintenance needs associated with Project construction. The Project would not permanently affect the Mini-Park, with impacts concluding following the completion of construction. The affected portion of the Mini-Park is entirely composed of a paved pathway that parallels westbound SR 131 and is used to access the Mini-Park. Construction within the Mini-Park would require a temporary construction zone be established around the work area where the TCE is proposed; however, access to the Mini-Park and along the existing paved pathway would be maintained throughout construction.

Proposed construction activities associated with the Project would temporarily affect the noise, air quality, and visual environment in the Project footprint and immediately surrounding areas by altering views, generating dust, and increasing noise and vibrations at the resource. These impacts would be temporary, would cease upon the completion of construction, and would not affect the permanent operation of the resource. Construction-related noise, air quality, and visual impacts are not anticipated to substantially impede recreational use of the affected areas of the Mini-Park due to the proximity and amount of traffic disturbance that exists along SR 131.

PRELIMINARY USE DETERMINATION: *De minimis*. Although construction of the proposed Project would result in temporary impacts on the Mini-Park and the establishment of a 0.001-acre (43-square-foot) TCE, the impact would be minor and would qualify as a *de minimis* impact. In terms of recreational value, recreational resources within the affected portion of the Mini-Park are limited to the paved pathway that provides access to the park and parallels westbound SR 131, between Trestle Glen Boulevard and Jefferson Drive. As discussed in the Impacts section, a temporary construction zone would be required around the work area where the TCE is proposed within the pathway; however, access along the pathway and to the Mini-Park would be maintained throughout construction.

The remaining area that makes up the approximately 0.5-acre Mini-Park would remain open and accessible for existing recreational, and park uses throughout construction. The temporary impacts on the Mini-Park would be limited to the construction phase of the Project and would include effects to the noise, air quality, and visual environment of the areas immediately adjacent to SR 131 and the Project footprint, due to the presence of construction equipment and activities. Access to the Mini-Park and SR 131 would be maintained throughout construction and operation of the Project. The Project would require the of lane closures and traffic control along SR 131 to complete construction activities within the Project footprint; however, a traffic management plan would be designed to maintain access to properties along SR 131 throughout Project construction. These construction effects are not anticipated to last for the full duration (220 working days) of construction.

The establishment of the 0.001-acre (43-square-foot) TCE within the Mini-Park is not anticipated to adversely affect the activities, features, or attributes that qualify the Mini-Park for protection under Section 4(f). The Mini-Park would remain open and accessible for recreational and park uses during Project construction, and the proposed Project construction impacts on the affected area of the park are not anticipated to substantially affect the use of these resources during Project construction. PFs and AMMs identified in Section 5 would be implemented to minimize potential impacts on the existing uses of the Section 4(f) property within the affected areas.

4.2 Historic Properties

4.2.1 Cultural Resource

IMPACT: All Project impacts are occurring within previously impacted portions of the cultural resource. No new impacts will occur because of this Project. The impacts to the cultural resource are analyzed in the Section 106 Finding of Effect document, and include Avoidance and Minimization Measures (AMM), including the designation of an Environmentally Sensitive Area, Monitoring Area and Post Review Discovery Plan.

PRELIMINARY USE DETERMINATION: *De Minimus*. Based on the Section 106 Finding of No Adverse Effect Report and Post Review Discovery Plan for the project there will be no adverse effect to the cultural resource through the establishment of an ESA, and the monitoring of construction activities within the monitoring areas by archaeological and tribal monitors. The work is not anticipated to adversely affect the activities, features, or attributes that qualify the cultural resource for protection under Section 4(f). AMMs identified in Section 5 would be implemented to minimize potential impacts to the Section 4(f) property within the affected area.

4.3 Conclusion

In conclusion, implementation of the proposed Project would result in minimal encroachments onto portions of protected Section 4(f) resources, which constitute a use of Section 4(f) properties. The proposed Project would establish a 0.0182-acre (792-square-foot) PTE&C within portions of Richardson Bay Lineal Park and a 0.001-acre (43-foot) TCE within Belveron Mini-Park. Additionally, the proposed Project would introduce temporary access, noise, air quality, and visual impacts along the SR 131 corridor that have the potential to affect the six recreational resources identified in Appendix A. Temporary impacts on the Section 4(f) properties that would result from Project construction would be minimized through the implementation of the PFs and AMMs described in Section 5. The proposed Project would improve the serviceability and ride quality of SR 131 and restore existing drainage systems to reduce the

potential for highway flooding and damage. In addition, the Project would enhance complete streets and support active modes of transportation by bridging a gap in the transportation network and improving bicycle access throughout the Project footprint. The project would have a *de minimus* determination on a Historic Property within project limits, supported by the Section 106 Finding of No Adverse Effect. Due to the minimal area affected by the PTE&Cs and TCEs, the temporary nature of the proposed construction activities, and inclusion of measures to minimize harm to and restore affected areas, the Project qualifies for *de minimis use* of the Richardson Bay Lineal Park and Belveron Mini-Park.

5. Measures to Minimize Harm to Section 4(f) Resources

Measures necessary to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) are considered before making a *de minimis* determination. While the affected resources include developed recreation facilities within their limits, these facilities are not within the area affected by the proposed Project, and the effects of the Project would be temporary and limited to the duration of Project construction. Any impacts on developed recreation facilities within the recreational resources discussed in Section 4 would be considered temporary and would result from effects on the air quality, noise, and visual environment as a result of the presence of construction equipment and activities. The following PFs and AMMs would be implemented to minimize potential impacts on the existing uses of the Section 4(f) properties. A full list of PFs and AMMs proposed for the Project is included in the Final IS/ND prepared for the Project (January 2024).

5.1 Project Features

- **PF-AES-1, Minimize Vegetation Impacts.** Impacts on vegetation would be minimized to the greatest extent possible during construction. Vegetation to remain would be protected from construction activities through the installation of temporary fencing when it is close to construction work.

- **PF-AES-2, Temporary Fencing.** Temporary fencing would be used to protect the roots and canopies of nearby trees.

- **PF-AES-3, Tree Trimming.** Where the pruning of trees is required to accommodate construction operations, pruning would be performed under the supervision of a certified arborist.

- **PF-AES-4, Staging Areas Positioning.** Construction materials and equipment would be stored in a staging area beyond the direct view of the motoring public and residential properties to the extent feasible.

- **PF-AQ-1, Control Measures for Construction Emissions of Fugitive Dust.** Dust control measures would be implemented to minimize airborne dust and soil particles generated from graded areas. For disturbed soil areas, the use of an organic tackifier to control dust emissions would be included in the construction contract. Watering guidelines would be established by the contractor and approved by the Caltrans resident engineer. Any material stockpiled during construction would be watered, sprayed with tackifier, or covered to minimize dust production and wind erosion.

- **PF-AQ-2, Construction Vehicles and Equipment.** Construction vehicles and equipment would be maintained and tuned in accordance with manufacturer's specifications. In addition, solar-powered traffic control lights would be used if feasible.

- **PF-AQ-3, Minimize Idling.** Idling times would be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes.**PF-CUL-1 Unanticipated Archaeological Discovery.** If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer.

- **PF-CUL-2 Unanticipated Human Remains Discovery**. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities would cease in any area or nearby area suspected to overlie the remains and the county coroner would be contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission, which would then notify the Most Likely Descendant. At that time, the person who discovered the remains would contact the Environmental Senior and Professionally Qualified Staff, who would work with the Most Likely Descendant to ensure respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 would be followed, as applicable.

- **PF-NOI-2, Construction Noise Levels.** The following measures would be implemented to reduce noise levels during construction where feasible:

    - Any operation exceeding 86 decibels (A-weighted) would not be allowed at nighttime from 9:00 p.m. to 6:00 a.m.

    - Schedule noisy operations within the same timeframe where feasible. The total noise level would not be significantly greater than the level produced if operations are performed separately.

    - If feasible, use solar or electricity as a power source instead of diesel generators.

    - Avoid unnecessary idling of internal combustion engines.

    - Locate all stationary noise-generating construction equipment as far as practicable from noise-sensitive receptors or provide baffled housing or sound aprons for equipment when sensitive receptors adjoin or are near a Project construction area.

    - Equip all internal combustion engine-driven equipment with manufacturer-recommended intake and exhaust mufflers that are in good condition and appropriate for the equipment.

    - Use “quiet” air compressors and other “quiet” equipment where such technology exists.

    - No construction equipment would be delivered and dropped off before 6:00 a.m.

    - Maintain all internal combustion engines properly to minimize noise generation.

5.2 Avoidance and Minimization Measures

- **AMM-AES-1, Staging Areas Impact Reduction.** Staging areas would not be located where they require the removal of vegetation or result in ground compaction impacting tree roots.

- **AMM-AES-2, Revegetating.** Trees or vegetation removed during construction would be replaced or compensated via in lieu fee. Consultation with the Office of Biological Science and Permits, the Office

of Environmental Analysis, as well as the Office of Landscape Architecture would be necessary regarding potential tree or vegetation loss, avoidance, and replacement.

- **AMM-AES-3, Reseeding.** Disturbed areas would be revegetated with a regionally appropriate native seed mix following construction.

- **AMM-CUL-1 Cultural Environmentally Sensitive Area.** Before starting construction, ESAs (defined as areas containing previously recorded archaeological sites located adjacent to or within construction work areas for which physical disturbance is not allowed) would be clearly delineated as needed using high-visibility orange fencing. The ESA fencing would remain in place at each location until work at that location is complete and would prevent construction equipment or personnel from entering these sensitive areas. The ESA fencing would also serve to delineate the Project footprint in which all construction activity would occur. The final Project plans would depict the locations where ESA fencing would be installed and how it would be assembled and constructed. The ESA fencing would be removed following completion of construction activities.

- **AMM-CUL-2 Archaeological Monitoring.** Caltrans is preparing an Archaeological Monitoring Plan to be implemented during construction. This would include establishing an archaeological monitoring area and having an archaeologist and tribal representative monitor job site activities within the archaeological monitoring area to reduce the Project's impacts to the resource within the Project limits. No work can be conducted within the archaeological monitoring area unless the archeological monitor is present. Reference Caltrans Standard Specification 14-2.03.

- **AMM-CUL-3 Post-Review Discovery Plan.** If archaeological resources cannot be avoided, a Post-review Recovery Plan would be implemented by a qualified archaeologist for the significant archaeological site that is directly affected. Data recovery would only occur in the portion of the site being directly affected.

6. Coordination

In accordance with California Environmental Quality Act Section 15073, Caltrans circulated the Draft IS/ND for review for 36 days from September 29, 2023, to November 3, 2023. Before finalizing the *de minimis* impact determinations in this TM, Caltrans prepared a public notice and provided the public an opportunity to review and comment on the findings during a 36-day public review period, in conjunction with the Draft IS/ND circulation period. Public notices included newspaper advertisements published in the *Marin Independent Journal* and notices of availability of this TM on the Caltrans Project website (https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs). During the public review period, the public was afforded the opportunity to review potential effects of the Project on the protected activities, features, and attributes of the affected recreational resources. Additionally, a virtual public meeting was held for the Project on October 26, 2023, from 6:00 p.m. to 7:30 p.m. Caltrans received no public comments on the Draft Section 4(f) during the 36-day public comment period.

Caltrans has continued to coordinate with the Town of Tiburon regarding the preliminary *de minimis* determination made in this TM, as well as all advanced Project designs with respect to the affected parks. Caltrans notified the Town of Tiburon of its intention to enter a *de minimis* determination for Point Reyes National Seashore within its jurisdiction (with the *Draft State Route 131 Capital Preventive Maintenance Project (04-1Q230) – Evaluation of Potential Section 4(f) Resources and De Minimis Impact*

Determination) on December 20, 2023. The Town of Tiburon replied on December 21, 2023 (Appendix B).

On November 17, 2023 Caltrans issued a moving forward notification to the State Historic Preservation Officer (SHPO) pursuant to Section 106 PA Stipulation VIII.C.6.a. On December 7, 2023, Caltrans Cultural Studies Office (CSO) submitted the Finding of No Adverse Effect Report (Caltrans 2023b) to the SHPO pursuant to Stipulation X.B.2 of the Section 106 PA. The SHPO concurred with the project finding on December 11, 2023 (Caltrans 2023c).

7. List of Technical Studies and References

California Department of Transportation (Caltrans). 2014. *Complete Streets – Integrating the Transportation System*. Deputy Directive DD-64-R2. October 17.

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California Department of Transportation (Caltrans). 2024. *State Route 131 Capital Preventive Maintenance Project, Final Initial Study with Negative Declaration*. January.

Federal Highway Administration (FHWA). 1987. *Guidance for Preparing and Processing Environmental and Section 4(f) Documents.* FHWA Technical Advisory T6640.8A. October 30.

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Town of Tiburon. 2023. *Tiburon 2040 General Plan – Chapter 10: Open Space, Parks, and Recreation.* March. http://www.townoftiburon.org/DocumentCenter/View/4141/10-Open-Space-Parks-Recreation?bidId=.

Figures

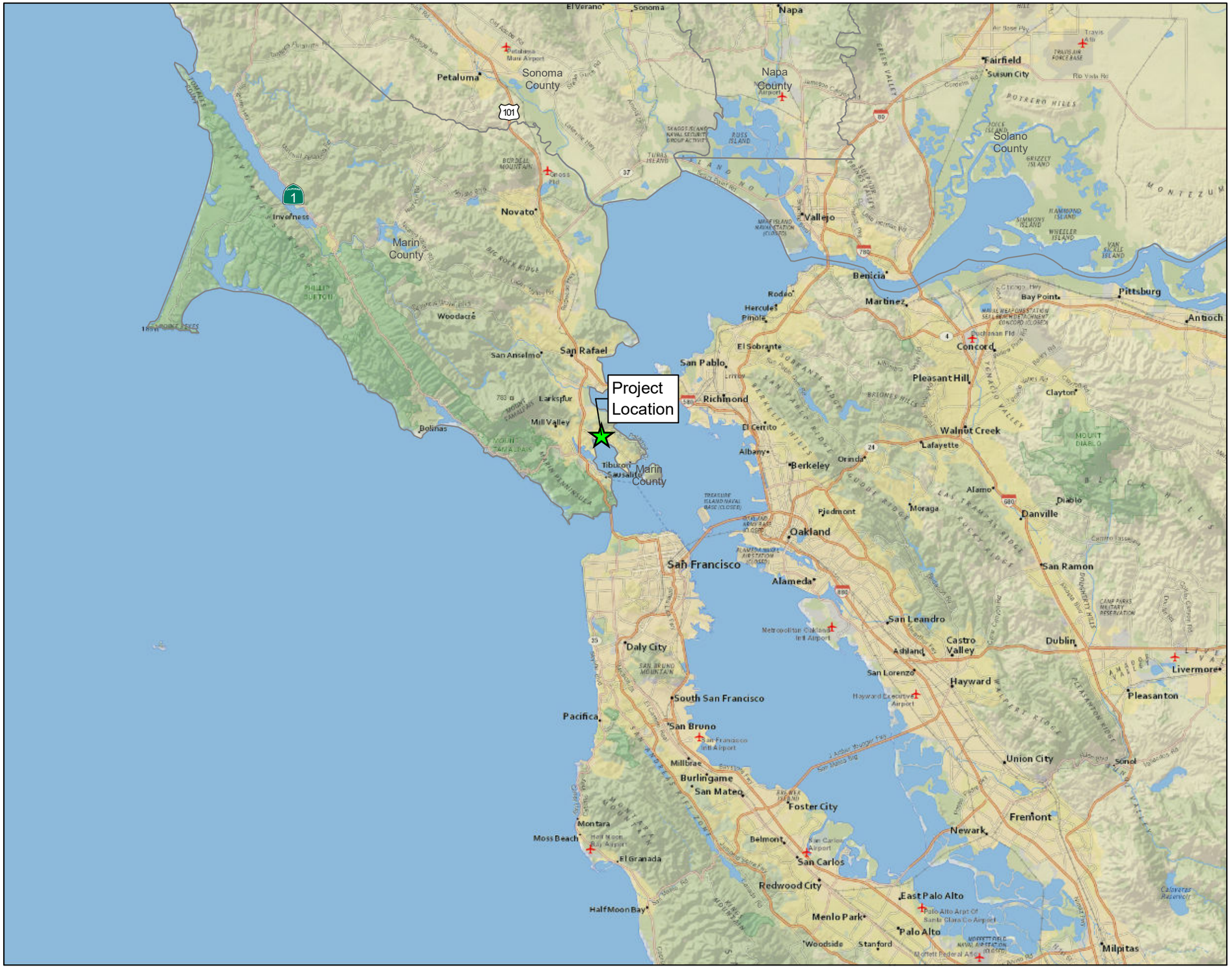
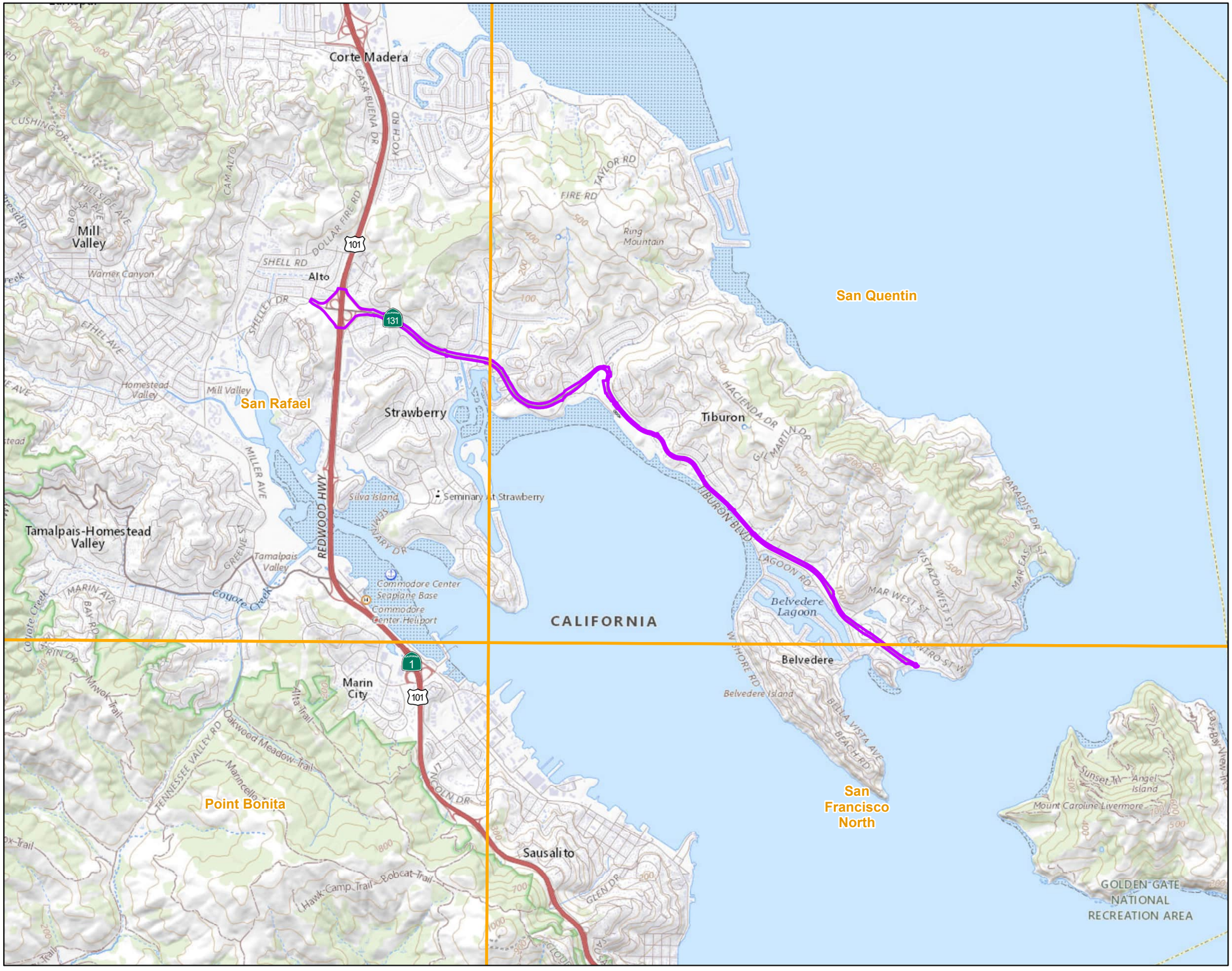
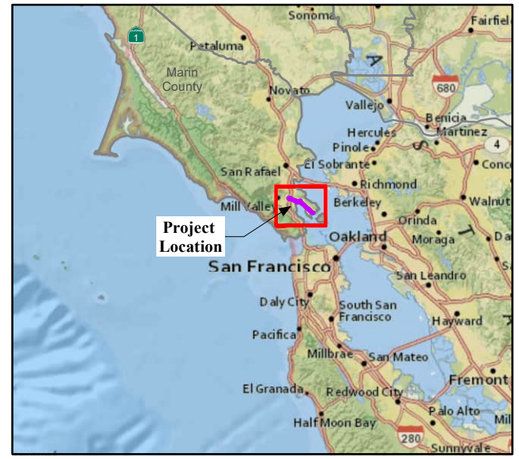


FIGURE 1
Regional Location
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\PROJSETUP\FIG1_REGIONAL_LOCATION_1Q230.MXD





Legend

- Project Footprint
- USGS 7.5 Minute Quadrangle

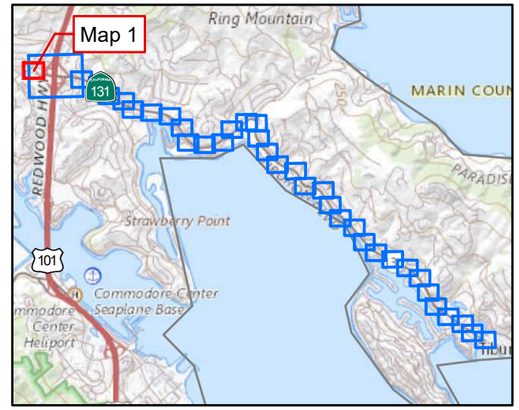
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0 3,000 6,000
Feet

FIGURE 2
Project Location
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2022\PD\NOV\FIG2_PROJECT_LOCATION_1Q230.MXD





Legend

- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Traffic Signal
- Install Traffic Signal and Lighting

From CAD

- Upgrade Curb Ramp
- Construct Bikeway Class II
- Cunstruct Sidewalk
- Right of Way Acquisition
  Permit to Enter & Construct

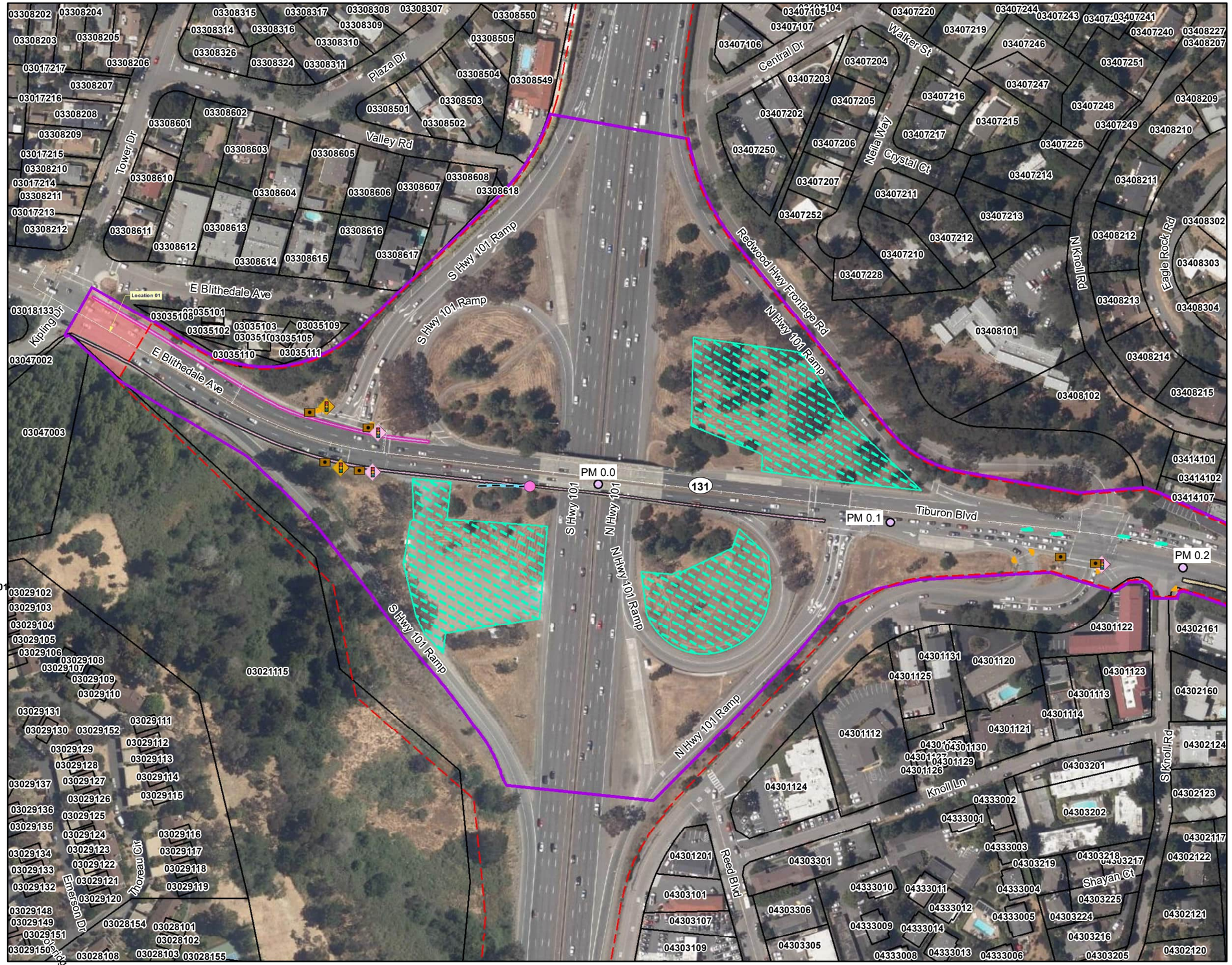
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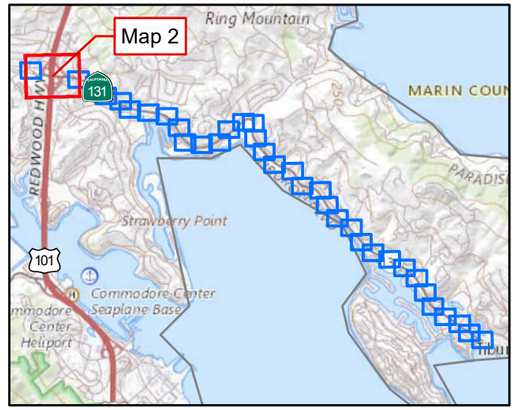
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FIGURE 3
Map 01 of 36 - Western Segment Project Components
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Traffic Signal
- Install Traffic Signal and Lighting
- Install Transition Railing

From CAD

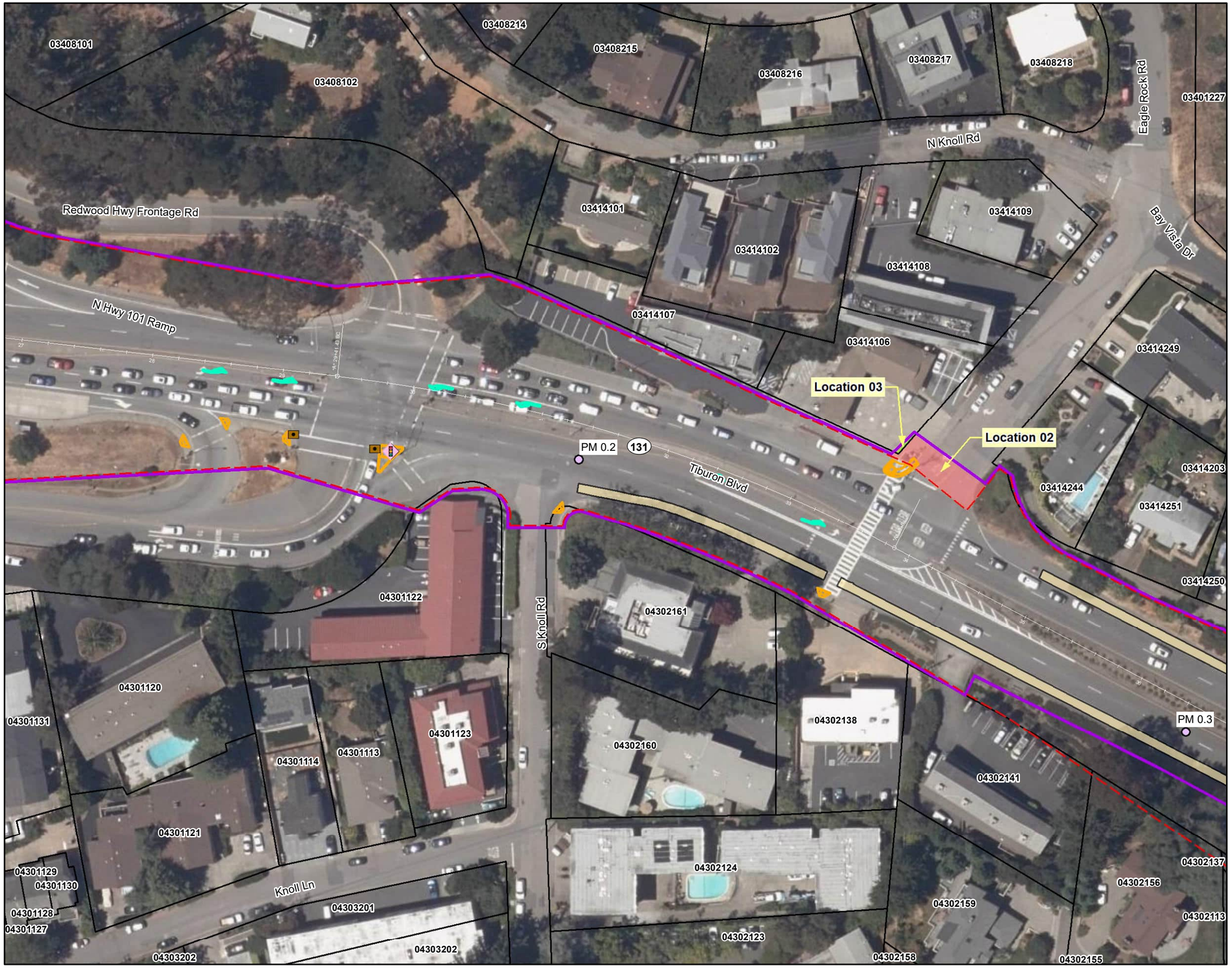
- Install Transition Railing
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Restripe Travel Lane
- Upgrade Curb Ramp
- Staging Area
- Construct Bikeway Class II
- Construct Bikeway Class IV
- Cunstruct Sidewalk
- Right of Way Acquisition
  Permit to Enter & Construct

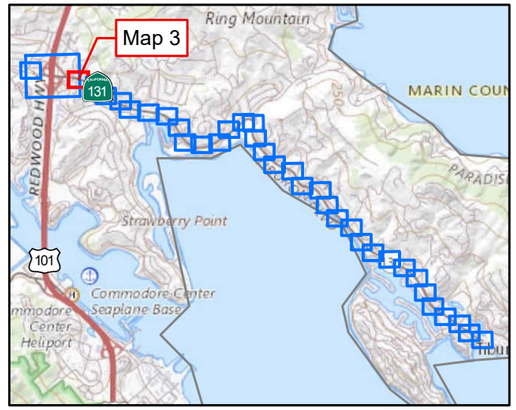
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FIGURE 3
Map 02 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Traffic Signal and Lighting

From CAD

- Restripe Travel Lane
- Upgrade Curb Ramp
- Construct Bikeway Class IV
- Right of Way Acquisition Temporary Construction Easement
- Right of Way Acquisition Permit to Enter & Construct

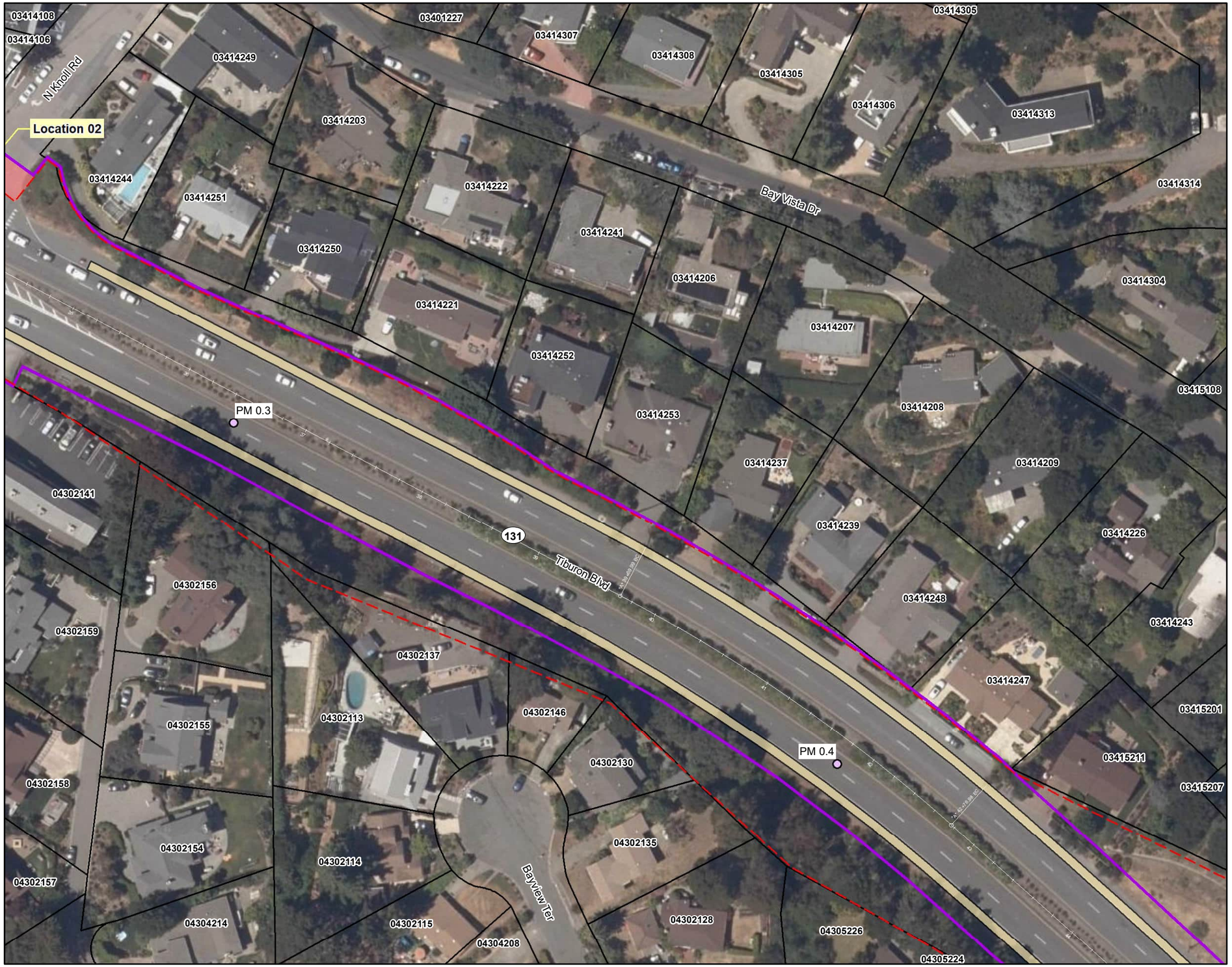
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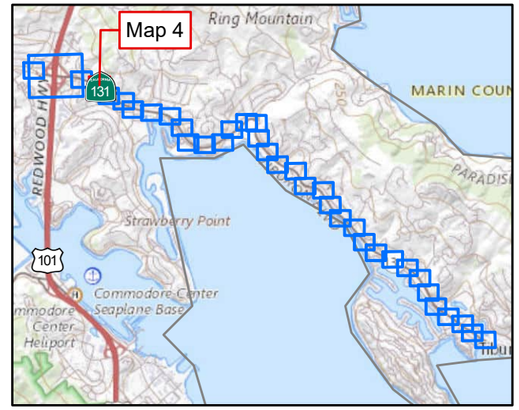
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FIGURE 3
Map 03 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

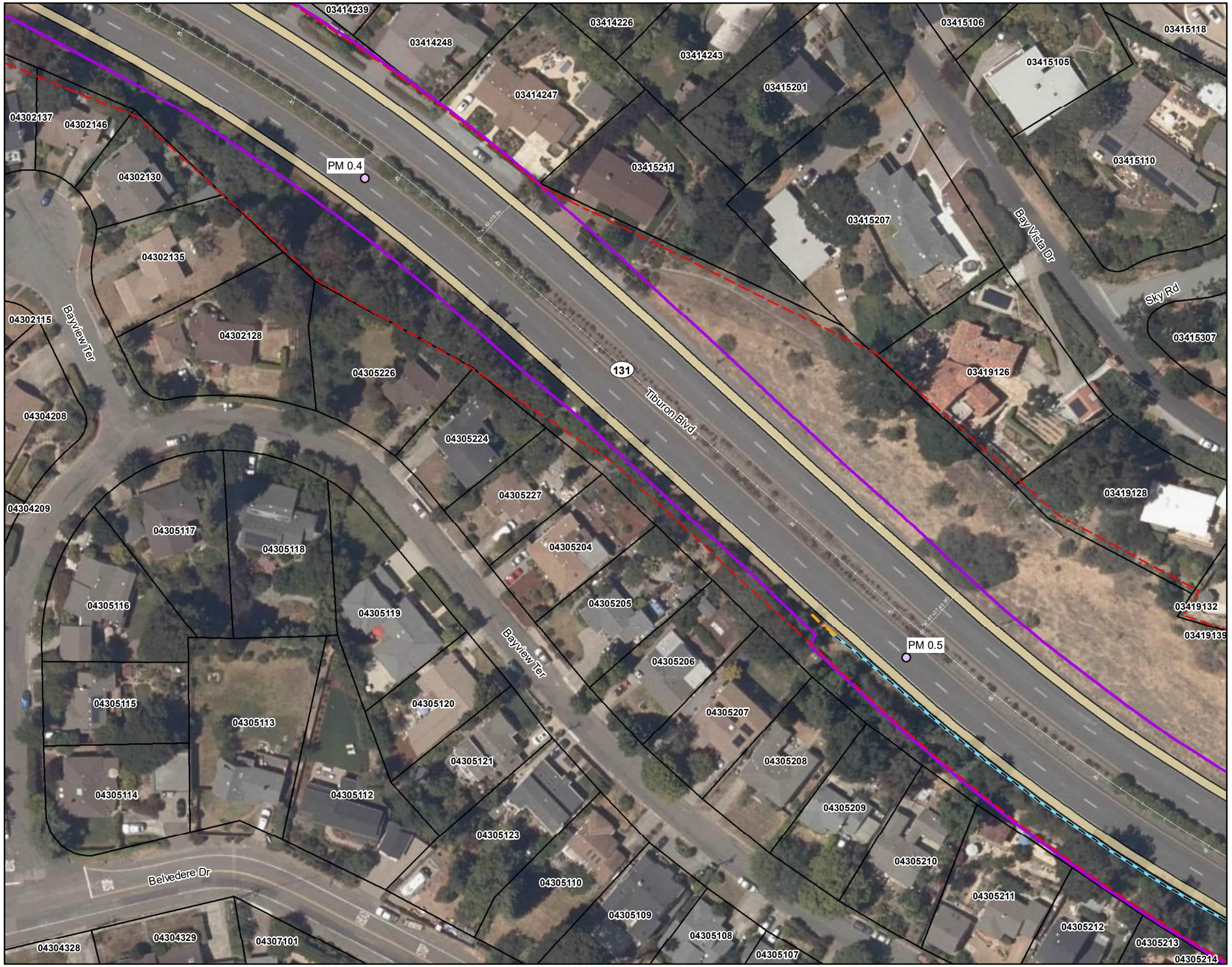
- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Construct Bikeway Class IV
- Right of Way Acquisition
  Permit to Enter & Construct

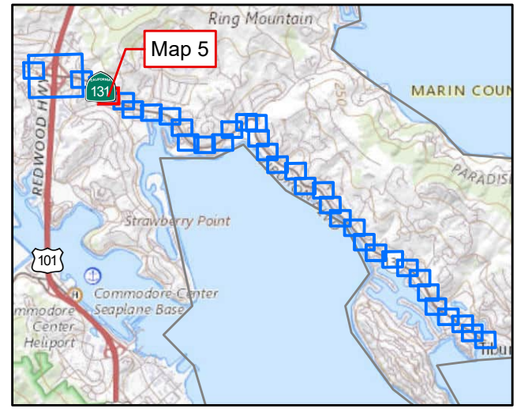
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FIGURE 3
Map 04 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

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Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Construct Bikeway Class IV

0 75 150 Feet

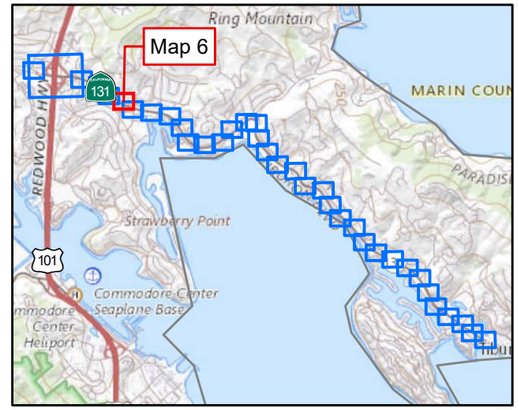
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FIGURE 3
Map 05 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Relocate State Interconnect Cable System
- Relocate Traffic Signal
- Install Traffic Signal
- Install Traffic Signal and Lighting

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Restripe Travel Lane
- Upgrade Curb Ramp
- Construct Bikeway Class IV
- Remove Refuge Island
- Install Crash Cushion
- Right of Way Acquisition
- Permit to Enter & Construct

0 75 150 Feet

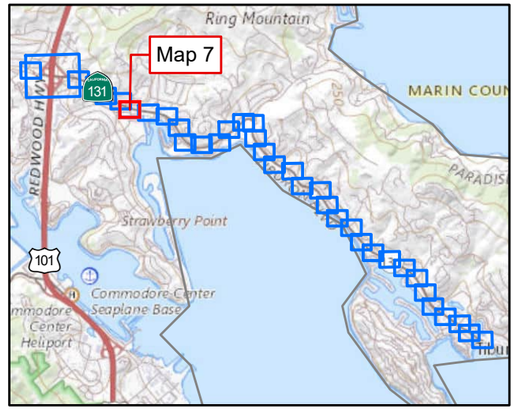
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FIGURE 3
Map 06 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Relocate State Interconnect Cable System
- Relocate Traffic Signal
- Install Traffic Signal
- Install Traffic Signal and Lighting

Not in CAD

- Relocate Bus Stop

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Restripe Travel Lane
- Upgrade Curb Ramp
- Construct Bikeway Class I
- Construct Bikeway Class IV
- Widen Roadway (Not in CAD)
- Remove Refuge Island
- Install Crash Cushion
- Right of Way Acquisition
  Permit to Enter & Construct

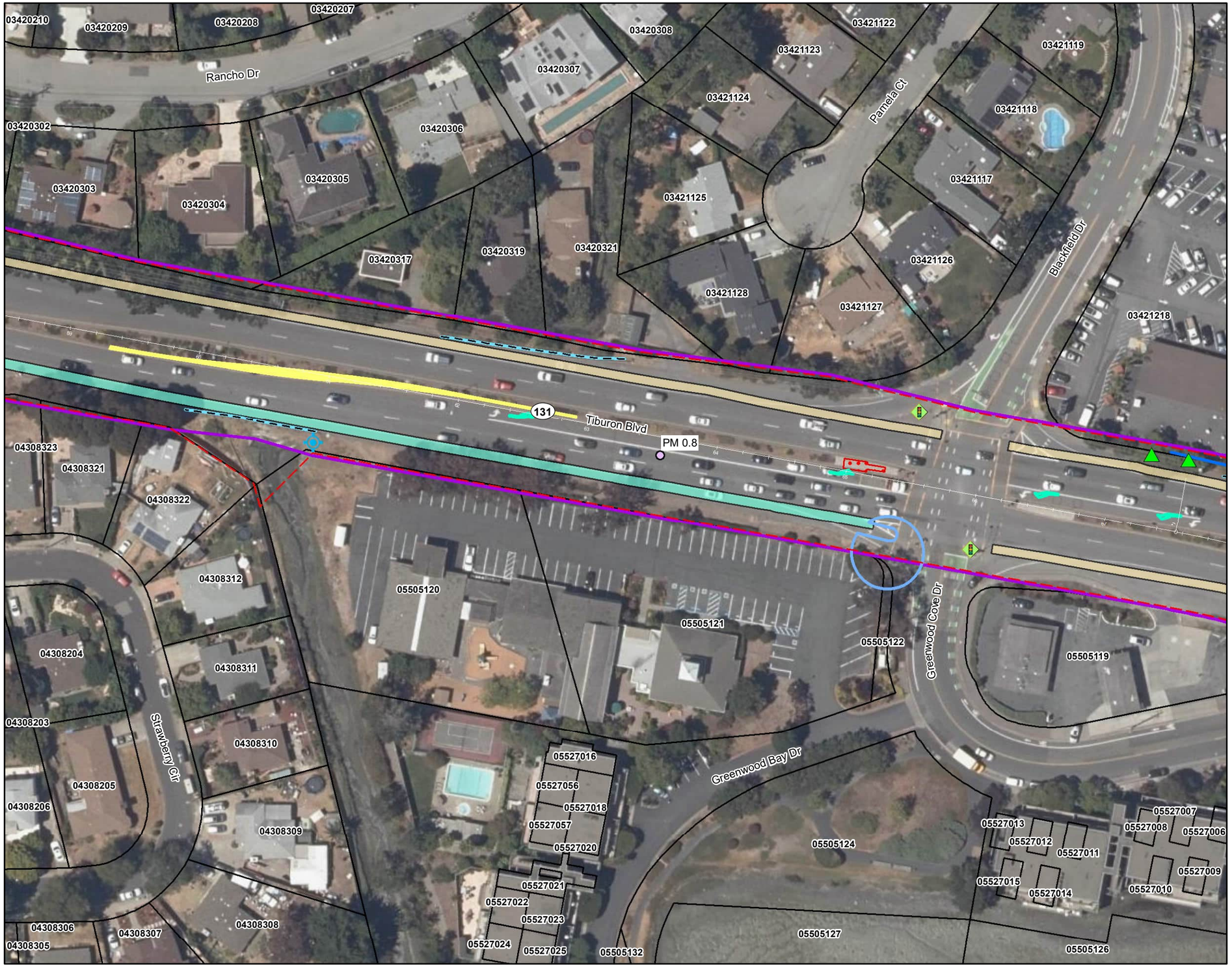
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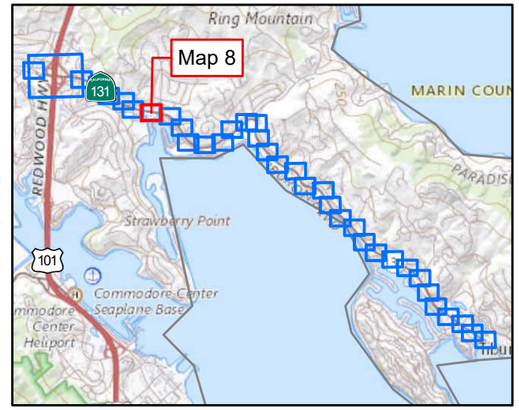
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FIGURE 3
Map 07 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Relocate Street Light
- Relocate Traffic Signal

Not in CAD

- Remove Tree

From CAD

- Remove and Replace Culvert
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Restripe Travel Lane
- Construct Bikeway Class I
- Construct Bikeway Class IV
- Improve Drainage (Not in CAD Layout)
- Widen Roadway (Not in CAD)
- Install Crash Cushion

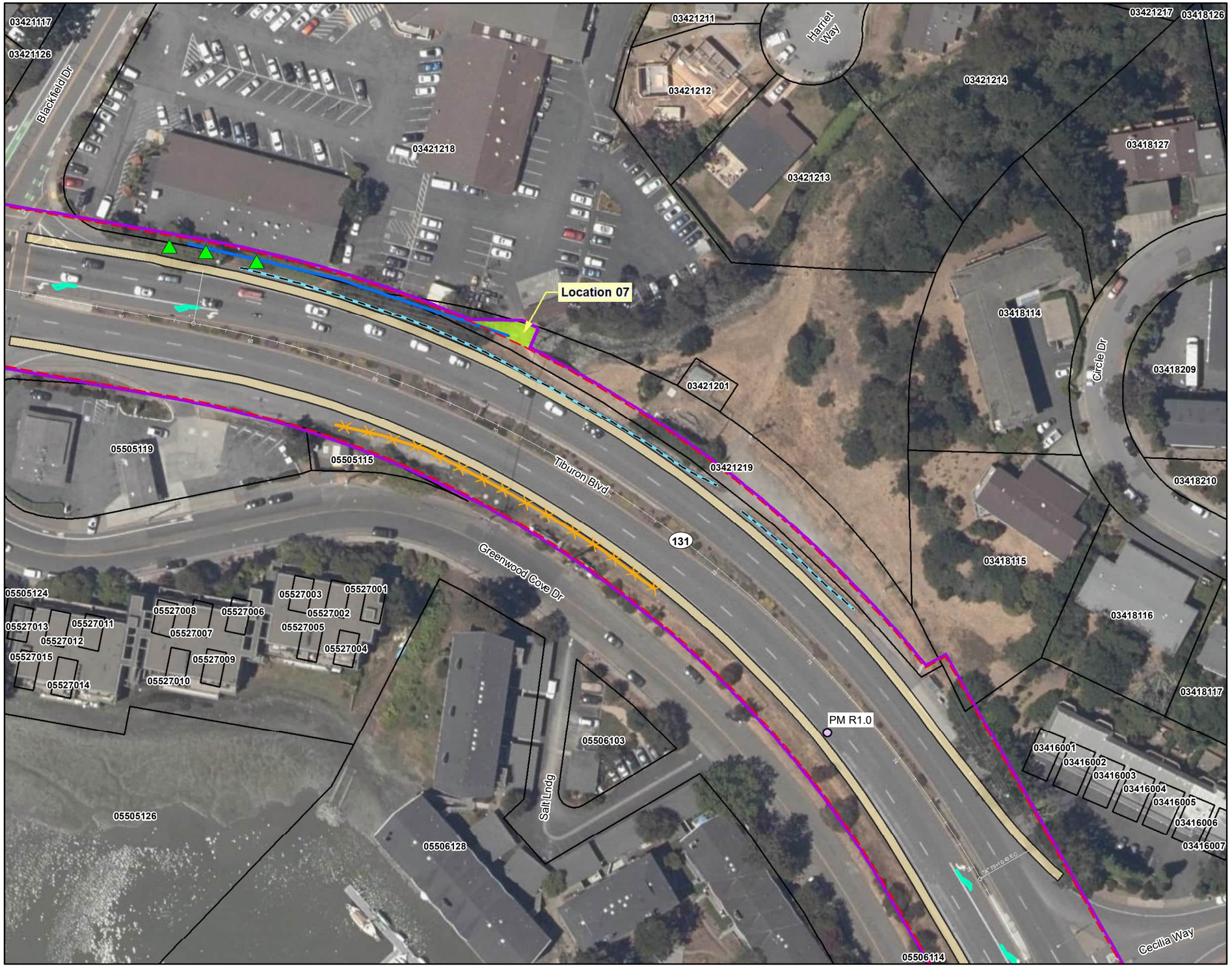
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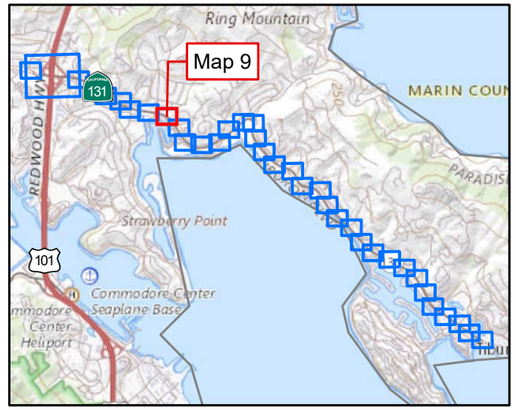
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FIGURE 3
Map 08 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

Not in CAD

- Remove Tree

From CAD

- Remove Dike
- Remove and Replace Culvert
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Restripe Travel Lane
- Construct Bikeway Class IV
- Right of Way Acquisition
- Temporary Construction Easement

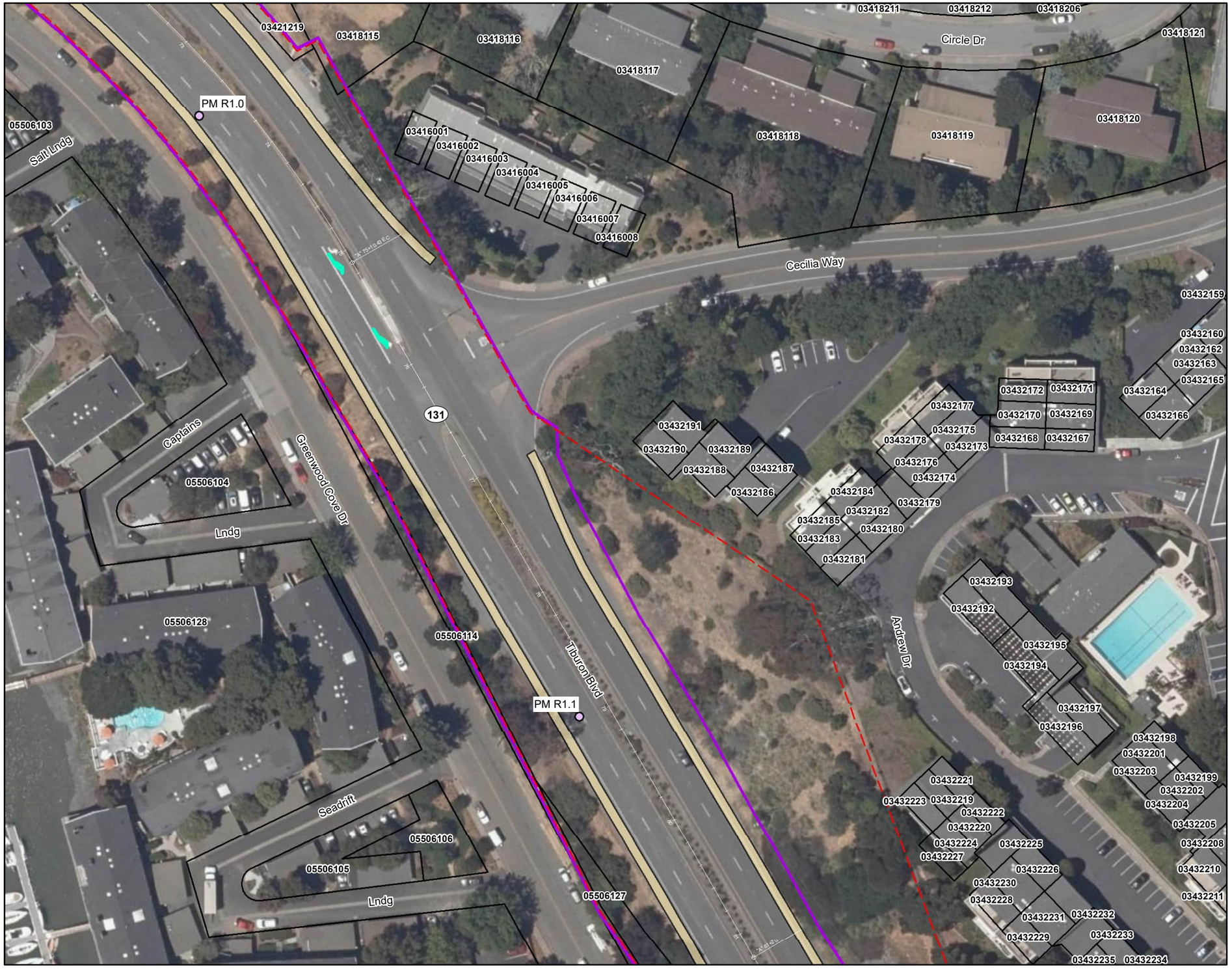
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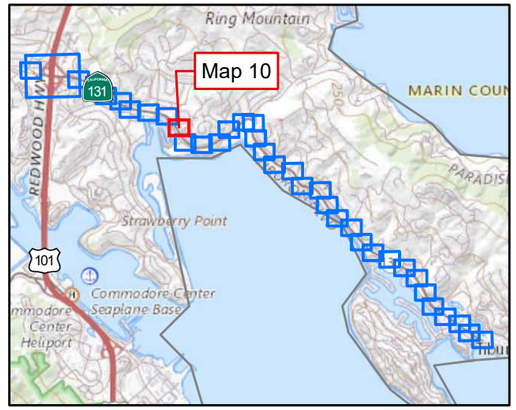
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FIGURE 3
Map 09 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

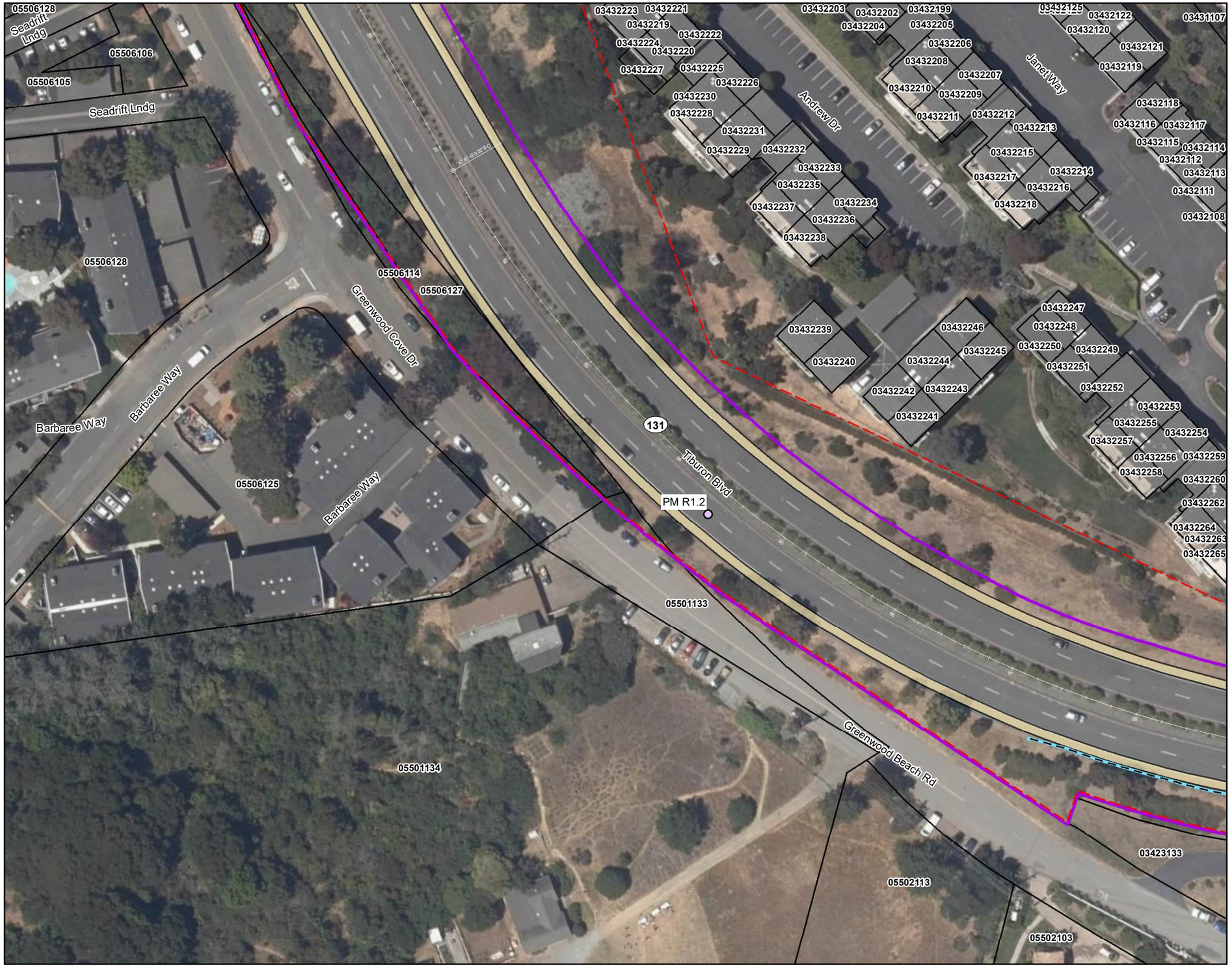
- Restripe Travel Lane
- Construct Bikeway Class IV

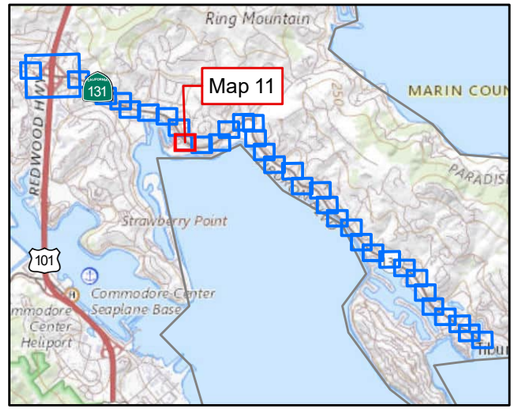
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FIGURE 3
Map 10 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Construct Bikeway Class IV

0 75 150
Feet

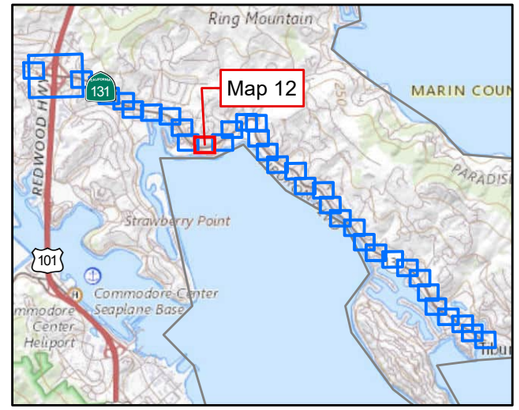
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FIGURE 3
Map 11 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Construct Bikeway Class IV

0 75 150
Feet

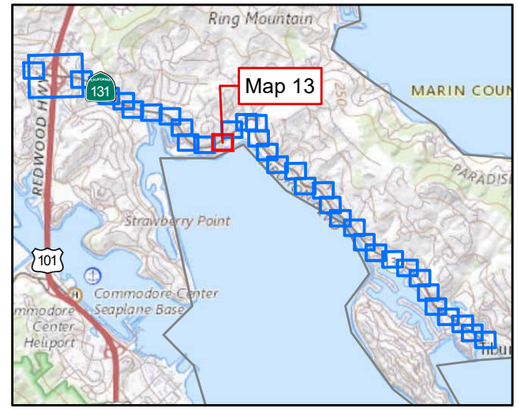
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FIGURE 3
Map 12 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Upgrade Lane Drop Signage

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Construct Bikeway Class II
- Construct Bikeway Class IV

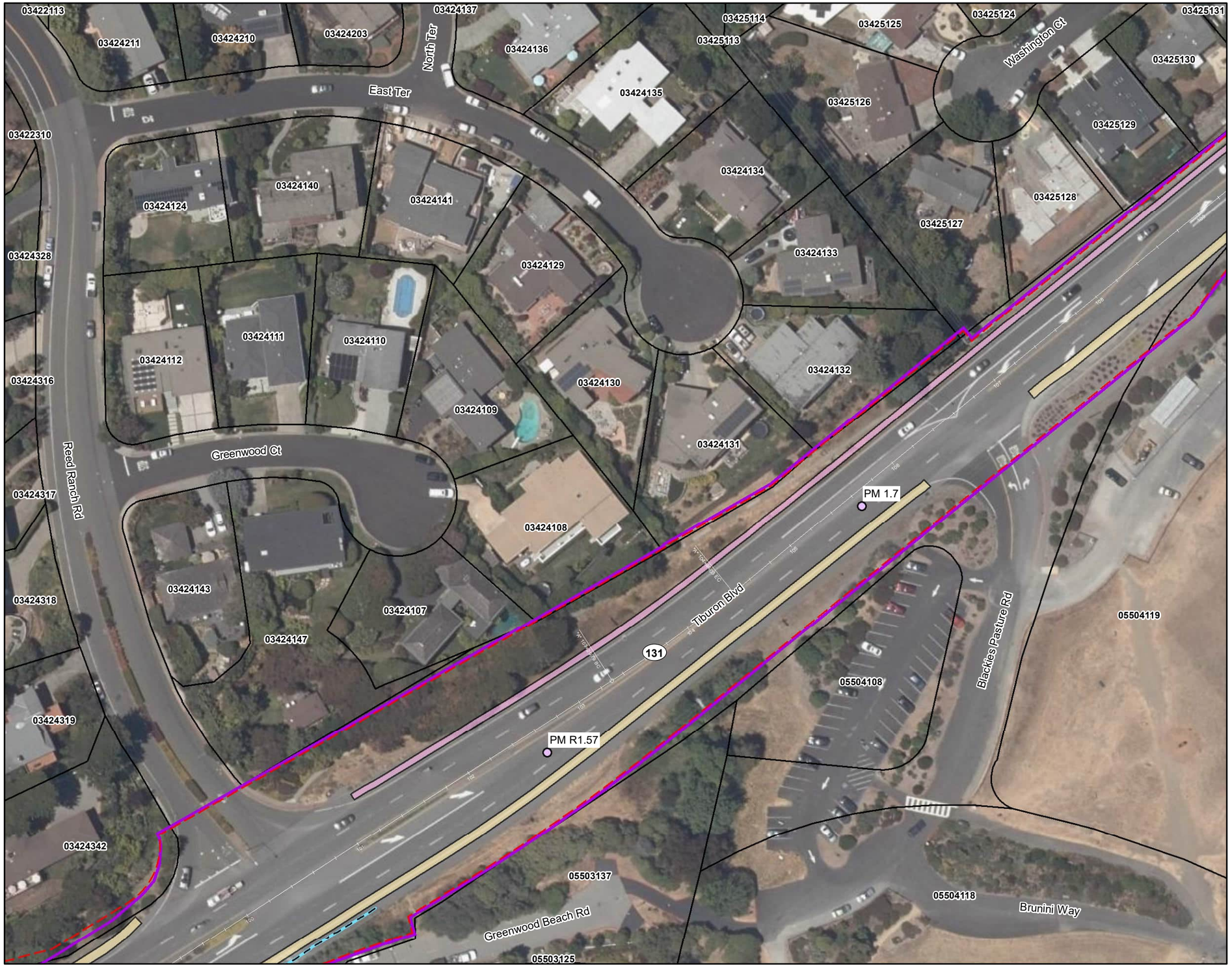
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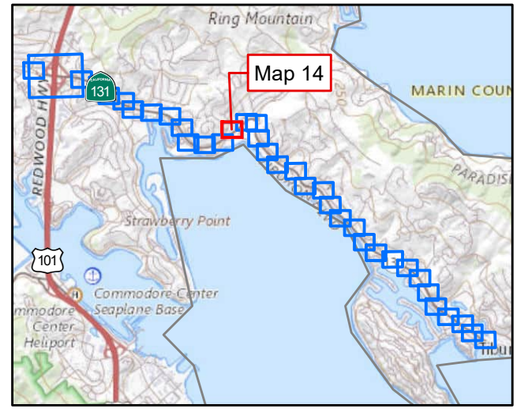
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FIGURE 3
Map 13 of 36 - Western Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Construct Bikeway Class II
- Construct Bikeway Class IV

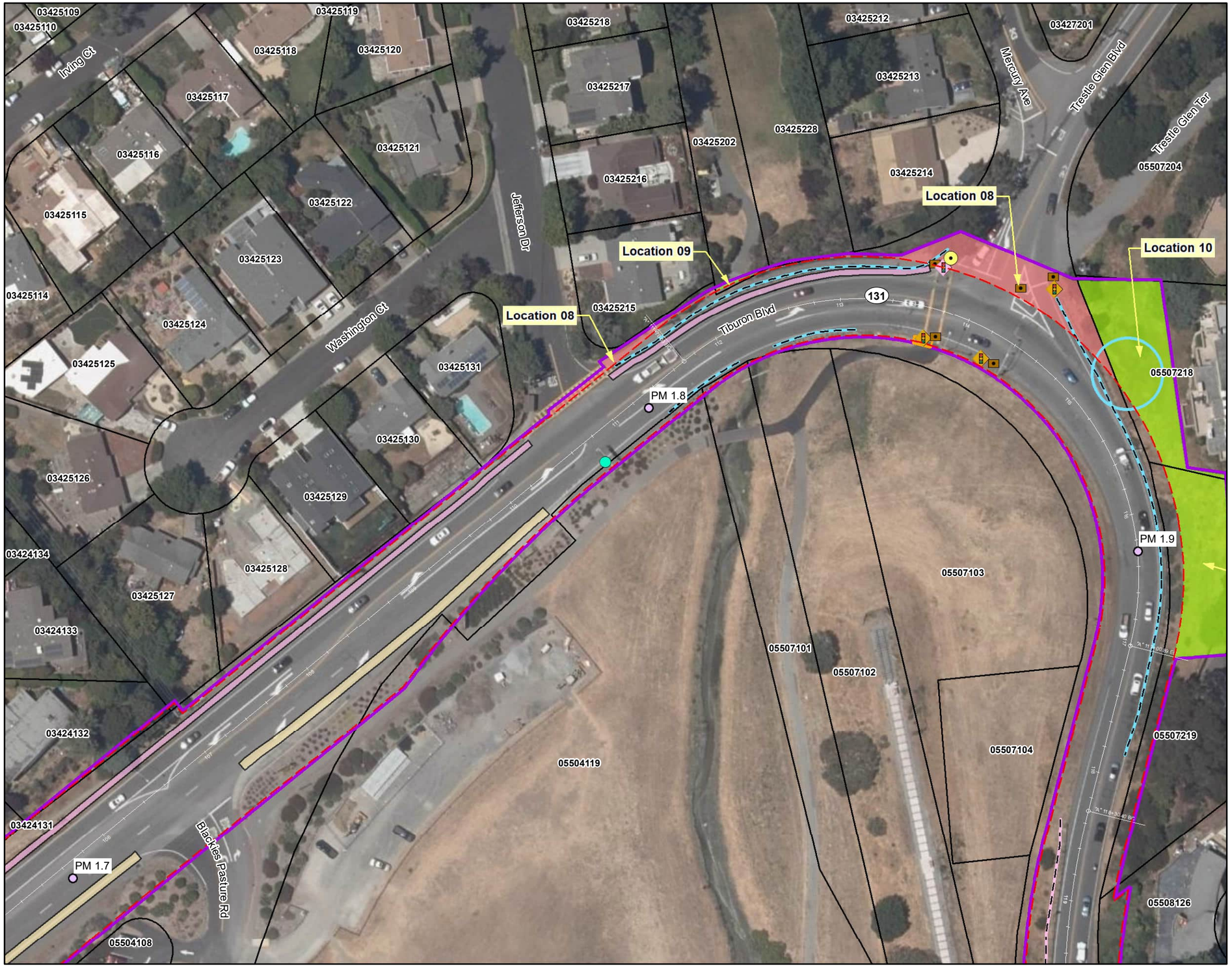
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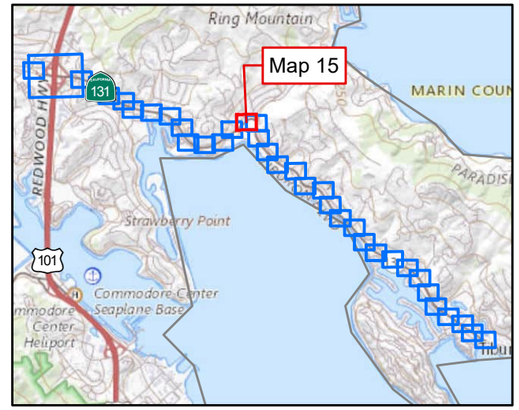
N

Caltrans

FIGURE 3
Map 14 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Push Button
- Install Traffic Signal
- Install Traffic Signal and Lighting
- Construct Curb and Install Pedestrian Hybrid Beacon

Not in CAD

- Replace MGS

From CAD

- Improve Drainage
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp
- Construct Bikeway Class II
- Construct Bikeway Class IV
- Right of Way Acquisition Temporary Construction Easement
- Right of Way Acquisition Permit to Enter & Construct

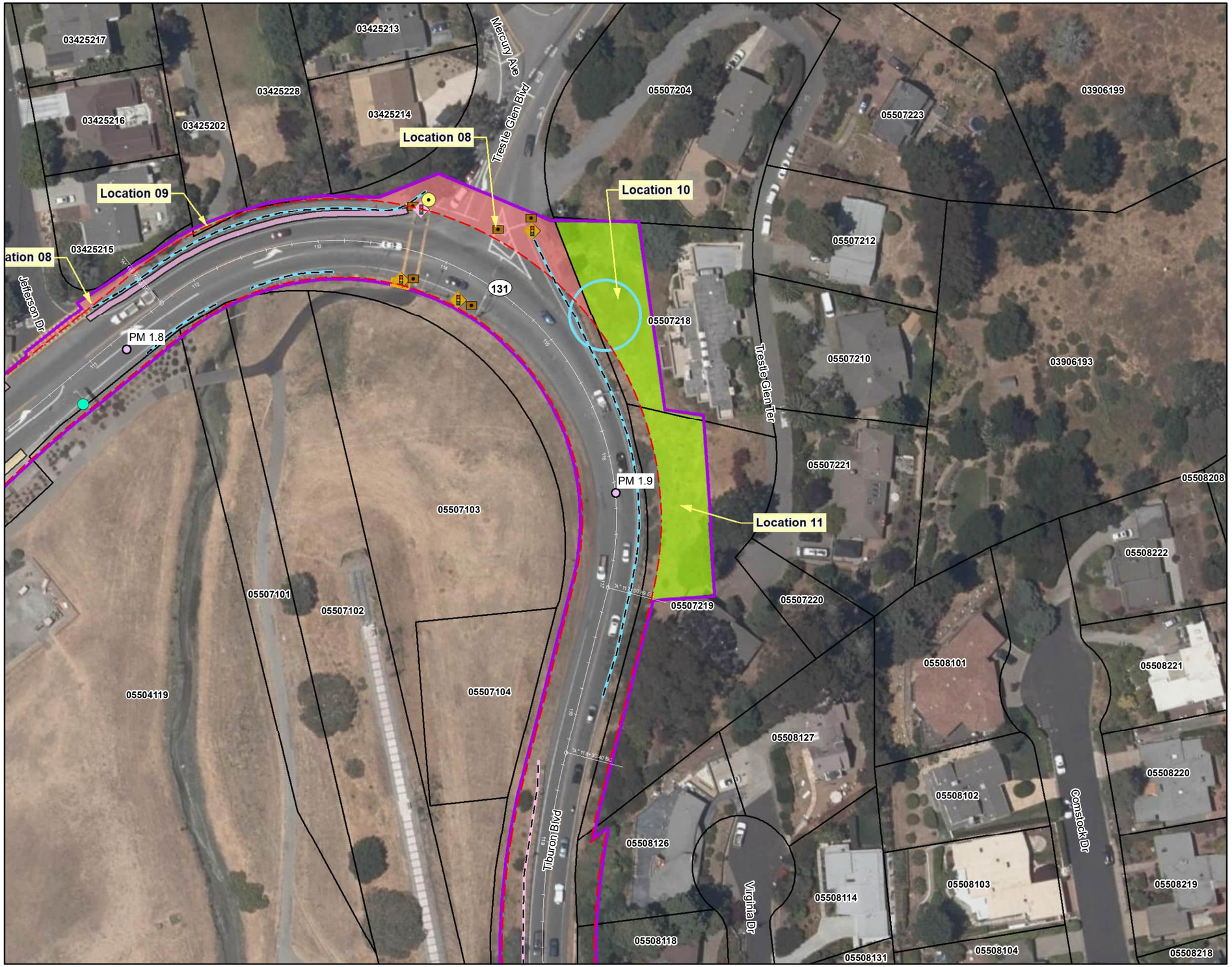
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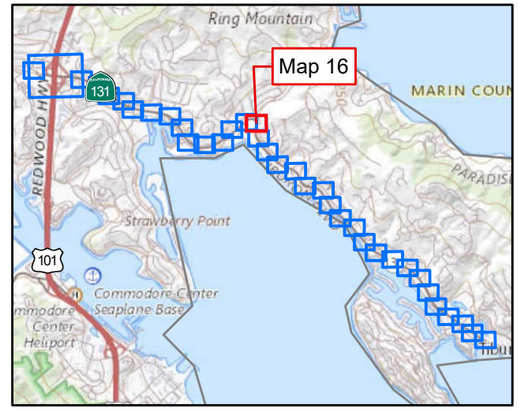
N

Caltrans

FIGURE 3
Map 15 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Push Button
- Install Traffic Signal
- Install Traffic Signal and Lighting
- Construct Curb and Install Pedestrian Hybrid Beacon

Not in CAD

- Replace MGS

From CAD

- Improve Drainage
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp
- Construct Bikeway Class II
- Construct Bikeway Class IV
- Right of Way Acquisition Temporary Construction Easement
- Right of Way Acquisition Permit to Enter & Construct

0 75 150
Feet

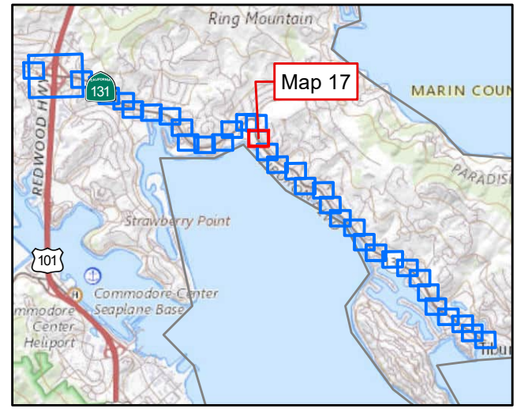
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Caltrans

FIGURE 3
Map 16 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Push Button
- Install Crosswalk Signage
- Install Flashing Beacon and Signal

Not in CAD

- Temporary K-Rail
- Install Cable Railing
- Replace MGS

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp

0 75 150
Feet

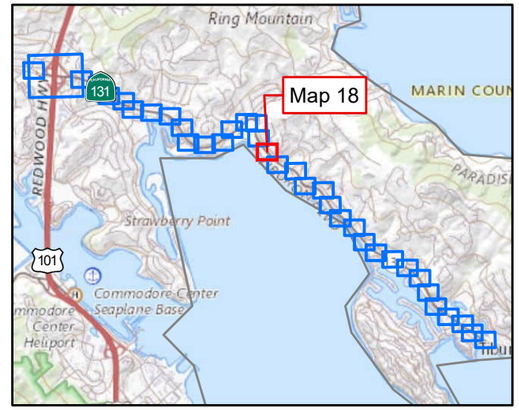
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Caltrans

FIGURE 3
Map 17 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Push Button
- Install Flashing Beacon and Signal

Not in CAD

- Replace MGS

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp

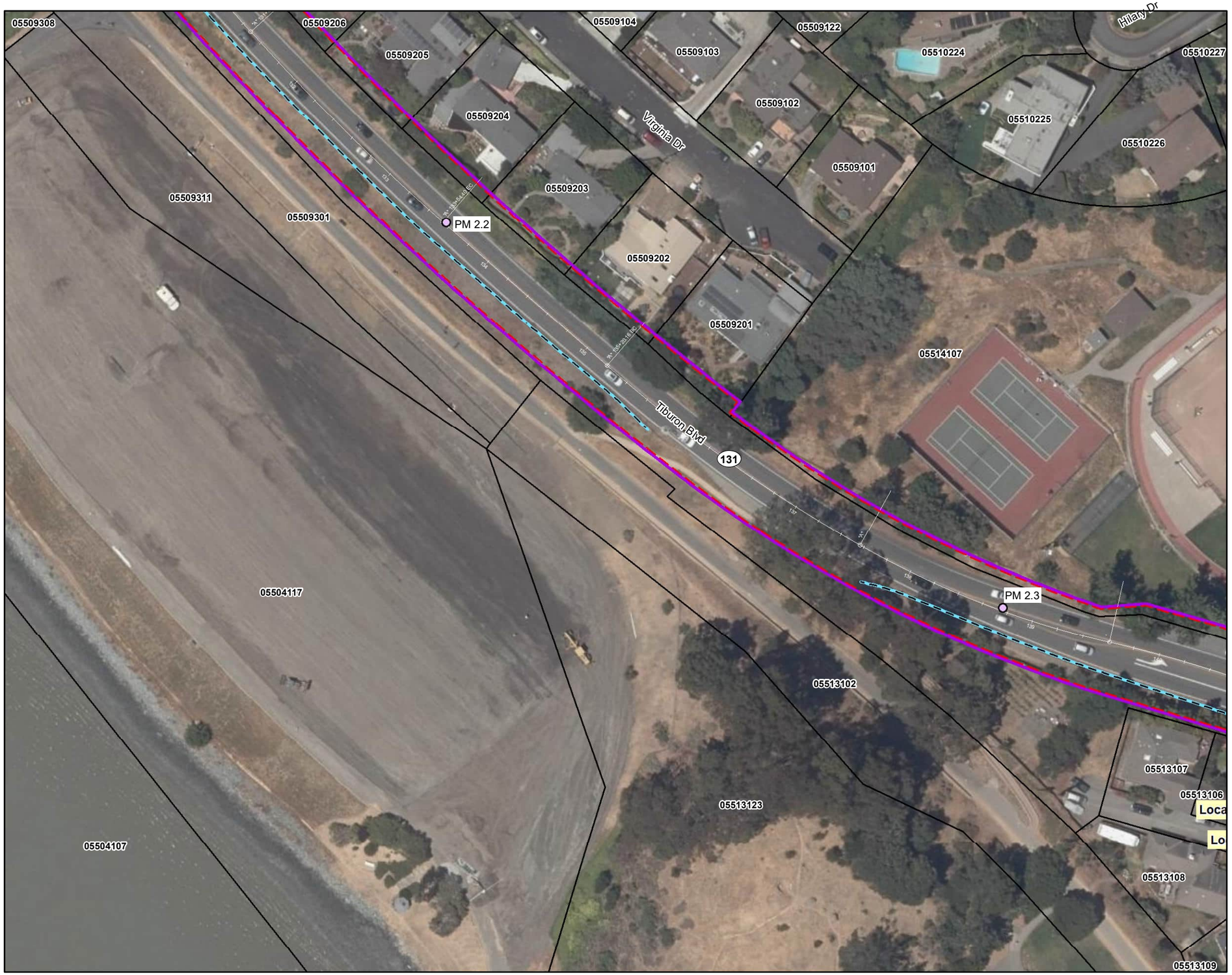
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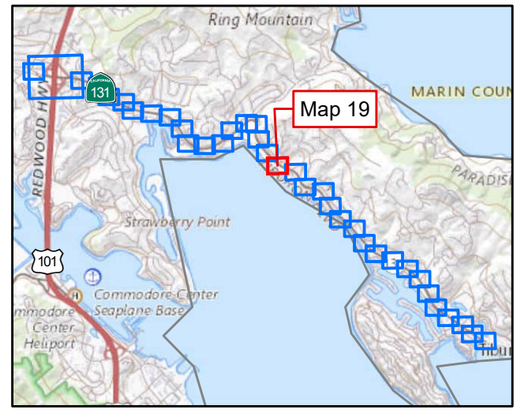
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Caltrans

FIGURE 3
Map 18 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

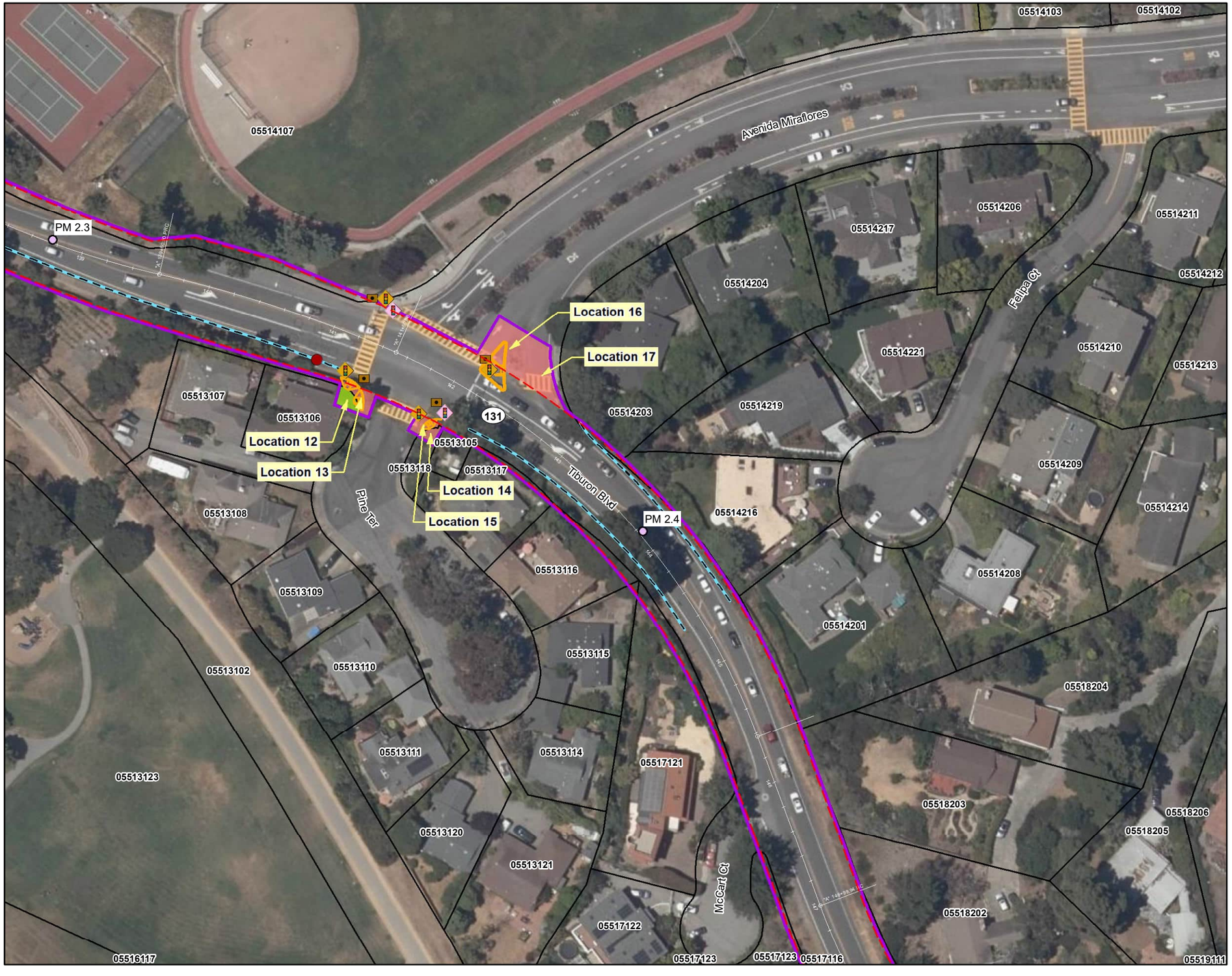
- Replace Metal Beam Guardrail with Midwest Guardrail System

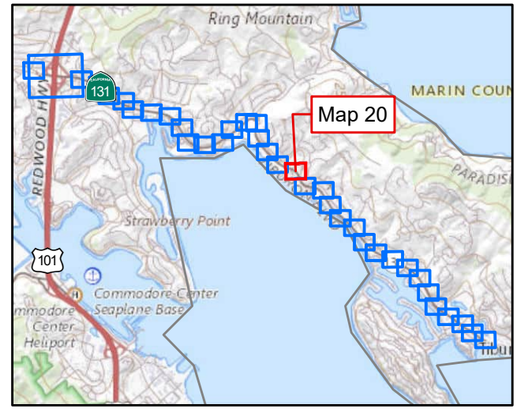
0 75 150
Feet

N

FIGURE 3
Map 19 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Traffic Signal
- Install Traffic Signal and Lighting
- Install Max-Tension Guardrail

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp
- Right of Way Acquisition Temporary Construction Easement
- Right of Way Acquisition Permit to Enter & Construct

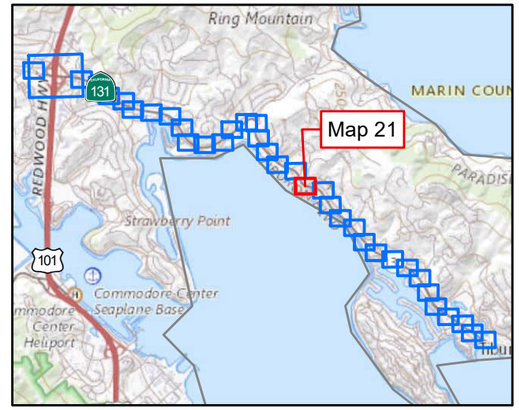
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Feet

N

FIGURE 3
Map 20 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System

0 75 150
Feet

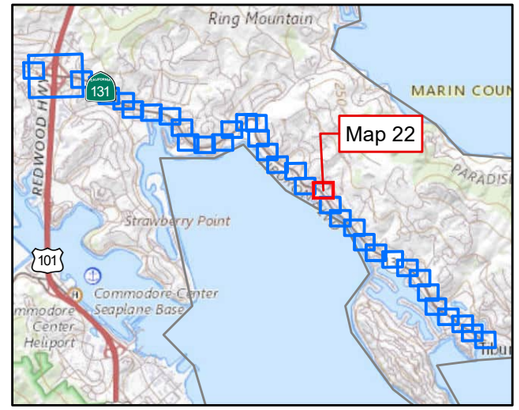
N

Caltrans

FIGURE 3
Map 21 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System

0 75 150
Feet

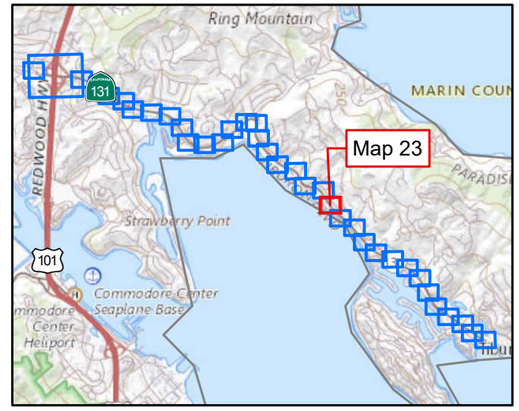
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Caltrans

FIGURE 3
Map 22 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Push Button
- Install Traffic Signal
- Install Traffic Signal and Lighting

From CAD

- Upgrade Curb Ramp
- Cunstruct Sidewalk

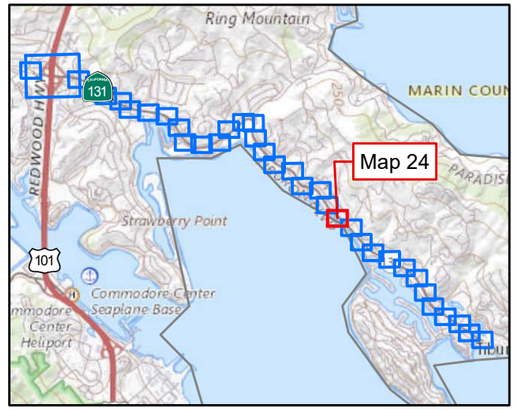
0 75 150 Feet N

Caltrans

FIGURE 3
Map 23 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- DI — Install Drainage Inlet
- Relocate Crosswalk Signage

From CAD

- Install Culvert
- Right of Way Acquisition
- Permit to Enter & Construct

0 75 150 Feet

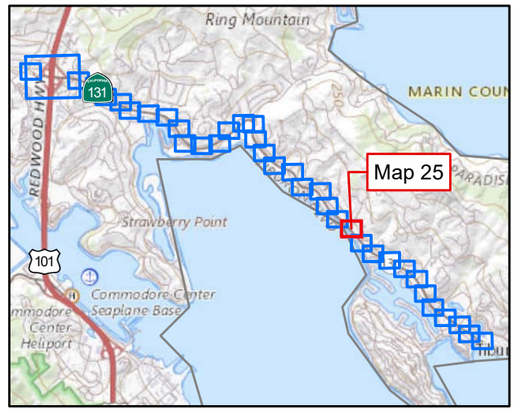
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Caltrans

FIGURE 3
Map 24 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Relocate Crosswalk Sign
- Relocate Crosswalk Signage

From CAD

- Right of Way Acquisition
  Permit to Enter & Construct

0 75 150
Feet

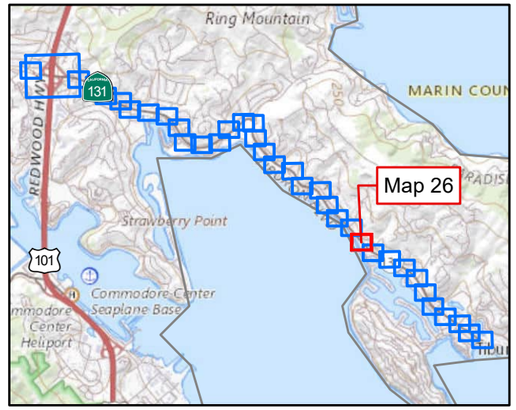
N

Caltrans

FIGURE 3
Map 25 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit

From CAD

- Lengthen Metal Bean Guardrail
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp
- Right of Way Acquisition
  Permit to Enter & Construct

0 75 150
Feet

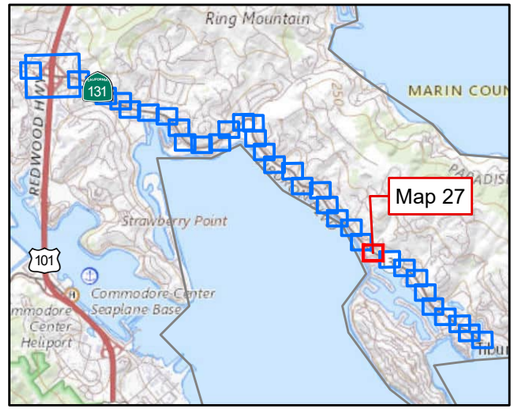
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Caltrans

FIGURE 3
Map 26 of 36 - Central Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit

From CAD

- Lengthen Metal Bean Guardrail
- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp
- Right of Way Acquisition
  Permit to Enter & Construct

0 75 150
Feet

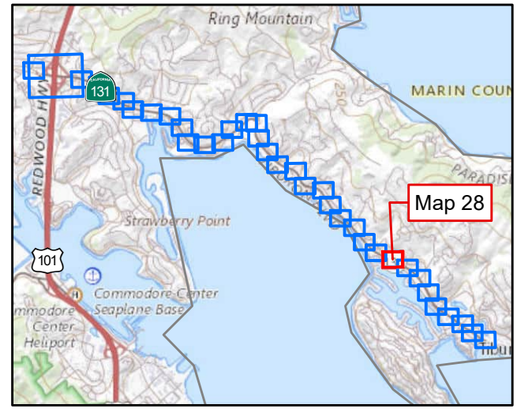
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Caltrans

FIGURE 3
Map 27 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Flashing Beacon

From CAD

- Upgrade Curb Ramp

0 75 150
Feet

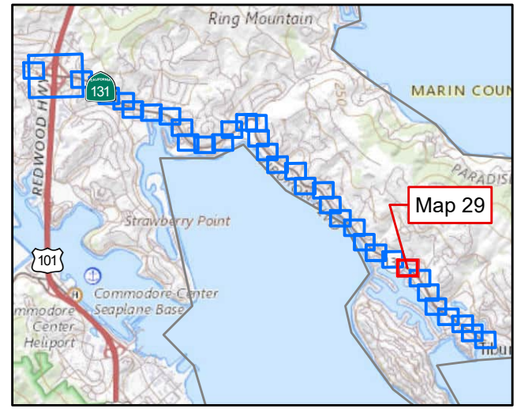
N

Caltrans

FIGURE 3
Map 28 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Flashing Beacon
- Restripe Yield Lane

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp

0 75 150
Feet

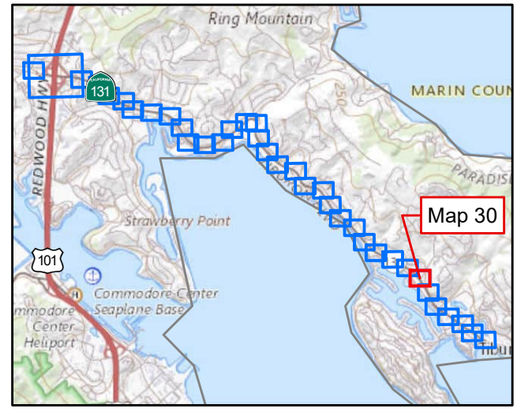
N

Caltrans

FIGURE 3
Map 29 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment
- Boring Pit
- Install Push Button
- Install Traffic Signal
- Install Traffic Signal and Lighting

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Upgrade Curb Ramp
- Staging Area

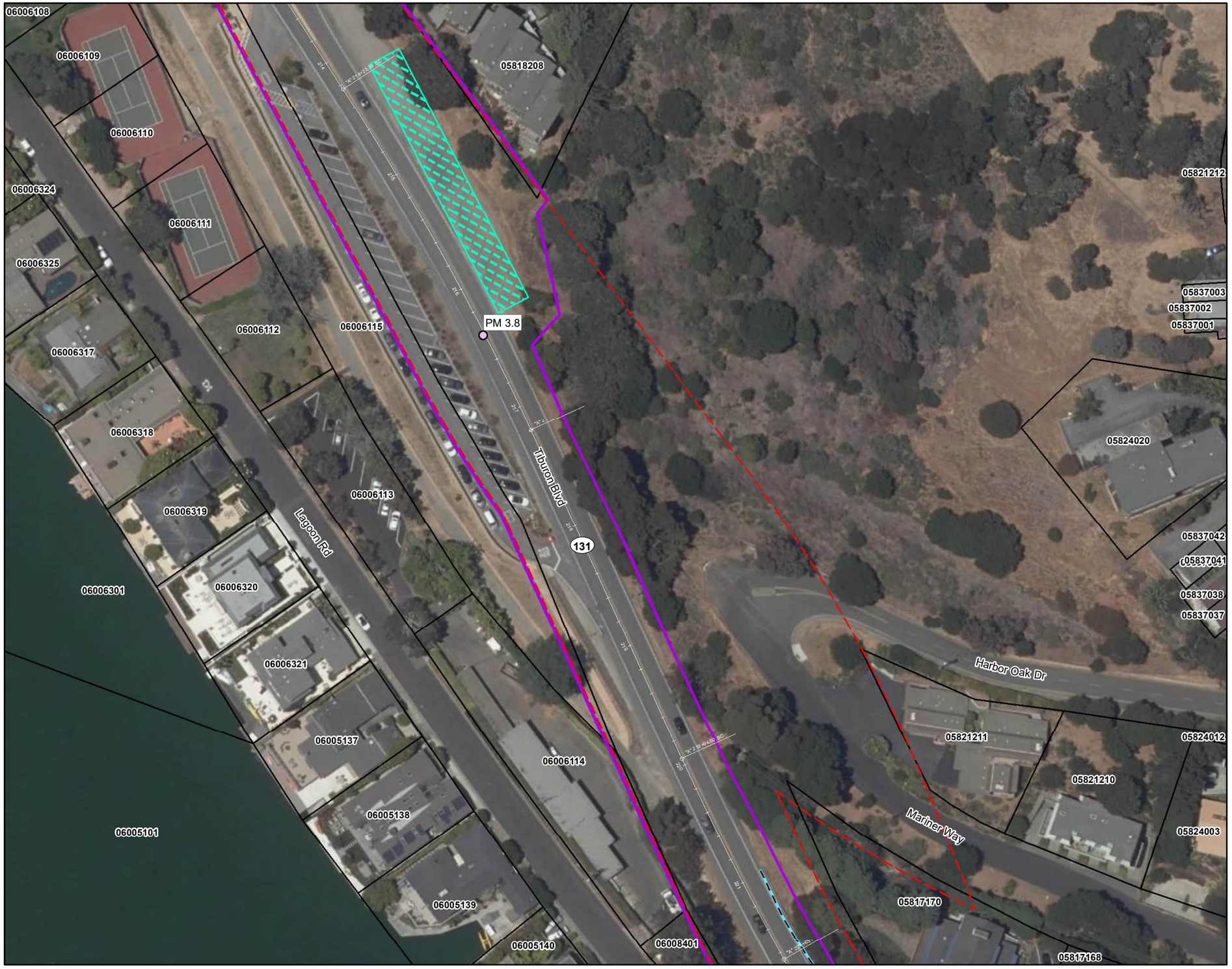
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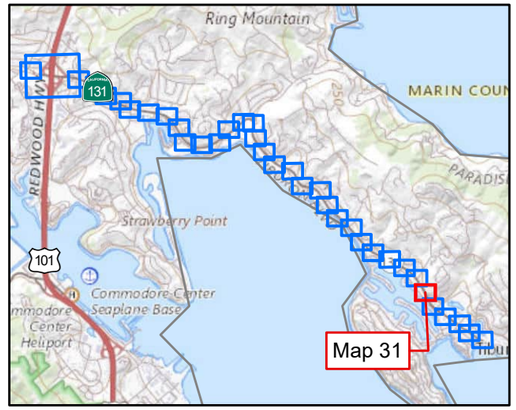
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Caltrans

FIGURE 3
Map 30 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Staging Area

0 75 150 Feet

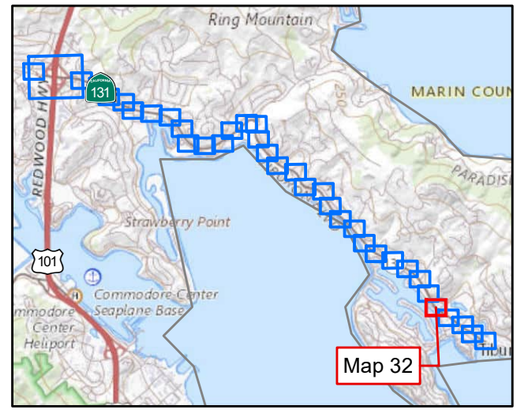
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Caltrans

FIGURE 3
Map 31 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Replace Metal Beam Guardrail with Midwest Guardrail System
- Restripe Travel Lane
- Right of Way Acquisition
  Permit to Enter & Construct

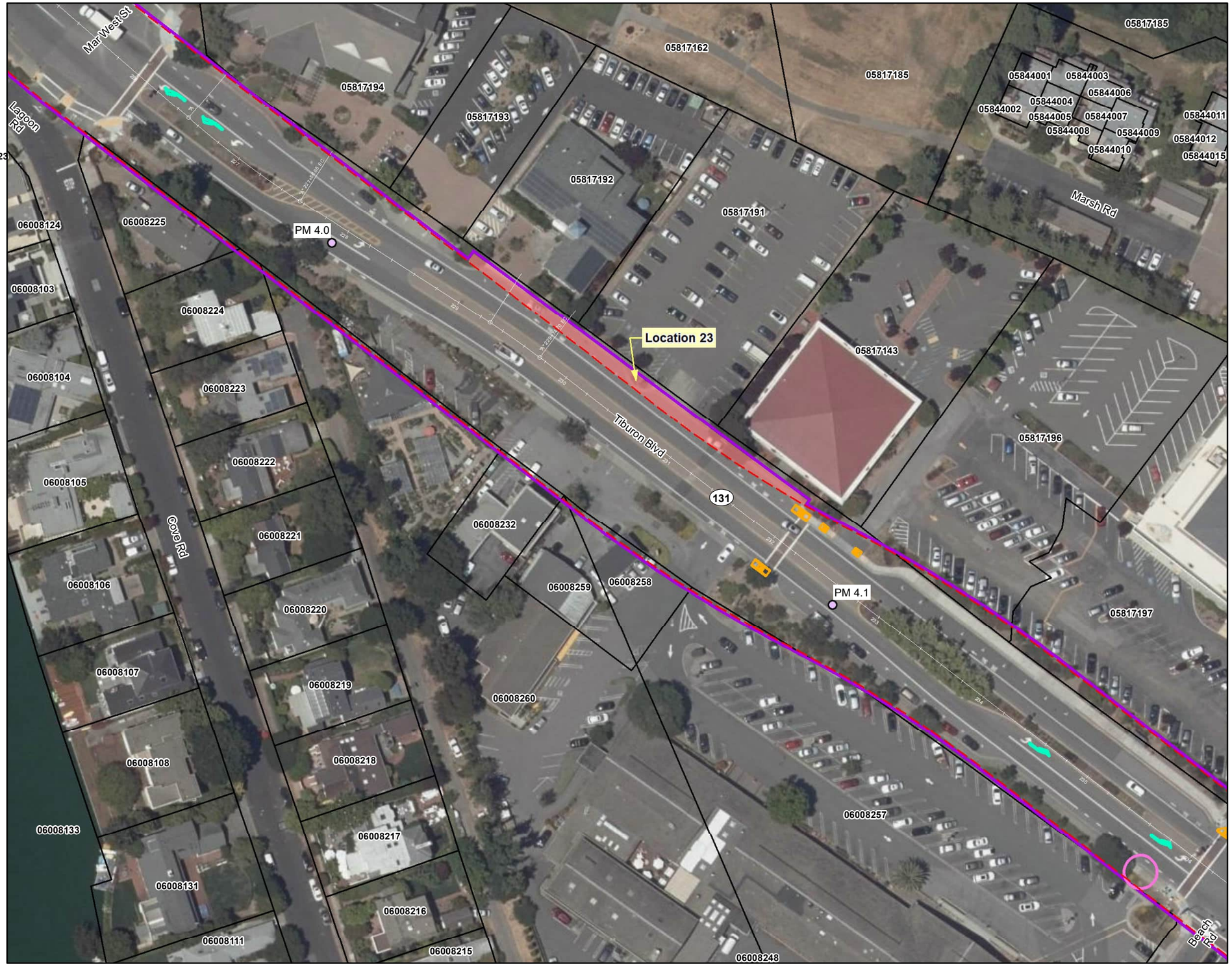
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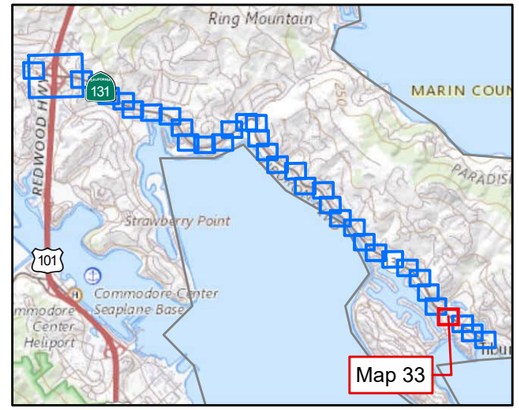
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Caltrans

FIGURE 3
Map 32 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Replace Damaged Curb
- Restripe Travel Lane
- Upgrade Curb Ramp
- Right of Way Acquisition
  Permit to Enter & Construct

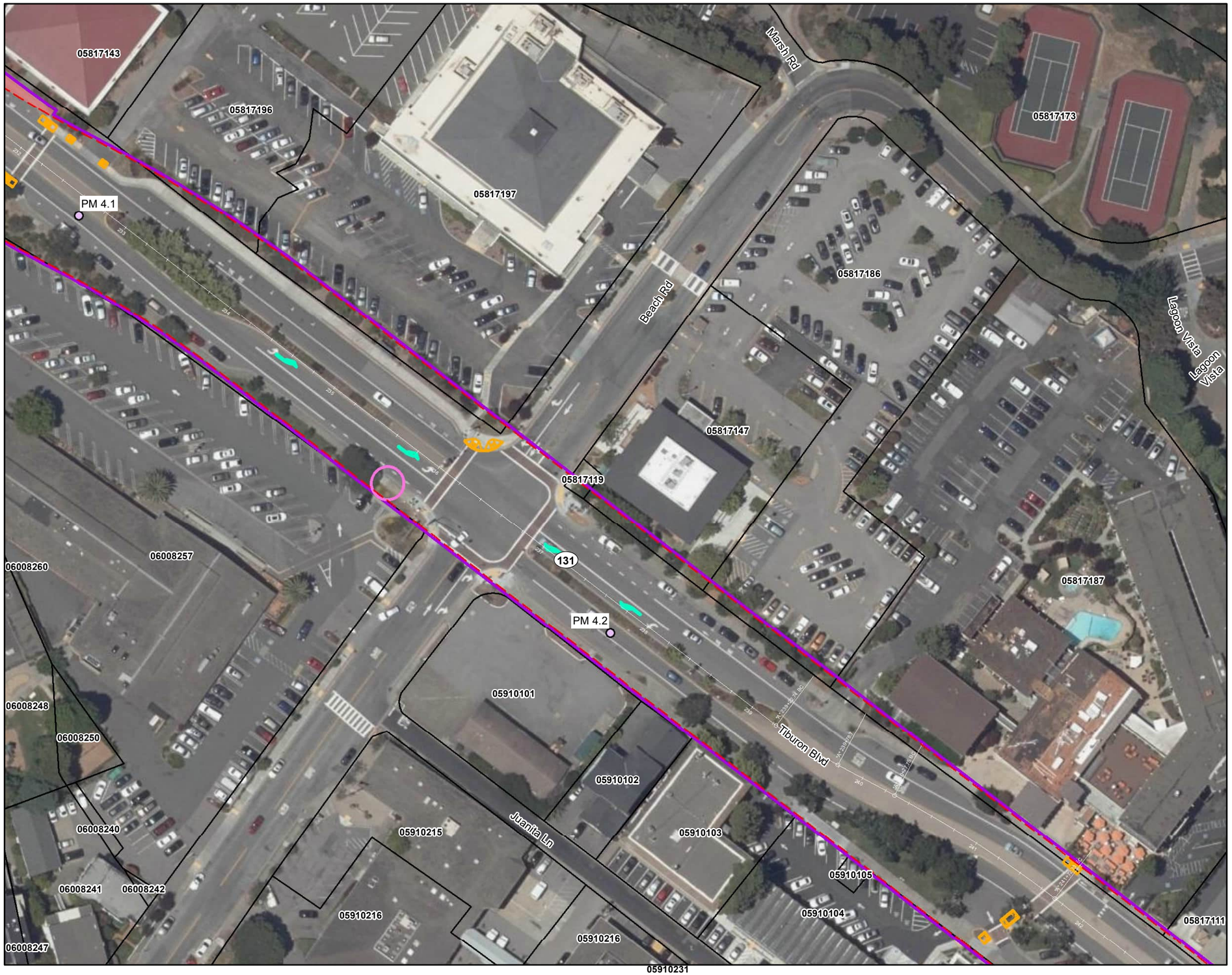
0 75 150
Feet

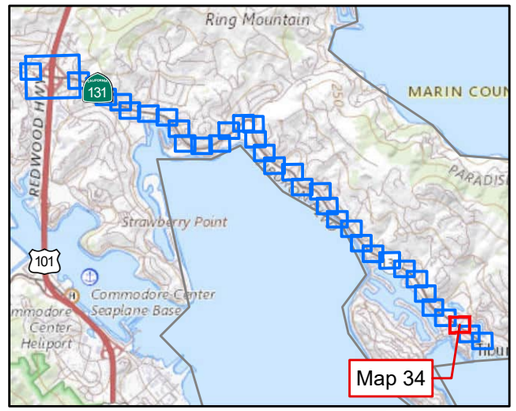
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FIGURE 3
Map 33 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Replace Damaged Curb
- Restripe Travel Lane
- Upgrade Curb Ramp
- Right of Way Acquisition
  Permit to Enter & Construct

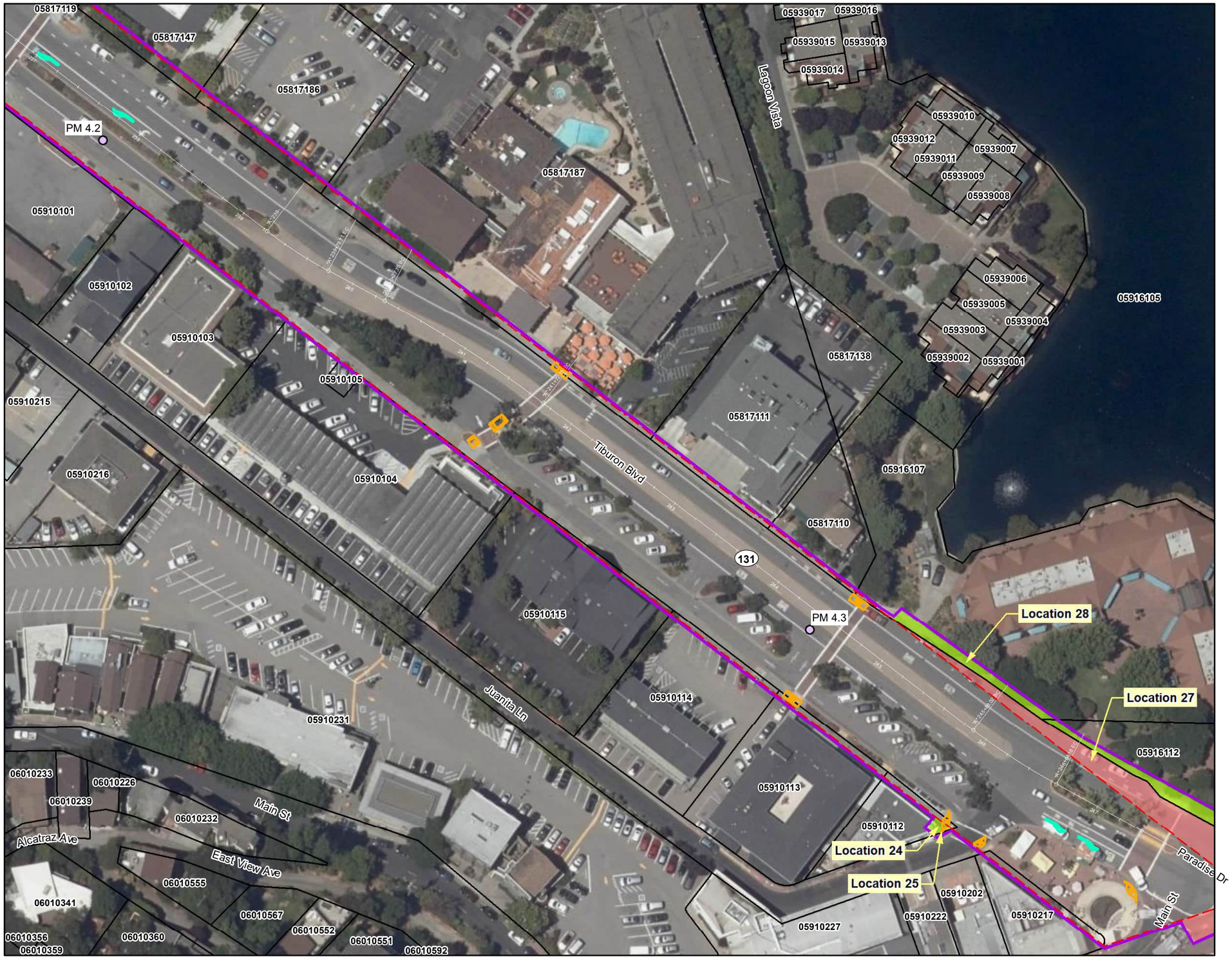
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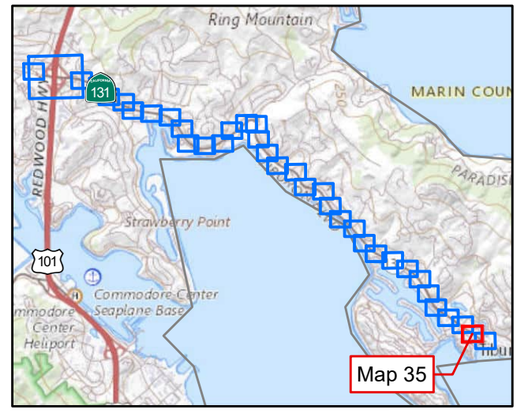
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Caltrans

FIGURE 3
Map 34 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Restripe Travel Lane
- Upgrade Curb Ramp
- Right of Way Acquisition Temporary Construction Easement
- Right of Way Acquisition Permit to Enter & Construct

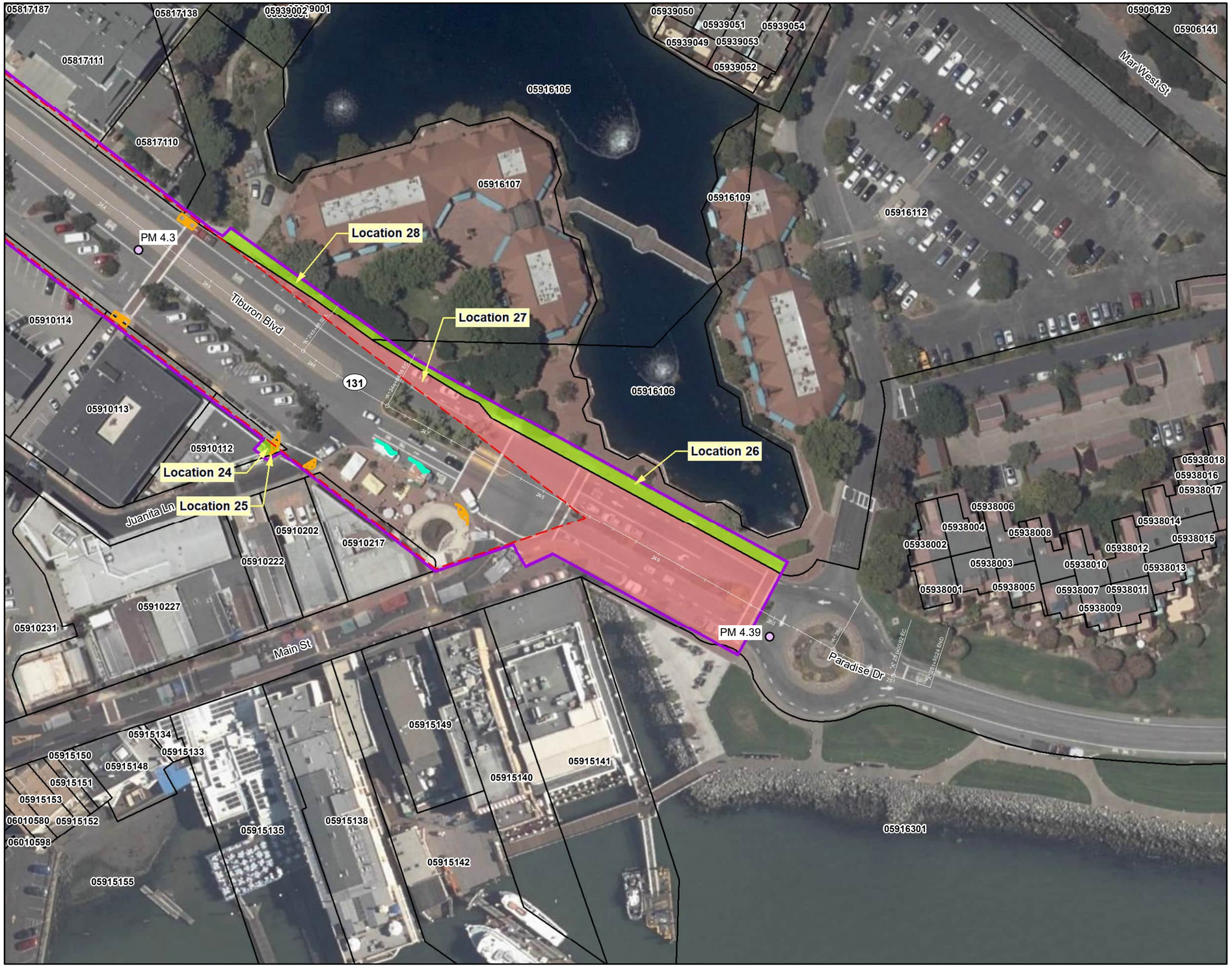
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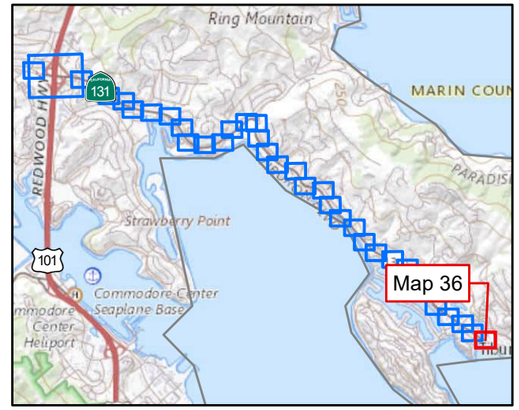
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Caltrans

FIGURE 3
Map 35 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint / Biological Study Area
- Alignment

From CAD

- Restripe Travel Lane
- Upgrade Curb Ramp
- Right of Way Acquisition Temporary Construction Easement
- Right of Way Acquisition Permit to Enter & Construct

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Feet

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Caltrans

FIGURE 3
Map 36 of 36 - Eastern Segment Project Components
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2024\PD\01_JAN\FIG2-1_PROJECT_COMPONENTS_1Q230.MXD

Horse Hill
County Open Space District

Tiburon Ridge
County Open Space District

La Cresta Open Space
City Park

Ring Mountain
County Open Space District

Alto Path
State Lands

Atkinson Open Space Purchase
City Park

Mill Valley / Sausalito Path
County Parks

Bel Aire Park
City Park

Cypress Hollow
City Park

Strawberry

Mill Valley / Sausalito Path
County Parks

Highlands Subdivision Open Space
City Park

Mill Valley Rec Center
City Park

Strawberry Park
Strawberry Recreation District

Reed Ranch Road -
Jefferson St Pathway
City Park

Strawberry Park
Strawberry Recreation District

Belveron Mini-Park
City Park

Hauke Park
City Park

Boat Launch
Strawberry Recreation District

Lyford,
Benjamin and
Hilarita, House

Blackies Pasture
City Park

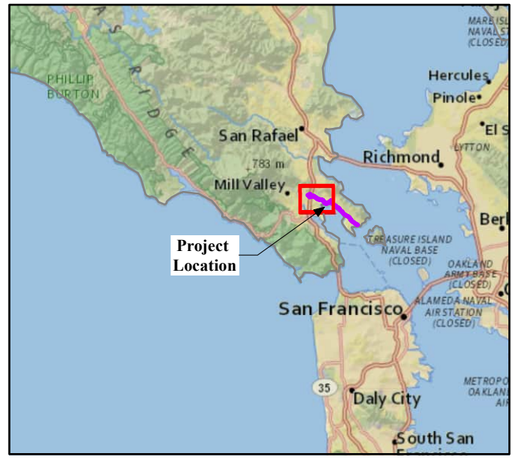
Path
Strawberry Recreation District

Mckegney Green
City Park

Richardson Bay

101

131



Legend

Project Footprint

0.5-Mile Radius from Project

Section 4(f) Resource

Parks

Public Park

Open space

Trails

Existing Trail

Bike Routes

National Register of Historic Places

Cultural Resource Building

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Feet

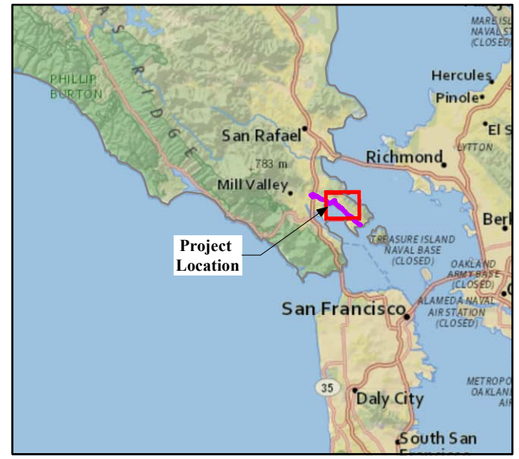
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FIGURE 4
Map 1 of 3
Recreation Resources within a 0.5-Mile Radius of Project Footprint
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\SEC4F\06_JUNE\FIG4_RECREATION_RESOURCES_1Q230.MXD

Park
rk

Atkinson Open Space Purchase City Park
Highlands Subdivision Open Space City Park
Reed Ranch Road - Jefferson St Pathway City Park
Belveron Mini-Park City Park
Benton Court Pathway City Park
Hamon (Rock & Tree) Open Space City Park
Miraflores Subdivision Open Space City Park
Reed School District Open Space City Park
Del Madera Subdivision Open Space City Park
Hilary Dr - Tenaya Dr Pathway City Park
San Francisco Bay
131
Lyford, Benjamin and Hilarita, House
Blackies Pasture City Park
Mckegney Green City Park
South-of-the-Knoll Park City Park
Tiburon
Richardson Bay
Eavey Open Space Purchase City Park
Meadowhill Subdivision Open Space City Park
Hilarita Project Open Space City Park
Marinero Circle Park City Park
Reed Park City Park
Richardson Bay Lineal Park City Park
The Cypress Garden Park (Secret Garden) City Park
Richardson Bay Lineal Park City Park
Town Hall Area Open Space City Park
Hilarita Project Open Space City Park



Legend

- Project Footprint
- 0.5-Mile Radius from Project

Section 4(f) Resource

Parks

- Public Park
- Open space

Trails

- Existing Trail
- Bike Routes

National Register of Historic Places

- Cultural Resource Building

N

0 1,000 2,000
Feet

Caltrans

FIGURE 4
Map 2 of 3
Recreation Resources within a 0.5-Mile Radius of Project Footprint
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\SEC4F\06_JUNE\FIG4_RECREATION_RESOURCES_1Q230.MXD

Eavey Open Space Purchase
City Park City Park

Richardson Bay Lineal Park City Park
Meadowhill Subdivision Open Space City Park
Hilarita Project Open Space City Park
Marinero Circle Park City Park
Reed Park City Park
Old Saint Hilary's County Open Space District
The Cypress Garden Park (Secret Garden) City Park
Hilarita Project Open Space City Park
Richardson Bay Lineal Park City Park
Town Hall Area Open Space City Park
Old Saint Hilary's County Open Space District
Moitoza Lane Steps and Pathway City Park
Pt. Ttiburon Marsh Open Space City Park
Zelinsky Park City Park
Raccon Lane Segment City Park
Pt. Tiburon Tennis Courts City Park
Belvedere Community Center City Park
Belvedere
Lyford's Stone Tower
Mini Park City Park
San Francisco and North Pacific Railroad Station House--Depot
Pt. Tiburon Shoreline Park City Park
Richardson Bay
Richardson Bay
Richardson Bay
San Francisco Bay
131



Legend
- Project Footprint
- 0.5-Mile Radius from Project

Section 4(f) Resource

Parks
- Public Park
- Open space

Trails
- Existing Trail
- Bike Routes

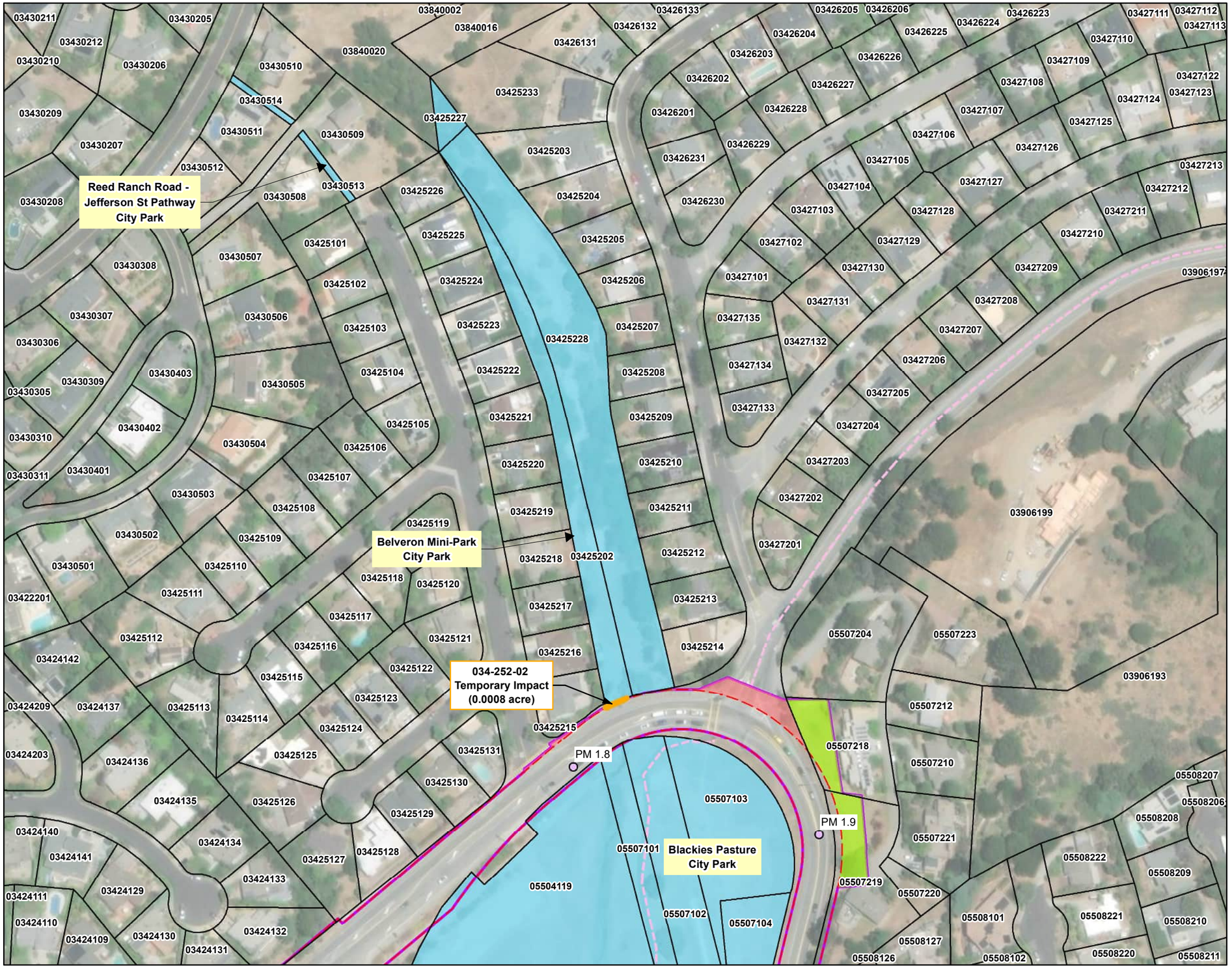
National Register of Historic Places
- Cultural Resource Building

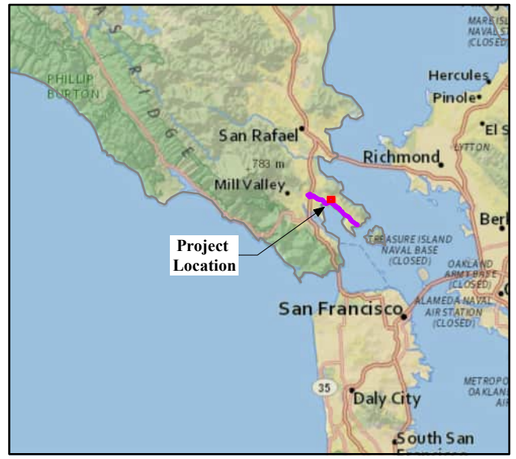
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Caltrans

FIGURE 4
Map 3 of 3
Recreation Resources within a 0.5-Mile Radius of Project Footprint
State Route 131 Capital Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\SEC4F\06_JUNE\FIG4_RECREATION_RESOURCES_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint
- Right of Way Acquisition Temporary Construction Easement
- Right of Way Acquisition Permit to Enter & Construct

Section 4(f) Resource

Parks

- Public Park

Trails

- Existing Trail
- Bike Routes

Impacts to Section 4(f) Resources

- Temporary Impact (0.008 acre)

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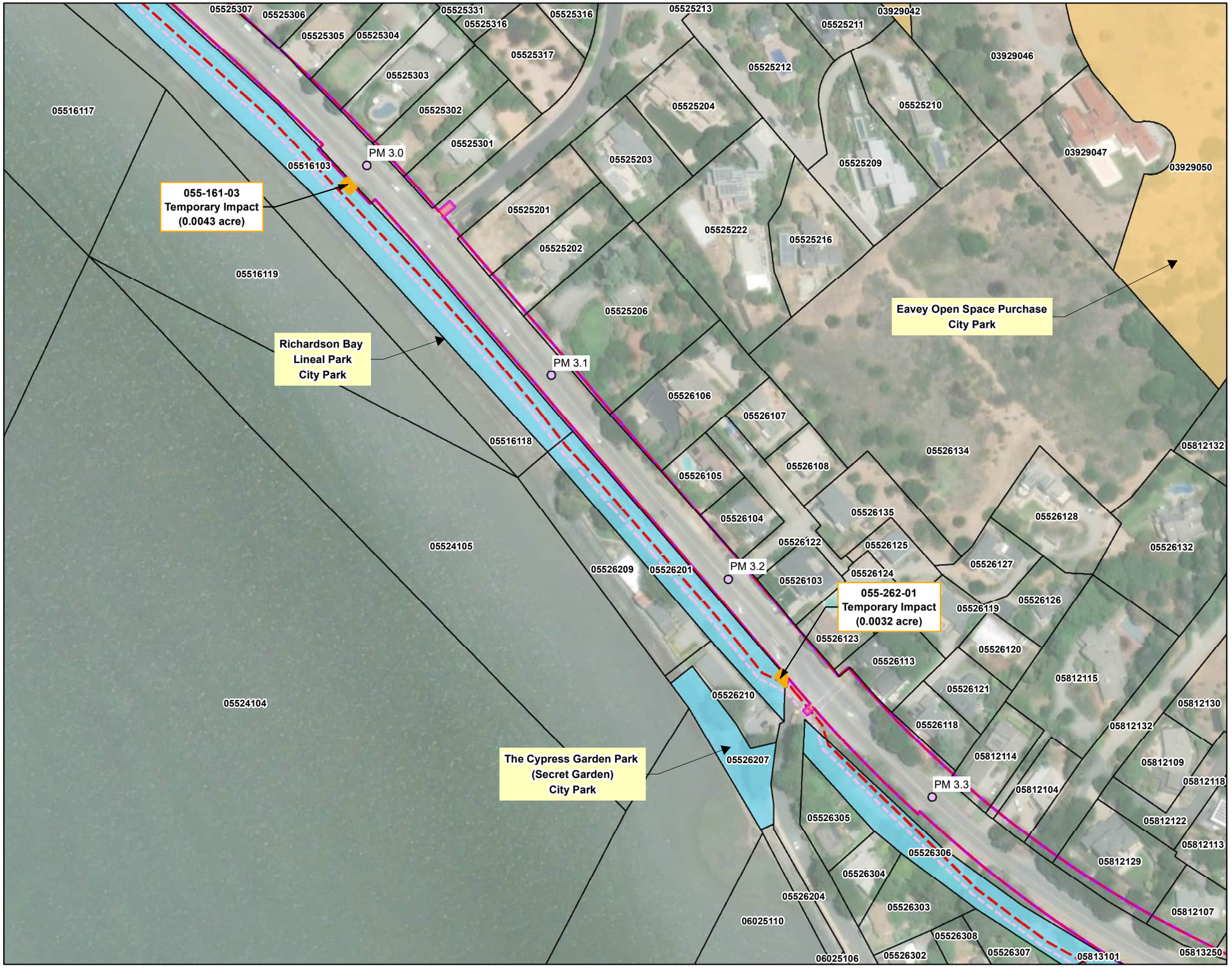
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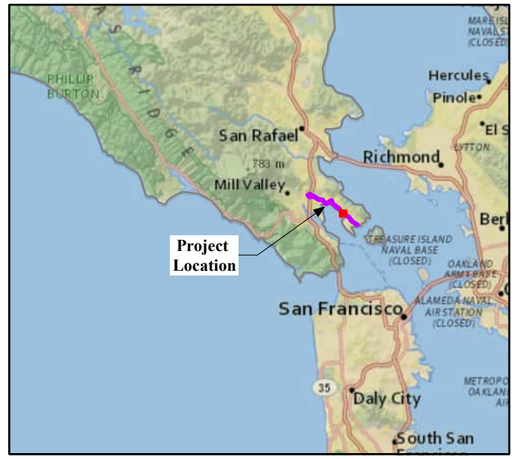
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Caltrans

FIGURE 5
Map 1 of 3
Impacts to Section 4(f) Resources
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\SEC4F\06_JUNE\FIG5_SECTION4F_IMPACTS_1Q230.MXD





Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint
- Right of Way Acquisition
  Permit to Enter & Construct

Section 4(f) Resource

Parks

- Public Park
- Open space

Trails

- Existing Trail
- Bike Routes

Impacts to Section 4(f) Resources

- Temporary Impact (0.008 acre)

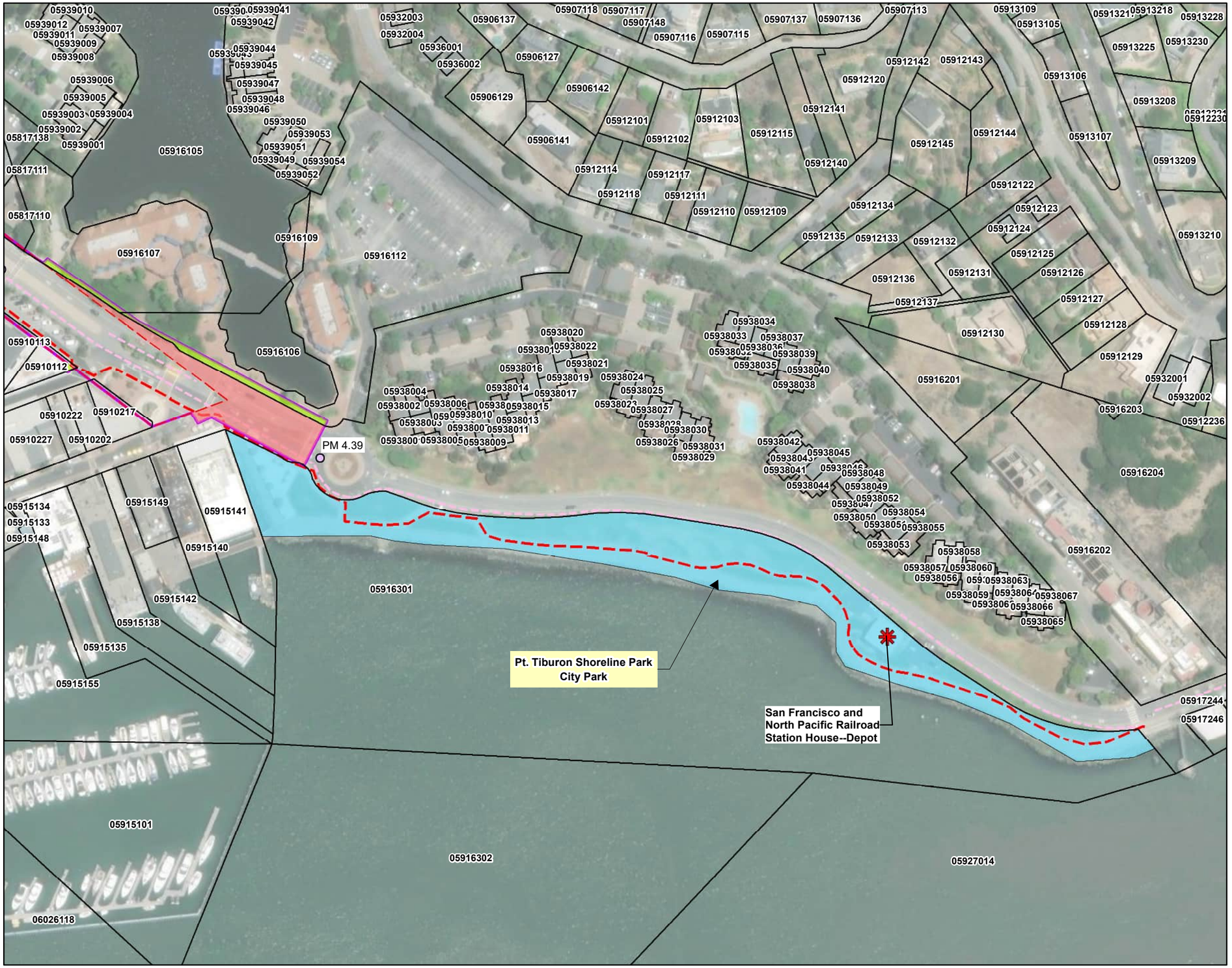
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FIGURE 5
Map 2 of 3
Impacts to Section 4(f) Resources
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\SEC4F\06_JUNE\FIG5_SECTION4F_IMPACTS_1Q230.MXD



Legend

- Post Mile
- Caltrans Right of Way
- Marin County Parcels
- Project Footprint
- Right of Way Acquisition Temporary Construction Easement
- Right of Way Acquisition Permit to Enter & Construct

Section 4(f) Resource

Parks

- Public Park

Trails

- Existing Trail
- Bike Routes

National Register of Historic Places

- Cultural Resource Building

FIGURE 5
Map 3 of 3
Impacts to Section 4(f) Resources
State Route 131 Capital
Preventive Maintenance Project
EA 04-1Q230, MRN-131-0.00/4.40
Marin County, California

\\DC1VS01\GISPROJ\C\CALTRANS\1Q230_MRN131\MAPFILES\REPORT\2023\SEC4F\06_JUNE\FIG5_SECTION4F_IMPACTS_1Q230.MXD

Appendix A. Recreation and Historic Resources within 0.5-mile Radius of the Project Footprint

Table A-1. Section 4(f) Resources Located within 0.5-mile Radius of the Project Footprint and Are Not Anticipated to Result in Section 4(f) Impacts

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Public Parks/Recreation Facilities	Mill Valley Recreation Center	Approximately 0.50 mile southwest of the western Project terminus, south of East Blithedale Avenue.	Recreation Facility	The proposed Project would not impact the Mill Valley Recreation Center due to the distance of the resource from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Public Parks/Recreation Facilities	Hauke Park	Approximately 0.42 mile southwest of the western Project terminus, south of Roques Moraes Drive.	City Park	The proposed Project would not impact the Hauke Park due to the distance of the resource from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Public Parks/Recreation Facilities	Strawberry Park	Located 150 feet south of the Project footprint at the SR 131/East Strawberry Drive intersection. The park is separated from the Project footprint and corridor by a row of residences and is located south of Belvedere Drive.	Community Park	The proposed Project would not impact the Strawberry Park, as the Project footprint would not result in ROW acquisitions and is separated from the resource by a line of single-family residences. The Project is not anticipated to result in permanent use, constructive use, or temporary occupancy on this resource, due to the distance and separation of the resource from the proposed construction activities and Project footprint.	No Use
Public Parks/Recreation Facilities	Boat Launch	Approximately 0.25 mile south of the Project footprint at the SR 131/East Strawberry Drive intersection.	Community Park	The proposed Project would not impact the Boat Launch due to the distance of the resource from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Public Parks/Recreation Facilities	Community Park	Located 150 feet south of the Project footprint at the SR 131/Greenwood Cove Drive/Blackfield Drive intersection. The park is located south of Greenwood Bay Drive and Greenwood Cove Drive.	Community Park	The proposed Project would not impact the Community Park, as the Project footprint would not result in ROW acquisitions and is separated from the resource by a church, a gas station, and two roadways. The Project is not anticipated to result in permanent use, constructive use, or temporary occupancy on this resource, due to the distance and separation of the resource from the proposed construction activities and Project footprint.	No Use
Public Parks/Recreation Facilities	Cypress Hollow Park	Approximately 0.21 mile north of the Project footprint at the SR 131/Greenwood Cove Drive/Blackfield Drive intersection. The park is separated from the Project footprint by multiple rows of residences and is located north of Cypress Hollow Drive.	City Park	The proposed Project would not impact the Cypress Hollow Park due to the distance of the resource from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Public Parks/Recreation Facilities	Belle Aire Park	Approximately 0.19 mile north of the Project footprint at the SR 131/Greenwood Cove Drive/Blackfield Drive intersection. The park is separated from the Project footprint by multiple rows of residences and is located north of Claire Way.	City Park	The proposed Project would not impact the Belle Aire Park due to the distance of the resource from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Public Parks/Recreation Facilities	South-of-the-Knoll Park	Located 130 feet south of the Project footprint at SR 131 PM 2.3. The park is located south of the Richardson Bay Lineal Park, east of McKegney Green City Park, and north of Richardson Bay.	Community Park	The proposed Project would not impact the South-of-the-Knoll Park, as the Project footprint would not result in ROW acquisitions and is separated from the resource by Richardson Lineal Park and existing single-family residences along Pine Terrace. The Project is not anticipated to result in permanent use, constructive use, or temporary occupancy on this resource, due to the distance and separation of the resource from the proposed construction activities and Project footprint.	No Use
Public Parks/Recreation Facilities	Reed Park	Approximately 750 feet north of the Project footprint at the SR 131/Lyford Drive intersection. The park is separated from the Project footprint by Reed Elementary School and is located north of Kleinert Way.	City Park	The proposed Project would not impact the South-of-the-Knoll Park, as the Project footprint would not result in ROW acquisitions and is separated from the resource by Reed Elementary School. The Project is not anticipated to result in permanent use, constructive use, or temporary occupancy on this resource, due to the distance and separation of the resource from the proposed construction activities and Project footprint.	No Use

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Public Parks/Recreation Facilities	Cypress Garden Park	Located 100 feet south of the Project footprint at the SR 131/San Rafael Avenue intersection. The park is located south of the Richardson Bay Lineal Park, west of San Rafael Avenue, and north of Richardson Bay.	City Park	The proposed Project would not impact the Cypress Garden Park, as the Project footprint would not result in ROW acquisitions and is separated from the resource by Richardson Lineal Park and existing single-family residences along San Rafael Avenue. The Project is not anticipated to result in permanent use, constructive use, or temporary occupancy on this resource, due to the distance and separation of the resource from the proposed construction activities and Project footprint.	No Use
Public Parks/Recreation Facilities	Marinero Circle Park	Approximately 0.33 mile north of the Project footprint at the SR 131/Lyford Drive intersection. The park is separated from the Project footprint by multiple rows of residences and is located north of Claire Way.	City Park	The proposed Project would not impact the Marinero Circle Park due to the distance of the resource from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Public Parks/Recreation Facilities	Belvedere Community Center	Approximately 0.26 mile south of the Project footprint at the SR 131/Mar West Street/Lagoon Road intersection. The resource is separated from the Project footprint by multiple rows of residences and the Belvedere Lagoon, and is located south of Community Road.	Recreation Facility	The proposed Project would not impact the Belvedere Community Center due to the distance of the resource from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Public Parks/Recreation Facilities	Mini-Park	Approximately 0.28 mile south of the Project footprint at the SR 131/Beach Road intersection. The resource is separated from the Project footprint by multiple rows of commercial and residential developments, and is located south of Beach Road.	City Park	The proposed Project would not impact the Mini-Park due to the distance of the resource from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Public Parks/Recreation Facilities	Zelinsky Park	Located 140 feet north of the Project footprint at the SR 131/Mar West Street/Lagoon Road intersection. The park is located south of the Tiburon Lagoon, east of Mar West Street, and west of Marsh Road.	City Park	The proposed Project would not impact the Zelinsky Park, as the Project footprint would not result in ROW acquisitions and is separated from the resource by existing City buildings along SR 131, including the Belvedere-Tiburon Library and Tiburon Town Hall. The Project is not anticipated to result in permanent use, constructive use, or temporary occupancy on this resource, due to the distance and separation of the resource from the proposed construction activities and Project footprint.	No Use
Public Parks/Recreation Facilities	Point Tiburon Tennis Courts	Located 400 feet north of the Project footprint at the SR 131/Beach Road intersection. The park is located south of the Tiburon Lagoon, east of Mar West Street, and west of Marsh Road.	City Park	The proposed Project would not impact the Point Tiburon Tennis Courts, as the Project footprint would not result in ROW acquisitions and is separated from the resource by existing commercial developments along SR 131. The Project is not anticipated to result in permanent use, constructive use, or temporary occupancy on this resource, due to the distance and separation of the resource from the proposed construction activities and Project footprint.	No Use

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Public Parks/Recreation Facilities	Raccoon Lane Segment	Approximately 0.17 mile north of the Project footprint at SR 131 PM 4.3. The resource is separated from the Project footprint by multiple rows of commercial and residential developments, and is located north of Mar West Street.	City Park	The proposed Project would not impact the Raccoon Lane Segment due to the distance of the resource from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	Horse Hill Open Space District	Approximately 0.28 mile north of the western Project terminus, north of Lomita Drive.	County Open Space	The proposed Project would not impact the Horse Hill Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	Tiburon Ridge Open Space District	Approximately 0.35 mile north of the Project footprint at the U.S. 101/SR 131 interchange, north of Creekside Way.	County Open Space	The proposed Project would not impact the Tiburon Ridge Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	La Creta Open Space District	Approximately 0.30 mile northeast of the Project footprint at the U.S. 101/SR 131 interchange, north of Eagle Rock Road.	City Open Space	The proposed Project would not impact the La Creta Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Open Space	Ring Mountain Open Space District	Approximately 0.45 mile north of the Project footprint at the SR 131/ East Strawberry Drive/Bay Vista Drive intersection. The property is located north of Vista Tiburon Drive.	County Open Space	The proposed Project would not impact the Ring Mountain Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	Highlands Subdivision Open Space District	Approximately 0.16 mile north of the Project footprint at the SR 131/Cecilia Way intersection. The property is located north of Cecilia Way, and multiple rows of single-family residences separate the site from the Project footprint.	City Open Space	The proposed Project would not impact the Highlands Subdivision Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	Atkinson Open Space District	Approximately 0.52 mile northeast of the Project footprint at the SR 131/Cecilia Way intersection. The property is located north of Reed Ranch Road.	City Open Space	The proposed Project would not impact the Atkinson Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	Hamon Open Space District	Approximately 0.20 mile northeast of the Project footprint at the SR 131/Rock Hill Road intersection. The property is located north of Hilary Drive, and multiple rows of single-family residences separate the site from the Project footprint.	City Open Space	The proposed Project would not impact the Hamon Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Open Space	Miraflores Subdivision Open Space District	Approximately 0.18 mile north of the Project footprint at the SR 131/Rock Hill Road intersection. The property is located north of Hilary Drive, and multiple rows of single-family residences separate the site from the Project footprint.	City Open Space	The proposed Project would not impact the Miraflores Subdivision Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	Reed School District Open Space	Approximately 0.40 mile northeast of the Project footprint at the SR 131/Rock Hill Road intersection. The property is located west of Gilmartin Drive, and multiple rows of single-family residences separate the site from the Project footprint.	City Open Space	The proposed Project would not impact the Reed School District Open Space property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	Del Madera Subdivision Open Space District	Approximately 0.25 mile northeast of the Project footprint at the SR 131/Rock Hill Road intersection. The property is located north of Via Paraiso, and multiple rows of single-family residences separate the site from the Project footprint.	City Open Space	The proposed Project would not impact the Del Madera Subdivision Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	Eavey Open Space District	Approximately 0.14 mile north of the Project footprint at the SR 131/Gilmartin Drive intersection. The property is located north of Stony Hill Road, and multiple rows of single-family residences separate the site from the Project footprint.	City Open Space	The proposed Project would not impact the Eavey Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Open Space	Meadowhill Subdivision Open Space District	Approximately 0.38 mile northeast of the Project footprint at the SR 131/Lyford Drive intersection. The property is located north of Round Hill Road, and multiple rows of single-family residences separate the site from the Project footprint.	City Open Space	The proposed Project would not impact the Meadowhill Subdivision Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	Hilarita Project Open Space District	Approximately 0.11 mile northeast of the Project footprint at the SR 131/Ned's Way intersection. The property is located north of Kleinert Way, and an apartment complex and Reed Elementary School separate the site from the Project footprint.	City Open Space	The proposed Project would not impact the Hilarita Project Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	Town Hall Area Open Space District	Approximately 0.12 mile north of the Project footprint at the SR 131/ Ned's intersection. The property is located north of Ned's Way, and an apartment complex separates the site from the Project footprint.	City Open Space	The proposed Project would not impact the Town Hall Area Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Open Space	Point Tiburon Marsh Open Space District	Approximately 0.06 mile (350 feet) northeast of the Project footprint at the SR 131/Mar West Street intersection. The property is located north of Marsh Road; and public buildings, including the Belvedere-Tiburon Library and Tiburon Town Hall, separate the site from the Project footprint.	City Open Space	The proposed Project would not impact the Point Tiburon Marsh Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Open Space	Old Saint Hilary's Open Space District	Approximately 0.28 mile northeast of the Project footprint at the SR 131/ Mar West Street intersection. The property is located north of Marsh Road, and multiple existing developments separate the site from the Project footprint.	County Open Space	The proposed Project would not impact the Old Saint Hilary's Open Space District property or associated conservation efforts due to the distance of the site from the Project footprint. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Trails/Paths/ Bicycle Routes	Mill Valley/ Sausalito Path	Approximately 0.46 mile southwest of the western terminus of the Project footprint at the intersection of East Blithedale Avenue and Lomita Drive. The Mill Valley / Sausalito Path is a 3.7-mile pathway that connects the communities of Mill Valley and Sausalito.	County Park Facility	The proposed Project would not impact the Mill Valley/ Sausalito Path or limit access along any portion of its route. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Trails/Paths/ Bicycle Routes	Alto Path	Approximately 0.30 mile north of the western terminus of the Project footprint along Lomita Drive.	State Trail	The proposed Project would not impact the Alto Path or limit access along any portion of its route. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Trails/Paths/ Bicycle Routes	Strawberry Recreation District Paths	Approximately 0.50 mile southeast of the Project footprint at the U.S. 101/SR 131 interchange, along Milland Drive and Vista Real.	Community Paths	The proposed Project would not impact the Strawberry Recreation District Paths or limit access along any portion of these routes. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Trails/Paths/ Bicycle Routes	Palos Verdes Court Pathway	Approximately 0.43 mile northeast of the Project footprint at the SR 131/Cecilia Way intersection, east of Palos Verdes. The Palos Verdes Court Pathway is approximately 300 feet in length and connects Palos Verdes to the Bel Aire Elementary School.	City Park Facilities	The proposed Project would not impact the Palos Verdes Court Pathway or limit access along any portion of this route. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Trails/Paths/ Bicycle Routes	Reed Ranch Road – Jefferson Street Pathway	Approximately 0.17 mile northwest of the Project footprint at the SR 131/Trestle Glen Boulevard intersection, north of Jefferson Boulevard. The Reed Ranch Road – Jefferson Street Pathway is approximately 320 feet in length and connects Jefferson Street to Reed Ranch Road.	City Park Facilities	The proposed Project would not impact the Reed Ranch Road – Jefferson Street Pathway or limit access along any portion of this route. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Trails/Paths/ Bicycle Routes	Benton Court Pathway	Approximately 0.43 mile northeast of the Project footprint at the SR 131/Trestle Glen Boulevard, east of Trestle Glen Boulevard. The Benton Court Pathway is approximately 150 feet in length and connects Benton Court to Trestle Glen Boulevard.	City Park Facilities	The proposed Project would not impact the Benton Court Pathway or limit access along any portion of this route. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use

Facility Type	Section 4(f) Resource	Location	Resource Type	Nature of Proposed Construction	Preliminary Section 4(f) Use Determination
Trails/Paths/ Bicycle Routes	Hilary Drive – Tenaya Drive Pathway	Approximately 0.8 mile (420 feet) northwest of the Project footprint at the SR 131/Avenida Miraflores, east of Tenaya Drive. The Hilary Drive – Tenaya Drive Pathway is approximately 380 feet in length and connects Tenaya Drive, Hilary Drive, and Del Mar Middle School.	City Park Facilities	The proposed Project would not impact the Hilary Drive – Tenaya Drive Pathway or limit access along any portion of this route. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use
Trails/Paths/ Bicycle Routes	Moitoza Lane Steps and Pathway	Approximately 0.26 mile northeast of the Project footprint at the SR 131/Beach Road, north of Raccoon Lane. The Moitoza Lane Steps and Pathway are approximately 220 feet in length and connects Raccoon Lane to Vistazo West Street.	City Park Facilities	The proposed Project would not impact the Moitoza Lane Steps and Pathway or limit access along any portion of these routes. The Project would not result in permanent use, constructive use, or temporary occupancy on this resource.	No Use

Notes:

PM = post mile

Project = SR 131 Capital Preventive Maintenance Project

ROW = right-of-way

SR 131 = State Route 131

U.S. 101 = U.S. Highway 101

Table A-2. Section 4(f) Historic Property Use Determination

Historic Property Name	Use?	Constructive Use?	Temporary Occupancy?	Explanation
Lyford, Benjamin, and Hilarita House	No	No	No	The historic property is located approximately 0.08 mile (375 feet) south of the Project footprint at SR 131 PM 1.25, south of Greenwood Cove Road. The Project would introduce pavement rehabilitation, guardrail replacement, and the construction of Class IV bicycle lanes within the Project footprint, approximately 375 feet from this site. No land or portion of the resource would be permanently acquired or affected by the Project. Construction activities within the Project footprint would not alter or destroy the attributes that allow the property to convey its historical significance.
San Francisco and North Pacific Railroad Station House-Depot	No	No	No	The historic property is located approximately 0.18 mile (900 feet) east of the eastern terminus of the Project footprint. The San Francisco and North Pacific Railroad Station House-Depot is located south of Paradise Drive. The Project would introduce pavement rehabilitation and curb ramp upgrades within the Project footprint, approximately 900 feet from this site. No land or portion of the resource would be permanently acquired or impacted by the Project. Construction activities within the Project footprint would not alter or destroy the attributes that allow the property to convey its historical significance.
Lyford's Stone Tower	No	No	No	The historic property is located approximately 0.32 mile (1,680 feet) east of the eastern terminus of the Project footprint. The Lyford's Stone Tower is located east of Paradise Drive. The Project would introduce pavement rehabilitation and curb ramp upgrades within the Project footprint, approximately 1,680 feet from this site. No land or portion of the resource would be permanently acquired or impacted by the Project. Construction activities within the Project footprint would not alter or destroy the attributes that allow the property to convey its historical significance.
Cultural Resource	*Yes*	No	No	The historic property overlaps Project's Area of Direct Impact. Location cannot be disclosed due to cultural sensitivity. The project will not adversely affect the historic property pursuant to Section 106 and AMMs will be implemented.

Appendix B. Town of Tiburon Concurrence Letter

Town of Tiburon • 1505 Tiburon Boulevard • Tiburon, CA 94920 • P. 415.435.7373 F. 415.435.2438 • www.townoftiburon.org

Jack Ryan
Mayor

Alice Fredericks
Vice Mayor

Holli Thier
Councilmember

Jon Welner
Councilmember

Greg Chanis
Town Manager

December 21, 2023

David J. Moore
Senior Environmental Scientist
State of California-Department of Transportation, District 4
P.O. Box 23660, MS-88
Oakland, CA 94623-0060
via email: david.j.moore@dot.ca.gov

Dear David,

We understand you are requesting our concurrence in the California Department of Transportation (Caltrans) determination of a Section 4(f) *de minimis* impact regarding the **State Route (SR) 131 Capital Preventive Maintenance Project (Project)** that proposes to repair approximately 4.6 miles of East Blithedale Avenue/Tiburon Boulevard (SR 131) from approximately 1,000 feet west of the U.S. Highway 101 (U.S. 101) interchange extending east to the Tiburon Boulevard/Main Street intersection, from post miles (PMs) 0.00 to 4.40.

It is our understanding that the Project would rehabilitate and add new pavement, construct Class I and IV bikeways, modify intersections, upgrade curb ramps to meet Americans with Disabilities Act (ADA) standards, upgrade guardrails to current standards, upgrade signage, improve pavement delineation, rehabilitate drainage systems, and modify electrical systems. Most of the work will occur within Caltrans existing right of way. However, the Project will require one Permit to Enter and Construct (PTE&C) within Richardson Bay Lineal Park (APN 055-161-03) at SR 131 PM 3.0 to relocate an existing crosswalk sign within the park. Additionally, a PTE&C would be needed within Richardson Bay Lineal Park at the SR 131/San Rafael Avenue intersection (PM 3.4) to upgrade curb ramps. The Project would also require one Temporary Constructing Easement within Belveron Mini Park (APN 034-252-02) at SR 131 to complete guardrails replacement work at PM 1.83.

As the Director of Community Development, I concur with Caltrans Section 4(f) impact determination that the **State Route (SR) 131 Capital Preventive Maintenance Project** will result in a *de minimis* impact on Richardson Bay Lineal Park (APN 055-161-03) and Belveron Mini Park (APN 034-252-02), as detailed in your Section 4(f) *De Minimus* Impact Determination Memorandum dated September 29, 2023, which demonstrates compliance with 23 Code of Federal Regulations 774.17.

Please coordinate with Engineering Manager, David Eshoo at deshoo@townoftiburon.org for permitting on this project.

Sincerely,

Dina Tasini

Dina Tasini, Director of Community Development

Appendix G Responses to Comments

Table G-1. below includes a full list of the comments received by Caltrans during the 36 day public circulation period of the Draft IS/ND, between September 29, 2023 and November 3, 2023. For individuals who would like to request to review PDF copies of the comments received during the public circulation, please write to the address provided in text below, email the department, or calling the California Relay Service at (800) 735-2929 (TTY), (800) 735-2922 (voice), or 711.

Caltrans, District 4
ATTN: Maxwell Lammert
P.O. Box 23660
Oakland, CA 94623-0660

Table G-1. Responses to Comments

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
1	1	28-Sep-23	James Winter	The notice you posted in today's Marin IJ states that the draft IS/ND for the SR131 Preventive Maintenance Project in Marin would be posted here: https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs#marin It is not.	Caltrans acknowledges your concerns regarding the public circulation of the Draft Initial Study with proposed Negative Declaration (IS/ND) for the State Route (SR) 131 Capital Preventive Maintenance Project (Project). The Draft IS/ND for the Project is available at the website listed by the commenter as EA 1Q230: State Route 131 Capital Preventative Maintenance Project. The document was publicly available online and hardcopies of the document were available at three local libraries. In addition, a public meeting to solicit public comments was held on October 26, 2023. Public outreach for the Project meets CEQA requirements for public notification.
2	1	20-Oct-23	WTB-TAM	RECOMMENDATION #1: TWO-WAY CLASS IV FACILITY The current Caltrans project plans include directional (i.e. one-way) Class IV bicycle facilities on both sides of Tiburon Boulevard for most of the project corridor between Highway 101 and Blackie's Pasture. We recommend that along the approximately 0.8-mile length of Tiburon Boulevard between the intersections of Greenwood Cove Drive and Blackie's Pasture Road, the Class IV bicycle facility on the south side of Tiburon Boulevard be designed not as directional one-way facility, but instead as a two-way Class IV facility. We recommend implementing this change on the south side of Tiburon Boulevard only, while leaving the planned directional (i.e. westbound) Class IV facility on the north side of Tiburon Boulevard as is. Please see the Appendix attached at the end of this letter for illustrations of the recommended refinements. Cross sections can be found in Appendix Exhibit A, plan view drawings can be found in Appendix Exhibit B Sheets 1 through 6, and renderings can be found in Appendix Exhibit C. As the cross sections in Appendix Exhibit A demonstrate, the recommended two-way Class IV facility on the south side of Tiburon Boulevard is feasible within the existing project footprint, requiring changes only to the striping plan and no additional roadway construction or widening. The existing eastbound shoulder is 8 feet wide. Those 8 feet would become the two-way Class IV facility, with a striped centerline and 4 feet in each direction. Additional space for a 2-foot buffer with vertical separators could be created by reducing the two eastbound travel lanes in this segment from the existing 12 feet to 11 feet. Our conversations with transportation engineering experts confirm that 11-foot wide travel lanes are perfectly adequate for an arterial such Tiburon Boulevard with little commercial truck use. It should be noted that the inspiration for this two-way Class IV facility on the south side of Tiburon Boulevard came from a conversation we had with Caltrans District 4 Transit and Active Transportation Office Chief and Complete Streets Coordinator Sergio Ruiz. Making the Class IV facility on the south side of Tiburon Boulevard two-way instead of one-way would significantly enhance the multi-modal connectivity of the State Route 131 Preventative Maintenance Project as well as the accessibility of the neighborhoods, schools, and recreational facilities along the Tiburon Boulevard corridor. The current Caltrans plans already recognize the value of a two-way facility on the south side of Tiburon Boulevard in the	Caltrans acknowledges your concerns regarding the bicycle facilities along the project corridor for the State Route 131 Capital Preventive Maintenance Project and the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. The recommended design changes that propose utilizing existing shoulders and reducing travel lanes widths would potentially cause safety concerns within the project corridor. The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Cove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Drive and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
				form of the planned Class I pathway between East Strawberry Drive and Greenwood Cove Drive. The recommended two-way Class IV facility would connect seamlessly with this planned Class I segment, extending it from East Strawberry Drive to Blackie's Pasture. There, it would connect with the existing Tiburon Rail Trail and San Francisco Bay Trail Class I pathway which provides a continuous separated pathway all the way to Downtown Tiburon and Belvedere. In other words, between Caltrans' planned Class I segment and the two-way Class IV facility recommended herein, bicyclists would be able to travel in both directions between Downtown Tiburon and Belvedere, Blackie's Pasture, and the unincorporated community of Strawberry without the need to ever cross Tiburon Boulevard. Tiburon Boulevard is a four-lane, high-speed arterial. Traffic signals on Tiburon Boulevard's cross streets are timed such that crossing times are significant in length. In the current Caltrans plans, bicyclists wishing to travel west from Blackie's Pasture to Strawberry must cross Tiburon Boulevard two times, adding significantly to travel time and making bicycling a less desirable mode of travel. It is likely that, in the absence of a westbound bicycle facility on the south side of Tiburon Boulevard, many bicyclists will either ride the wrong way on the eastbound one-way Class IV facility, or ride with car traffic on Greenwood Beach Road, both of which carry safety complications and hazards. Another reason for the recommended two-way Class IV facility on the south side of Tiburon Boulevard is that the current Caltrans plans include a gap in the planned Class IV facility on the north side of Tiburon Boulevard. That is, the current Caltrans plans call for a Class II facility in lieu of a Class IV facility in the westbound direction on the north side of Tiburon Boulevard between Trestle Glen Boulevard and Reed Ranch Road. This Class II facility would be located immediately adjacent to the roadway with no horizontal buffer or vertical element to protect from four lanes of traffic traveling at 45 miles per hour. This gap in the otherwise continuous Class IV facility planned for the north side of Tiburon Boulevard will discourage many potential users who do not feel comfortable riding alongside multiple lanes of high-speed traffic. As a result, these westbound cyclists will be looking for an alternative westbound route. Hence, the need for a two-way Class IV facility on the south side of Tiburon Boulevard.	

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
2	2	20-Oct-23	WTB-TAM	RECOMMENDATION #2: UPGRADE PLANNED WESTBOUND CLASS II FACILITY TO CLASS IV FACILITY This recommendation relates directly to the fact pattern laid out in the last paragraph of Recommendation #1. That is, while the current Caltrans plans include Class I and/or Class IV facilities on both sides of the highway for most of the length of Tiburon Boulevard between Highway 101 and Blackie's Pasture, there is a significant gap in the Class IV facility in the westbound direction. This gap is between Trestle Glen Boulevard and Reed Ranch Road, where Caltrans' current plans show a Class II facility in lieu of a Class IV facility. This gap seriously diminishes the utility and effectiveness of the westbound Class IV facility planned west of Reed Ranch Road. Bicyclists who do not feel comfortable riding alongside multiple lanes of high-speed traffic without protection will have no way of accessing the planned Class IV facility west of Reed Ranch Road. The most logical place for westbound cyclists to access a westbound bicycle facility is at the Trestle Glen Boulevard intersection, which has a traffic signal, crosswalk, and pathway connections to the Bay Trail and Tiburon Rail Trail. We recommend upgrading the planned westbound Class II facility between Reed Ranch Road and Trestle Glen Boulevard to a Class IV facility. This upgrade is feasible with minor alterations to the existing lane and shoulder widths, as detailed below (see Appendix Exhibit B *Sheets 5 and 6*). Between Reed Ranch Road and 300 feet east of Reed Ranch Road, there is enough space in the existing roadway to implement a oneway Class IV facility in the shoulder if the two westbound travel lanes are narrowed to 11 feet and the median between the two parallel sets of double yellow lines between 130 feet east of Reed Ranch Road and 300 feet east of Reed Ranch Road is eliminated. Between 300 feet east of Reed Ranch Road and Blackie's Pasture Road, the existing roadway is not wide enough to implement a westbound Class IV facility, even after narrowing the travel lanes to 11 feet. To implement a Class IV facility here, we recommend widening the shoulder by between 2 and 4 feet as needed. Caltrans owns the required right-of-way, but would need to excavate between 2 and 4 feet of the slope immediately north of the existing shoulder and construct a small retaining wall. Between Blackie's Pasture Road and Trestle Glen Boulevard, there is enough space in the existing shoulder to implement a westbound Class IV facility if the single travel lane and left turn lane are each narrowed to 11 feet.	Upgrading the planned westbound class II bicycle facility to a class IV facility is not currently within the scope of the project. The Class II bikeway is proposed for westbound direction from Jefferson Drive to Reed Ranch Road to address the existing gap in the active transportation network between Trestle Glen Boulevard and Reed Ranch Road. Caltrans determined that limited ROW and existing utilities along the westbound should mean that a Class IV bicycle lane along this extent of roadway is infeasible. Because this comment does not raise a significant environmental issue associated with the proposed project or the environmental document no further response is required.
2	3	20-Oct-23	WTB-TAM	RECOMMENDATION #3: CLASS IV FACILITY VERTICAL ELEMENT TYPE Not all Class IV facilities are made equal. The type of vertical element used can make a big difference in the safety and protected provided by the Class IV facility. That is why for the vertical element in the Class IV facilities planned in the State Route 131 Preventative Maintenance Project we recommend the best practices design option as detailed in the upcoming Caltrans District 4 Bicycle Plan Update (see Appendix Exhibit D). This type of vertical element utilizes a two-tiered curb design, consisting of alternating 36-inch L125SHNM BIG BOLLARDTM bollards and 42-inch L104 MEGA-MARKERTM panels mounted using flex boots to a raised curb. This two-tiered design provides protection for bicyclists above and beyond traditional vertical delineators and is appropriate for the Tiburon Boulevard corridor considering the proximity of the Class IV facility to high-speed traffic flowing at 45 miles per hour or above.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131. This comment does not raise a significant environmental issue associated with the proposed project or the environmental document; therefore, no further response is required.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
2	4	20-Oct-23	WTB-TAM	RECOMMENDATION #4: PROTECTED INTERSECTIONS Another way to enhance and optimize the current Caltrans plans for the State Route 131 Preventative Maintenance Project is to include protected intersection treatments at the intersections of Tiburon Boulevard with East Strawberry Drive, Cecilia Way, Reed Ranch Road, Blackie's Pasture Road, Jefferson Drive, and Trestle Glen Boulevard. The existing geometry at the aforementioned intersections is designed for high-speed vehicle movements which can be unsafe for multi-modal users. We are pleased that the current Caltrans plans already include certain improvements to at least one of the above intersections. Specifically, the current plans call for removal of right-turn slip lane and porkchop island at the intersection of Tiburon Boulevard with East Strawberry Drive. This is a step in the right direction, but additional improvements could make this intersection, as well as the other intersections listed above, even safer. Protected intersections increase safety for all users by increasing the setback distance of bicycle and pedestrian crossing locations away from the busy intersection, reducing the number of potential conflict points, and improving the visibility of crossing bicyclists and pedestrians to drivers. Additionally, protected intersections act as a form of vehicle traffic calming by squaring off the angle of vehicle right turns. Appendix Exhibit E contains examples of recently-completed protected intersections in the Cities of Alameda and Fremont showcased in Plan Bay Area 2050, as well as our recommended design for a protected intersection at Tiburon Boulevard and East Strawberry Drive. It is important to note that while protected intersections involving full curb reconstruction can carry significant costs, it is also possible to implement protected intersections using "quick-build" construction techniques (paint and plastic) at far lower cost. Please see Appendix Exhibit B Sheets 2, 5, and 6 for our recommended design for quick-build protected intersections at Tiburon Boulevard and, respectively, Cecilia Way, Reed Ranch Road, Blackie's Pasture Road, and Trestle Glen Boulevard.	This comment does not raise a significant environmental issue associated with the proposed project or the environmental document; therefore, no further response is required.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
2	5	20-Oct-23	WTB-TAM	RECOMMENDATION #5: REDUCE SPEED LIMIT TO 35 MILES PER HOUR Finally, we recommend that concurrent with construction of the State Route 131 Preventative Maintenance Project, Caltrans reduce the speed limit on Tiburon Boulevard between North Knoll Road and Jefferson Drive from 45 miles per hour to 35 miles per hour, and between Jefferson Drive and Ned's way from 40 miles per hour to 35 miles per hour (see Appendix Exhibit F). Doing so would significantly reduce the likelihood of severe injury or death to victims on foot or bicycle who are hit by a moving vehicle. Although the Class I and Class IV facilities in the current Caltrans project plans incorporate both a horizontal buffer and vertical separator between the vehicle traveled way and bicyclists and pedestrians, there is still some risk that intoxicated or reckless drivers may veer into the Class I or Class IV facilities and crash into victims. Reducing the speed of vehicles in those potential collisions could save lives and prevent severe injuries. For many years, California state law maintained a high bar for reducing speed limits on state highways and local streets. That all changed when Governor Gavin Newsom signed AB 43 into law in 2021. Under AB 43, jurisdictions including Caltrans are given new tools and leeway to reduce speed limits on the highways and streets under their purview. One of these tools which could be applicable on the Tiburon Boulevard corridor is "Safety Corridors." Under AB 43, jurisdictions such as Caltrans will be able to designate "Safety Corridors" on highways and streets adjacent to land uses which generate significant bicycle and pedestrian activity. The next revision of the California Manual on Uniform Traffic Control Devices (MUTCD) will include a specific definition of "Safety Corridors" but it is likely that the Tiburon Boulevard corridor will qualify due to its adjacent land uses, which include residential neighborhoods, shopping centers, schools, churches, and parks, as well as the inclusion of the corridor in both the MTC's Regional Active Transportation Network and the San Francisco Bay Trail. Reducing these sections of Tiburon Boulevard which currently have speed limits of 40-45 miles per hour to 35 miles per hour would result in significant improvements to safety while costing drivers little in additional travel time. Along the 1.4 miles of Tiburon Boulevard between North Knoll Road and Jefferson Drive, the current travel time at 45 miles per hour (not including waiting time at intervening traffic signals) is 1 minute and 52 seconds. Reducing the speed limit on this section to 35 miles per hour would result in travel time of 2 minutes and 24 seconds. Along the 1.6 miles of Tiburon Boulevard between Jefferson Drive and Ned's way, the current travel time at 40 miles per hour (not including waiting time at intervening traffic signals) is 2 minutes and 24 seconds. Reducing the speed limit on this section to 40 miles per hour would result in travel time of 2 minutes and 44 seconds. Thus, along this 3-mile section of Tiburon Boulevard, reducing the speed limit to 35 miles per hour would result in less than one minute of additional travel time, a negligible amount of time for the vast majority of drivers. Caltrans' current plans for multi-modal improvements to the Tiburon Boulevard corridor in the State Route 131 Preventative Maintenance Project are a major step in the right direction, but they can be made even better by incorporating the above recommendations with very little in the way of additional design and construction costs. We hope you will consider these recommendations carefully and include them in the final project design.	Reducing the speed limit to 35 miles per hour on SR 131 within the Project would require a traffic safety analysis. A traffic safety analysis and changing the speed along the project corridor is beyond the scope of the proposed project components. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway. Additionally, this comment does not raise a significant environmental issue associated with the proposed project or the environmental document no further response is required.
3	1	18-Oct-23	Velo Club Fairfax	As Advocacy Director of Velo Club Fairfax, and Founder of the Marin County Bicycle Coalition, I am very dissatisfied by the CalTrans response to my request for bicycle safety. My proposal is for a so-called 'bike box' and so-called 'green back sharrows' in the lane second from the right. I have submitted multiple written diagrams through various jurisdictions including Tiburon Department of Public Works and have received no response. Staff there have let me know that your office has not communicated with them in a timely fashion. My associates, Transportations Alternatives for Marin, have also submitted striping and signing proposals with no response as far as I know. Though perhaps not in your area of responsibility, we are very unhappy with the unprofessionalism displayed by CalTrans.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations are beyond the scope of the proposed project components and cannot be added as a project component. Additionally, this comment does not raise a significant environmental issue associated with the proposed project or the environmental document no further response is required.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
3	2	18-Oct-23	Velo Club Fairfax	Just for your information, bicycle safety at this intersection is so poor (Level D), that the situation in the past inspired me to start the Marin County Bicycle Coalition. The latest reconfiguration of the intersection created a 3-lane on-ramp North-bound that is a major boondoggle and incurred large cost overruns, if my information is correct. The environmental mitigation of paving over a large area so close to The Bay, was never explained to the community. Now I am respectfully requesting that you assist me in making sure our proposal finds the proper recipient. Please respond in a timely fashion, as I have already filed a complaint with District 04 Public Outreach. My next call is to the office of Steven Keck in Sacramento detailing the inadequacy of District 04 Capital Management.	The project proposes to modify three intersections: SR 131/Strawberry Drive, SR 131/Avenida Miraflores, and SR 131/Mar West. Additionally, Class I, II, and IV bikeways will be constructed throughout the project corridor. A detailed project description is provided in Section 2.2 of the Final IS/ND. Components not included in Section 2.2 are beyond the scope of the project. Additionally, this comment does not raise a significant environmental issue associated with the proposed project or the environmental document no further response is required.
4	1	19-Oct-23	Sally Saedi	On behalf of my family and myself, I'm communicating my public comments for the dire need to place a crosswalk on Tiburon Blvd at Gilmartin Drive in Tiburon. I live on Gilmartin and have been asking for several years now, inquiring with the town and the neighbors for the need for a crosswalk to ensure safety. Especially for the safety of our kids. Cars drive so fast on Tiburon blvd, with people on their phones most of the time, it is so unsafe for children to cross the 131 in order to get on the bike trail. I know for a fact that if we had a cross walk to ensure safety, there would be more parents that would allow their kids to bike to and from school. This would help our traffic problem also. Thank you for listening and understanding.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans understands your concerns regarding the intersection of Tiburon Boulevard and Gilmartin Drive. However, the construction of a crosswalk at the intersection of Tiburon Boulevard and Gilmartin Drive is not included in the proposed project components and is beyond the scope of the project.
5	1	18-Oct-23	Mike Ghaffary	I am writing today to strongly encourage the addition of a crosswalk on Tiburon Blvd at the intersection of Gilmartin. I am a Tiburon resident and homeowner, and I actually live on Tiburon Blvd / SR 131. A few key points on why: • I have seen multiple accidents and near-accidents involving pedestrians and vehicles colliding with cyclists on a particular area of concern: SR 131 between Rock Hill and San Rafael Ave • I can attach several photos including ambulances and police rushing to the accident scenes! I can also attach photos of school buses, pedestrians, etc • There is no sidewalk on this section of Tiburon Blvd, and no way to cross the street – safely - it is only a matter of time before someone is killed, and there is a very easy solution • Please add a crosswalk on SR 131 at Tiburon Blvd at or near Gilmartin Blvd • Hundreds of residents live up the Gilmartin Blvd neighborhood that opens up, and crossing the street is their only way out • Yellow school buses drop children at that intersection (I can attach photos) as well as Marin Transit buses—these people get off the bus, and have no safe way to cross over to the beautiful pedestrian path—they are stuck and have to risk their lives running across the street! • Some nice drivers will stop, but a crosswalk would make it clear they must yield to pedestrians Please let me know what would be helpful as additional information. Attached is a proposal to modify page 25 of the current plan to add a crosswalk at Gilmartin	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans understands your concerns regarding the intersection of Tiburon Boulevard and Gilmartin Drive. However, the construction of a crosswalk at the intersection of Tiburon Boulevard and Gilmartin Drive is not included in the proposed project components and is beyond the scope of the project.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
6	1	22-Oct-23	Jenna McKnight	I'm a resident in Tiburon' CA. I'd like to submit a public comment re. the Tiburon Blvd/State Route 131 rehabilitation project. The stretch of road between Highway 101 and Trestle Glen Blvd. desperately needs a sidewalk. This is the main stretch of road running through Tiburon -- and a lot of people walk along the road to access their homes, shops, bus stops, and recreational spaces. It's very dangerous to walk along this road due to the abundance of cars (many of which speed) -- and the abundance of cyclists.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans understands your concerns regarding the stretch of road between Highway 101 and Trestle Glen Boulevard along the project corridor on SR 131. Constructing a sidewalk along that portion of the project corridor is beyond the scope of this project.
6	2	22-Oct-23	Jenna McKnight	This road also needs proper bike lanes.	This project proposes to add approximately 17,000 feet of bikeways as discussed in Section 2.2 of the Final IS/ND.
7	1	24-Oct-23	Ronny Conway	I live at --- Gilmartin Drive in Tiburon. I go up and down the street multiple times a day and have seen a countless number of accidents caused by pedestrian traffic. My three daughters cross there all the time to get to the Tiburon bike path. It's just a matter of time before someone gets killed at that intersection as there have already been some serious injuries there caused by accidents. Not only are there tons of kids living on our street but there is also a bus stop at that intersection. Could you please install a crosswalk at this intersection? I will be attending the virtual public meeting on October 26 and look forward to hearing your comments.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans understands your concerns regarding the intersection of Tiburon Boulevard and Gilmartin Drive. However, the construction of a crosswalk at the intersection of Tiburon Boulevard and Gilmartin Drive is not included in the proposed project components and is beyond the scope of the project.
8	1	23-Oct-23	Elizabeth Rynecki	I've looked at the project footprint map and I *think* it looks like the project would include the Redwood Highway Frontage Road. If so, I appluad any effort to make the "sidewalk" in this area useable. There's a curb, but the sidewalk is strictly dirt and roots are not walkable for pedestrians.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans understands your concerns regarding the sidewalk near Redwood Highway Frontage Road. The Project is proposing four curb ramp upgrades at the Redwood Highway Frontage Road and SR 131 intersection. Any additional work in this area is beyond the Project scope and cannot be added to the proposed project components at this time.
9	1	19-Oct-23	Dean Powell	Thank you for the opportunity to comment on the above-referenced Negative Declaration (ND) and Project. Overall, I support the proposed ND findings and project. I have two minor comments that I would like as part of the record and addressed: 1. My first public notice of this project was received via US mail on October 14, whereas the public comment period started on September 29th. The public comment period should begin upon receipt of notice to the public, not prior. I don't need additional time to review the proposed ND and project, but others may and thus, the public comment period should be extended two weeks.	A Notice of Intent to Adopt a Negative Declaration and Notice of Availability for the project was published in the Marin Independent Journal on September 28, 2023 to inform the public that the Draft IS/ND would be released for public comment starting September 29, 2023 and ending November 3, 2023 – over the 30 day requirement of CEQA. Project information was publicly available online and at three local libraries. In addition to the mailers sent, a public meeting to solicit public comments was held October 26, 2023. Public outreach for the project meets CEQA requirements for public notification.
9	2	19-Oct-23	Dean Powell	2. I was surprised to see that nothing is proposed for the drainage ditch along the frontages of APN 3414248, APN3414239, APN 3414237, and APN3414253, roughly 1,750' to 2,000' east of SR 131 PM 0.00. This open ditch was the subject of a personal injury lawsuit against Caltrans not too long ago where a woman fell into the ditech and injured herself. I think Caltrans should consider installing a culvert to elminate this hazard and separate the proposed Class IV bike lane from vehicles parked along the frontage. 12" CMP culverts are installed only at driveways connecting these properties to SR 131.	The commenter's suggestion for drainage ditch improvements is noted. However, the drainage ditch improvements described by the commenter are beyond the scope of the project. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
10	1	26-Oct-23	Town of Tiburon	Do you have any draft construction plans you can share with us for internal review?	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Construction plans and the Traffic Management Plan will be coordinated and finalized during the final design phase of the Project.

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11	1	25-Oct-23	Greenwood Cove HOA	We write to you on behalf of the Greenwood Beach Road Homeowners Association, representing the 22 residential properties located between 382 and 458 Greenwood Beach Road in the Town of Tiburon. Thank you for your September 8, 2023 letter. We understand that the latest project plans for the State Route 131 Preventative Maintenance Project now include Class IV protected bikeways on both sides of Tiburon Boulevard for much of the length between Highway 101 and Blackie's Pasture. Thank you for listening to us and for including these much-needed improvements in this project. These Class IV bikeways will vastly improve traffic conditions on our street, as well as make a huge impact on the mobility and safety of all modal users who live in and visit Tiburon. That said, we do have one additional recommendation that will make this project even better at very little extra cost. That is along the approximately 0.8 mile length of Tiburon Boulevard between Greenwood Cove Drive and Blackie's Pasture Road, the Class IV bicycle facility on the south side of Tiburon Boulevard be made a two-way facility instead of a one-way facility (see Figure 1 and Figure 2). Constructing a two-way Class IV facility on the south side of Tiburon Boulevard is feasible within the existing project footprint. The existing eastbound shoulder is eight feet wide. Those eight feet would become a two-way Class IV bikeway, four feet in each direction. Additional space for a two-foot buffer with vertical separators would be created by reducing the two eastbound travel lanes in this segment from the existing twelve feet to eleven feet (see Figure 3). Our conversations with transportation engineering experts have confirmed that 11 feet wide travel lanes are perfectly adequate for an arterial such Tiburon Boulevard. It should be noted that this recommended design is the brainchild of Caltrans District 4 Complete Streets Coordinator Sergio Ruiz. We believe that making the Class IV facility on the south side of Tiburon Boulevard two-way instead of one-way will significantly improve the accessibility and connectivity of the neighborhoods, schools, and recreational facilities along the Tiburon Boulevard corridor. Caltrans is already planning a two-way Class I multi-use path on the south side of Tiburon Boulevard between East Strawberry Drive and Greenwood Cove Drive (see Figure 4). The recommended two-way Class IV segment would connect seamlessly on the west to Caltrans' planned Class I segment, and on the east to the existing Tiburon Rail Trail Class I pathway, which extends all the way to Downtown Tiburon. In other words, with the recommended two-way facility, it will be possible for bicyclists to travel all the way between Downtown Tiburon, Blackie's Pasture, and Strawberry without ever crossing Tiburon Boulevard. Tiburon Boulevard is a wide, high-speed arterial. Traffic signals on Tiburon Boulevard's cross streets are timed such that crossing times are significantly long. In the current Caltrans designs, bicyclists wishing to travel west from Blackie's Pasture to Strawberry must cross Tiburon Boulevard two times, adding significantly to travel time and making bicycling less desirable. It is likely that, in the absence of a westbound bike lane on the south side of Tiburon Boulevard, many bicyclists will continue to utilize the on-street route on Greenwood Beach Road, which brings with it other complications and hazards. Caltrans' current plans for bicycle facilities in the Tiburon Boulevard project are a big step in the right direction, but they can be made even better by incorporating the above recommendations with very little in the way of additional design and construction costs. We hope you will consider these recommendations carefully and include them in the final project design.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans understands your concerns regarding the bicycle facilities within the Project corridor. We appreciate your recommendations; however, these recommendations are beyond the scope of the project and cannot be included in project at this time.

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12	1	25-Oct-23	Trish Loucks	Please cut down all eucalyptus towering trees in areas where the trees have fallen previously across Tiburon Blvd. due to saturated roots from winter rainstorms and high winds closing down the road for many hours. Safety for commuting school children and vehicles must be a priority. Specifically the 10 year old over 100 ft eucalyptus trees planted along the highway by a homeowner near the property line of 654 Tiburon Blvd. between Palmer Court and Bayshore Terrace on a small slope where other trees have recently fallen due to shallow roots. The road closure due to fallen trees in this wind corridor was featured on the cover of The Ark two years ago, but nothing has been done by CalTrans to mitigate the danger. These huge flamable trees also pose an extreme fire danger during wind and drought.	The commenter's concern regarding the falling potential of the Eucalyptus trees is noted. However, cutting down the trees described is beyond the scope of this project. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
13	1	30-Oct-23	CHP Marin	The California Highway Patrol's Marin Area has reviewed the Environmental documents submitted by Caltrans District 4 for the State Route 131 Capital Preventive Maintenance Project (SCH #2023090705). The project will present transportation issues and effect traffic through the construction area. There is nothing in the project description that stands out though as impacting public safety, congestion, or traffic safety beyond what is expected for a project of this size. We anticipate there will be an impact to CHP operations with increased response times. As is the case with any State Highway related construction project, the CHP Marin Area requests all anticipated project related transportation issues be communicated to our office well in advance. The advanced notification will allow us to adjust operations accordingly and maintain our ability to provide the highest level of safety, service, and security. Please let me know if you have any questions.	As described in Section 3.3.9, access along SR 131 would be maintained and emergency vehicles given preference when necessary. During the design phase, a Transportation Management Plan would be prepared providing priority to emergency vehicles during one-way alternating traffic control. Caltrans will consult with CHP prior to finalization of design and before construction regarding potential traffic delays and alternative routes to avoid conflicts.
14	1	27-Oct-23	Larry Stoehr	Hi, I will keep this short. Lower Tiburon and Belvedere have been suffering significant traffic congestion for some time now. On top of the existing congestion, the State is requiring the two Cities to add more housing stock and rates far above history and has put teeth in the regulations to force the additional housing stock to be constructed. Construction activities and additional housing units will only increase the congestion on SR131. The current project involves installing permanent guardrails and other infrastructure that would likely have to removed and reinstalled if a decision were made a few years down the road to address the current congestion, since the most likely outcome would be to add a third lane and use that to address the heavy inflow of traffic in the morning and heavy outflow in the afternoon. It appears to me that the right away for SR131 has enough space to allow for a third lane to be constructed. It seems like it would be a lower overall cost to deal with the maintenance and the future congestion all in one project.	The commenter's suggestion for adding a third lane to account for potential future congestion is noted. However, as described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
15	1	28-Oct-23	Alex Johnson	My name is Alex Johnson. I am a resident of Strawberry. I have a few comments on the proposed 131 plan. 1. The proposed bike paths are brilliant idea. Marin County and cal Tran should be applauded for the expenditure on these much needed improvements. For public safety and recreation and community value. I encourage more bike path of class 1 and class 4 across our Strawberry community.	The commenter expresses support for the proposed bicycle facilities. The comment does not raise a significant environmental issue relating to the proposed project or address the adequacy, accuracy, or completeness of the Initial Study/Proposed Negative Declaration. No further response is required.
15	2	28-Oct-23	Alex Johnson	2. I think you should relocate the protected bike path section of "e strawberry drive to Blackies" to greenwood beach road. That side street is parallel to 131, has plenty of room, more scenic, and is much less crowded than a route 131 heavy traffic area. Much safer to have bikers on the Greenwood beach road. It also already connects at the end of it directly to blackies. It can go from the gas station across from cover shopping center direct to blackies. Marin county should help pay for this as it is not a state road.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans understands your concerns regarding the bicycle facilities along SR 131 within the Project corridor. The placement of the bicycle facilities have been evaluated.

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15	3	28-Oct-23	Alex Johnson	3. Consider creating a new special bike and walking entrance from the bike route from bike route into Blackies pasture that links it specifically. The way it looks designed now there are cars and bikes going to the same egress and entrance area. However, this is dangerous and I would suggest a bike only pathway from the new bike path	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans understands your concerns regarding the bicycle facilities within the Project corridor. We appreciate your recommendations; however, these recommendations are beyond the scope of the project and cannot be included in project at this time.
15	4	28-Oct-23	Alex Johnson	4. I understand that Tiburon is paying for a fiber optic cable connection out to Tiburon. There should be a connection created now, for Strawberry residents to connect into along this new fiber optic route — specifically the Strawberry recreation district which is about 200 yards away from Tiburon Boulevard should get pro bono access to this new fiber optic cable.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. This is a CAPM project and Fiber optic projects may be considered in the future projects. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
16	1	28-Oct-23	David Speyer	Hi, I am writing to encourage the project to include bike lanes from Hwy 101 interchange to at least the Cove shopping center. It is hard for me to decipher if this is already included in the plans. This would allow for us to bike to and from Strawberry Point school more safely.	This project added approximately 17,000 feet of bike lane from 101 to Trestle Glen.
17	1	3-Nov-23	Bahram Seyedin-Noor	For public safety, we need guardrails added on CA-131 (Tiburon Blvd), especially near cross-walks, to protect from vehicles. For example, the section of CA-131 that runs by Rock Hill Boulevard has bus stops on both sides, and a pedestrian crossing, but there are no guard rails in place to protect pedestrians. To highlight the danger, keep in mind that vehicles traveling on CA-131 are often traveling at more that 40 miles per hour, include lots of heavier vehicles construction and landscaping SUVs), and many of the drivers are on their phones while passing the lights and cross walks. This is a recipe for disaster and guardrails are one basic measure to implement. We should add guardrails as part of this project to ensure pedestrian and community safety.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
18	1	2-Nov-23	Brenda Bottum	I applaud Caltrans plans to work on Tiburon Blvd roadway in 2025 but I think the plans are out of step with our greatest needs for the roadways section from Trestle Glen to Main Street. This area needs an additional lane each way or, if that isn't possible, at least one more lane that can change car flow direction depending on the time of day. Congestion is already very high at certain times of the day between San Rafael St and Trestle Glen and if the additional hundreds of housing units end up being built at the corner of Beach and Tiburon Blvd as is planned, the traffic will be even worse and so very frustrating to deal with. And this will also create an incredible bottleneck and danger in the event of a need for emergency evacuation. While it is nice to have bike paths, these are not a major necessity whereas having a roadway that will enable cars to move more fluidly rather than get stuck in bumper to bumper traffic on a daily basis and, more importantly, in the event of an emergency is the greatest need, Those of us that life in Old Tiburon and Belvedere truly believe that Caltrans is not worried about our safety as it should be. PLEASE scrap the plans for a bike path and focus on how we can add at least one more lane for automobiles.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.

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19	1	3-Nov-23	Bruce Abbott	I write to address the issues and considerations of the public who are and will be affected by the implementation of the plan to improve Highway 131 from Highway 101 to downtown Tiburon, with emphasis on the concerns of residents who live on Greenwood Beach Road. Greenwood Beach is a narrow, crooked and hilly street which has become a major bicycle thoroughfare to the detriment of those who live on it, by reason of congestion, lack of clearance and visibility, compounded by a lack of uniform discipline among bikers that is found among licensed users of the public roads. The situation on Greenwood Beach Road is frequently reduced to gridlock and is unreasonably dangerous. I applaud the intention of Caltrans to improve Highway 131 and to provide the much needed and long sought bicycle network to which the Caltrans plans aspire. Thank you. You will find no shortage of supporters who live on this street. Specifically, I urge to on to this task, guided by a resolution to develop and implement a project worth of it's purpose, recognizing that the product of your thoughtful concern, and one which leaves neither at point of sacrifice or the discomfort associated with concerns of safety. Please proceed with such deliberation that these issues are addressed and provided for.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
20	2	2-Nov-23	Crystal Duran	The plan includes outdated images such as Figure 2-1, Map 26 of 36.	The commenter does not specify what they believe is out of date. However, the imagery used for Figure 2-1 is the latest satellite imagery available and is intended to depict project components in relation to SR 131.
20	3	2-Nov-23	Crystal Duran	I'm disappointed to learn more outreach hasn't been done for public input into the proposed project.	As described in Chapter 4, Comments and Coordination, project information was publicly available online and at three local libraries. A public meeting to solicit public comments was held October 26, 2023. Public circulation for this document occurred from September 29, 2023 to November 3, 2023 - over the 30-day minimum requirement. Public outreach for the project meets CEQA requirements for public notification.
20	1	2-Nov-23	Crystal Duran	The plan prioritizes developing bike lanes when the community expressed, over several years, that automobile traffic is the biggest concern and issue locally.	Indeed bicycle lanes are a part of this project. However, as described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
21	1	31-Oct-23	Heather Selick	We live on Fancisco Vista Ct. Tiburon. Our home was built with utilities underground in 1964. As a result there are no internet underground cables. We are not the only small enclave with this problem. When redoing Tiburon Blvd. it is crucial that you include fiber optics. If you don't do it now we will never be able to enter the 21st century of fast internet speeds. Tiburon Blvd is the first step in getting the service up to our homes.	The commenter's concern for upgraded fiber optic facilities is noted. However, as described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Installing fiber optic facilities is beyond the scope of this project. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.

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22	1	3-Nov-23	Isaac Nikfar	1. Bike lanes should be on one side of the street and not cross over Reed Ranch, Upper Cecelia intersections. The majority of bike traffic is headed to Blackies pasture or downtown, not Trestle Glen.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
22	2	3-Nov-23	Isaac Nikfar	2. Additionally, Greenwood Cove Road would be a better bike lane than 131 and safe routes to school have also stated this.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
22	3	3-Nov-23	Isaac Nikfar	3. Adding a bike lane on 131 will shrink the lanes and further congest and add to traffic.	As described in the IS/ND, the proposed Project would result in less than significant impacts to emergency access and programs, plans, and policies addressing circulation and transit systems. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.
23	2	3-Nov-23	Jack Ryan	I am the current mayor of Tiburon; Tiburon residents have thus far contributed minimally to this proposal, but I am confident they will not be in favor of bike lanes on SR-131 when the superior alternative along Greenwood Cove exists. For $22 million, you could exclude the bike lanes between Blackfield and Trestle Glen and instead incorporate some actual comprehensive safety upgrades like under-grounding utilities and improving pedestrian crossings. Please consider improving the project by incorporating my suggestions. Thank you.	The commenter's suggestions for incorporating certain upgrades/improvements by reducing bike lanes is noted. However, these suggestions are beyond the scope of this particular project. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
23	1	3-Nov-23	Jack Ryan	The Project as proposed has significant deficiencies, the greatest of which may be inadequate public outreach. Most significantly, the bike lanes suggested for the stretch of SR-131 between Blackfield Dr. and Trestle Glen are superfluous and counterproductive. A bicycle route along Greenwood Cove Rd. is functionally equivalent to the lanes along SR-131; will demonstrate superior safety (fewer cars at lower speeds); and minimize traffic impacts. There is no advantage that the SR-131 path can demonstrate over the Greenwood route; in fact, the project architects acknowledge that most cyclists will continue to use Greenwood Cove anyway. The existing proposal is a result of lobbying by the 20 homeowners along Greenwood Cove Rd. but comes at the expense of the other 10,000 residents further down the Tiburon peninsula.	As described in Chapter 4, Comments and Coordination, project information was publicly available online and at three local libraries. A public meeting to solicit public comments was held on October 26, 2023. Public circulation for this document occurred from September 29, 2023, to November 3, 2023 - over the 30-day minimum requirement of CEQA ((CEQA Guidelines § 15105(b)). Public outreach for the project meets CEQA requirements for public notification. Additionally, Caltrans acknowledges you comment regarding a bike route along Greenwood Cove Road, however, this road is outside the State right of way. Construction of a bikeway on this local road is outside of Caltrans authority.
24	1	2-Nov-23	Jonathan Kahn	There is a problem with: West Section, E Strawberry and CA 131. Traffic impact from the elimination of free right hand turn from north bound E Strawberry Drive to east bound CA 131. This intersection is already a safety hazard. The elimination of the free right-hand turn will impact safety and increase traffic congestion during school days. With the addition of the Class I bike lane, without proper planning and coordination with the county, pedestrian and bike traffic onto E Strawberry will become a hazard for all.	Caltrans acknowledges your concerns with the safety of the intersection of E Strawberry and SR 131. The project would modify the Strawberry Drive and SR 131 intersection. Safety details will be coordinated with the County during final design of the project.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
25	1	24-Oct-23	Larry Stoehr	I would like to commend those involved in this project as it is needed, however, it seems to me that a lot of the work like guardrails etc would have to be replaced/moved if the long-term traffic issues are to be addressed at some point. With the State requiring additional housing units in in Tiburon and Belvedere, traffic will just get worse if it is not addressed. So why not consider adding a third lane to SR 131 and use that for traffic control and decongestion in am and pm peaks as part of this project? It sure appears that there is enough room in the right away to allow for such a change.	Caltrans acknowledges your concerns regarding the traffic experienced along the project corridor. However, this is a Capital Preventive Project that is proposing to repair pavement, restore existing drainage systems to reduce the potential for highway flooding and damage and support active modes of transportation by improving bicycle access throughout the Project footprint. Adding a third lane is not in the scope of CAPM project.
26	1	3-Nov-23	Michael Shepard	Your plan proposes to spend a lot of money and do 220 days of noise, dust, and congestion-creating roadwork on a road that experiences massive traffic delays, and yet your plan does absolutely nothing to reduce delays and instead will increase them through the elimination of right turn lanes. I appreciate the benefits of having better bike lanes, and I recognize the safety benefits of the elimination of right turn lanes and their replacement with bulbouts, but it boggles the mind that an agency serving the public and looking at Tiburon Boulevard and its huge backups would spend so much money and create so much disruption without addressing the road's biggest need: work to allow traffic to flow more smoothly. Here are a few steps that should be part of the project:	The commenter's concerns regarding congestion are noted. However, this is beyond the scope of this particular project. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs.
26	2	3-Nov-23	Michael Shepard	(1) Redoing the timing of the stop light at Tiburon Boulevard and Trestle Glen. Traffic on Tiburon Boulevard during the morning rush hour must wait many phases of the light to pass through the intersection - sometimes backing traffic up a mile or more toward downtown Tiburon - while traffic on Trestle Glen pretty much always clears on each phase of the light. I appreciate that the Trestle Glen phase needs to be lengthy so that pedestrians who cannot move quickly get a full opportunity to cross Tiburon Boulevard safely, but there is no reason to have the light change as frequently as it does. I recall being told that Caltrans says the light is working as designed, but please take a fresh look to see the traffic impact of the current design, so it can be changed - an inexpensive change that will make a significant difference;	Timing of traffic lights is beyond the scope of this project. Please see response to Comment 26-1.
26	3	3-Nov-23	Michael Shepard	(2) Rather than having the stoplights at Blackfield Drive/Greenwood Cove and E Strawberry Drive/Bay Vista Drive timed so that traffic can proceed through both of them, it appears that those stoplights are designed so that any traffic on one of those cross streets creates a relight on Tiburon Boulevard. The result is cars on Tiburon Boulevard frequently stopping at both intersections, which both slows traffic and increases pollution. With all the money and disruption, including changes that will slow traffic on a road that already generates huge delays at certain times of day, please include a few simple, safe steps to make the traffic flow better instead. I am confident that if you took a survey and asked what the residents of the town would like Caltrans to do, it would be to improve traffic flow - so please do something!	The commenter's concerns regarding congestion are noted. However, this is beyond the scope of this particular project. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs.
27	1	2-Nov-23	Robert Heller	This project looks like cosmetics to me. It does NOTHING to actually WIDEN Tiburon Blvd (HWY 131) A widening of the road for cars is badly needed as we have enormous traffic jams every single day!!! Instead, it adds bike lanes, where ample bike paths already exist - like the "Old Rail Trail" The construction will make things unbearable. Lots of pain - for no gain!.	The purpose of the Project is to improve the serviceability and ride quality of SR 131 and restore existing drainage systems to reduce the potential for highway flooding and damage. The Project would enhance complete streets and support active modes of transportation by bridging a gap in the transportation network and improving bicycle access throughout the Project footprint.
28	1	3-Nov-23	Sanna Thomas	I am writing to make an urgent plea that all re-paving on Tiburon Boulevard be done with reflective, high albedo paving materials. As we all know too well, the State of California, country and world are experiencing a 'climate emergency' and already suffering the dire and deadly effects even now. Every level if government and private industry must be working as hard as it can to dramatically reduce its GHG emissions in every aspect if its operations. We private citizens as well. I beg you to onky use these climate friendly 'cool pavement' materials for Tiburon Boulevard to ensure we are reducing our GHG emissions even in our road surfaces. It's now become s matter of life and death!	Caltrans acknowledges your concern regarding greenhouse gas emissions and climate change. As part of the IS/ND, Caltrans conducted a project-level GHG performance evaluations using the Federal Highway Administration (FHWA) Infrastructure Carbon Estimator (ICE) Tool. This impact assessment is summarized in section 3.3.8 of the Final IS/ND.
28	2	3-Nov-23	Sanna Thomas	See my submitted message.	Comment received. No response required.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
29	1	3-Nov-23	Sarah Abbott	I oppose eliminating the right hand turn from Strawberry onto Tiburon Blvd. This will make that intersection even more confusing as people will need to u-turn, ect.	Caltrans acknowledges your concern regarding the modifications that will be made at the intersection of Strawberry and SR 131. The Caltrans will ensure public and motorist safety when updating the intersection.
30	1	26-Oct-23	Shelby Allen	Re: adding bike lanes to Hwy 131 in Tiburon. Due to the currently VERY narrow configuraton of this curvy road, please reconsider addition of bike lanes. Despite an existing bike path (aka Old Rail Trail), bikers using 131 roadway frequently cause drivers to swerve into oncoming traffic lane to avoid a collision. Curving nature of road can obscure oncoming traffic. Additionally narrow road is a hazard to emergency services reaching residents downtown. Bike lanes would only cause more congestion on an already overly congested road.	Caltrans acknowledges your concern regarding bicycle traffic on the project corridor. Proper signage will be installed to clearly mark the shoulder as a bikeway. Additionally, the lane widths will remain the same.
31	1	24-Oct-23	Susan Nawbary	In 2019 Governor Newsom vetoed a complete streets bill, claiming CalTrans had new leadership and would implement complete streets without legislation. Well, you and the governor are apparently liars who care little about the safety of people on bikes. Implement safe bicycle crossings for the Tiburon Blvd 131 project.	Caltrans acknowledges your concerns regarding bicycle safety within the project corridor. The scope of this project is to rehabilitate the roadway within the project corridor. This project is updating the ADA curb ramps, MGS and bikeways. The project also proposes to construct approximately 17,000 feet of bike lane.
32	1	25-Oct-23	Tracey Ban Hooser	They should change the intersection at Tiburon Blvd and Cecilia so that cars turning left from Cecilia onto Tiburon Blvd have a merge lane. Similar to how cars turning from Reed Ranch Road have a merge lane. It would be easy to accommodate this by shrinking the size of the landscaped median and make this a much safer intersection.	The commenter's suggestion for drainage ditch improvements is noted. However, the drainage ditch improvements described by the commenter are beyond the scope of the project. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
33	1	3-Nov-23	Winnie Anderluh	Eliminating the right hand turn lanes from Miraflores and Strawberry onto 131 is a really bad idea. The right hand lane on Miraflores is essential during school hours. The dedicated right hand turn lane on Strawberry if eliminated, will cause safety hazards. I utilize that right hand turn lane frequently, and clearly whoever made this decision does not know what happens at this intersection.	As described in the IS/ND, the proposed Project would result in less than significant impacts to emergency access and programs, plans, and policies addressing circulation and transit systems. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.
33	2	3-Nov-23	Winnie Anderluh	Additionally, there's no need for a bike lane in either direction on Tiburon Boulevard between Blackfield and Trestle Glen. If you were to add a bike lane, it would encourage bike traffic in Tiburon Boulevard. Where any bike traffic from Upper Cecilia or Reach Ranch can go down the fire road to lower Cecilia, or walk their bike down the ramp to Jefferson; in both cases keeping bikes off Tiburon Blvd and directing bikes to cross Tiburon Blvd at intersections with stop lights. Pike traffic between Blackfield and Trussell. Glen should be directed to Greenwood Cove Road and the multi use trail around Blackies Pasture. Encouraging bike traffic on a road with a 45 mph speed limit is a really bad idea where there are way safer alternatives on surrounding streets.	Caltrans acknowledges your concerns regarding bicycle safety along this portion of SR 131. Bicycle and traffic safety will be further evaluated during the final design of the project. Proper signage will be installed along the project corridor to clearly identify bikeways, shoulders, and roadways.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
33	3	3-Nov-23	Winnie Anderluh	The pedestrian crossing light at Tiburon Blvd and Stewart – while well intentioned- is very tough in practice. The cadence of the lights, the flashing lights, ect. Is very confusing to local… and then when tourists are in Tiburon Blvd., it's even worse. You should maybe have someone observe what happens at that intersection, and re-think the strategy with the lights. But given the poor results of that project, as well as other poor decisions made by Cal Trans on 131 (like a yellow sign at the left hand turn onto Reed Ranch Road that completely blocked the line of sight to oncoming traffic by left hand turners – thank god it was finally removed after a local complained about it) ... I worry that Cal Trans is not asking the local residents of Tiburon what their thoughts are on this project. It is well intentioned, but I worry the decisions are being made by people who do not live in the community and understand the intricacies of our unique peninsula.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
34	1	1-Nov-23	David MacPherson	Please reduce motor vehicle lane width to 8'6" and increase safety for people on bikes using whatever additional means possible. No stretch of Marin highway sees more people on bikes that this Caltrans road.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width of 8.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy.
35	1	1-Nov-23	Randy Greenberg	My comments are directed at the center turning lane from Tiburon Blvd. onto Trestle Glen. This intersection is a major point of gridlock for Tiburon Blvd. The turning lane is insufficient in length to hold all the cars needing to make the turn onto TG, resulting in traffic delays and dangerous cut-ins to the line of waiting traffic. In this area there are two tandem turn lanes. The first goes into Jefferson Drive and the second into TG. The length of the TG turn lane is frequently insufficient to hold all the cars wanting to make the turn. The result is (1) the line of cars extends into the Jefferson turn lane (and beyond), blocking vehicles wanting to make the Jefferson turn; (2) cars wanting to make the Trestle Glen turn waiting in the thru lane until there is room to enter the TG turn lane, blocking thru traffic, and (3) cars that cannot fit into the full TG turn lane continuing straight on Tiburon Blvd. and turning around further along Paradise Dr. until they can enter a side road (i.e., Stewart Dr.) where they turn around to re-enter Tiburon Blvd going back toward TG, adding to already heavy traffic going in this direction. I have lived on Paradise Drive since 1984 – for 39 years. Over the years this turn lane onto TG has become an increasing hazard. The new state housing mandates will result in 100+ new units needing to make this turn. Tonight there were about 18 cars in an unbroken line in the two tandem turn lanes. I had to drive thru to enter Stewart Dr., turn around and come back onto Tiburon Blvd. to make the turn onto TG.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
35	2	1-Nov-23	Randy Greenberg	In addition, the grade of Tiburon Blvd. at this intersection is such that cars leaving TG cannot see pedestrians/bikers crossing Tiburon Blvd. until they are on top of them. This dangerous situation is well known and needs a solution.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
36	1	1-Nov-23	Harry Smith	Please Include in the improvement plans: From Tower Drive , city of Mill Valley and Caltrans intersection , Create a new vehicle right lane Solely dedicated to service the existing on ramp to 101 southbound. This will permit expedited , safer traffic Movement to the southbound ramp , improve off ramp intersection congestion, SR131 east bound traffic Management and stagger north bound ramp flow and movement .	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.

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37	1	31-Oct-23	Steve Silberstein	1. Bike path should be part of Greenwood Cove Drive, not on SR131, and then on the “Old Rail Trai;” Bike path	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Cove Drive and Blackie’s Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Drive and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
37	2	31-Oct-23	Steve Silberstein	2. Some consideration should be given to a pedestrian underpass or over pass at Miraflores Ave, and possible at Trestle Glen	The commenter’s suggestion for a pedestrian underpass is noted. However, this is beyond the scope of the project. As described in Section 1.2, Purpose and Need of the Final Initial Study/Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
38	3	31-Oct-23	Kristin Korinke	Let’s also talk about how This construction will DESTROY downtown businesses because no one wants to or has extra time to sit in traffic for a half hour each way. We have a salon that relies on a client base that comes more than 50% outside of Tiburon: from SF and all over Marin. Please consider the impact on businesses, our ability to attract customers, retain current clients and employee due to the traffic backups caused by construction.	The commenter’s concerns regarding congestion are noted. However, this is beyond the scope of this particular project. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs.
38	1	31-Oct-23	Kristin Korinke	PLEASE!!!!!! IF YOU DO ANYTHING AT ALL; WIDEN THE ROAD!!! It is a nightmare! Spending a year making bike lanes will NOT encourage more biking, it will just embolden the current bikers to act like they own the roads and can do no wrong even more than they currently do, and there is already a fantastic walking and bike path all the way along the waterfront from Blackie’s Pasture to downtown!!! Traffic is already so backed up every day; morning, noon and night, and all it takes is for one driver to go 10 miles slower than the posted speed limit to affect all the other traffic. In an emergency (fire, flood, earthquake), Tiburon blvd is a death trap with one lane in and one lane out. PLEASE! Widen the roads, build turnouts so slow drivers can pull over and POST SIGNS telling slow traffic that they can pull over! Have the city pay for small school busses that can go up in the hills to take cars off the roads.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
38	2	31-Oct-23	Kristin Korinke	Time the lights longer at peak traffic times or find a way to resolve the traffic jam backlogs that last for those four miles. It can take 20-30 minutes just to get from San Rafael Road to Trestle Glen.	Caltrans acknowledges your concerns regarding signal timing along the SR 131 corridor. However, signal timing is outside the scope of the project and cannot be added as a project component at this time. Signal timing cards are publicly available and can be requested from Caltrans’ Public Information Office. Signal operations can provide how often they assess signal timing cards. Signal timing is optimized for traffic flow.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
39	1	11/1/2023	John Gantus	As is indicated below, my name is John Gantus, and I live in Tiburon, California, off Reed Ranch Road, which feeds North from Tiburon Boulevard (Figure 3, Map 13 of 36). In addition to the above, I am also the full-time Reed Unified School District Crossing Guard for students on the corner of Stewart Rd. and Tiburon Blvd. This corner is depicted in Figure 3, Map 17 of 36 of the Draft dated September 29, 2023, and presented on or about October 31, 2023. IT IS IMPORTANT TO NOTE THAT AS THE FULL-TIME CROSS GUARD, I SPEND 5 DAYS A WEEK, FOR ONE HOUR IN THE EARLY MORNING, AND ONE HOUR IN THE AFTERNOON, AND I OBSERVE ALL AUTOMOBILE TRAFFIC AND PEDESTRIAN TRAFFIC ON THAT CORNER, AND I HAVE DONE SO FOR AT LEAST A TOTAL OF 3 MONTHS, SINCE THE MIDDLE OF THE YEAR (NOT COUNTING SUMMER, OF COURSE). First, and foremost, I have reviewed the presentation, and with particularity its effect on Reed Ranch Road, and, more significantly, Stewart Drive, your proposal appears to be overall a God Send to both areas. As I am sure you are aware, traffic is a nightmare, and particularly at those times. And, for lack of a better word, the road is a raceway. I applaud your efforts. As for Reed Ranch Road, that part of the proposal looks very good. Congratulations.	Thank you for your great service. Caltrans thanks you for your support of this project.
39	2	11/1/2023	John Gantus	As for Stewart Drive, while the roadway improvements seem satisfactory, overall without a full traffic signal, it qualifies as the most dangerous intersection on this roadway. I, of course, am aware of the new Flashing Beacon and Signal, and all of the attendant equipment which was installed and operational during 2023. I assume that this will stay as it is, and it is simply not working to cut down the danger at the intersection. First and foremost, the signal is confusing to drivers who are not used to this type of signal. I have tested the intersection numerous times with just myself crossing the street. It never fails that at least 2 to 4 cars ignore the light, either because they are in a hurry (Raceway), or simply do not see it, or do not understand it. Only after using my Stop Sign am I assured of crossing safely. And, I am only there twice a day.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
39	3	11/1/2023	John Gantus	Secondly, the signal only impacts the east-west traffic on Tiburon Blvd. It does nothing for the traffic heading south on Stewart Drive, and going eastbound on Tiburon Blvd. While not significant compared to the traffic heading eastbound on Tiburon Blvd., nonetheless, there are a number of cars, and they are not only confused, but have their direction set on the eastbound traffic flow, which is somewhat impacted by the semi-blind turn located approximately 200 feet west of the Stewart/Tiburon Blvd. intersection. Often, as I attempt to stop the Tiburon Blvd traffic, the Stewart drivers begin entering the intersection to "beat the traffic", without regard to pedestrians.	This comment does not raise a significant environmental issue associated with the proposed project or the environmental document; therefore, no further response is required.
39	4	11/1/2023	John Gantus	I could go on and on regarding this most dangerous intersection. While I know that there are traffic lights on Trestle Glen and Avenida Miraflores, this does nothing to slow down the traffic. I understand that a traffic light on Stewart violates some engineering axiom as to the distance between signals, but surely an exception can be made--this is the place for such an exception. Please do not stand on engineering principles that do not take into account real life traffic flows. To be clear--THE STEWART DRIVE/TIBURON BLVD INTERSECTION NEEDS A FULL TRAFFIC SIGNAL FOR ALL TRAFFIC ON BOTH TIBURON BLVD AND STEWART DRIVE, not just the existing, and new, Flashing Beacon and Signal. You have my name and email address. My telephone number is below my signature, and I would be happy to discuss this further if it is felt that is necessary. Also, should you need pictures, or videos, I would be happy to assist with that	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.

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40	1	1-Nov-23	Alexandra Jenkins	I am a longtime resident at Rancho Dr. Tiburon, near the intersection of Bay Vista and Tiburon Boulevard. I appreciate that there will be upgrades to Tiburon Boulevard, and I would like to request that particular attention be paid to pedestrian safety at the intersection of Tiburon Boulevard and Bay Vista/East Strawberry Drive. I have lived in the neighborhood for 20 years (14 on Rancho and 6 on Strawberry Circle, so I know how dangerous it is to cross Tiburon Blvd. from both directions, especially with children). I have periodically reached out to Cal Trans, Mill Valley, and Tiburon to request safety upgrades. None of have been made to date. Please, please, please consider including the following to make the intersection of Tiburon Blvd. and Bay Vista safer for pedestrians: -a short sidewalk on the East side of Bay Vista from Rancho Drive to Tiburon Boulevard. It is incredibly dangerous to be a pedestrian walking children to school from Bay Vista to Strawberry Point school, or to the Strawberry Rec Center. As a pedestrian, there is no way to be seen by West-bound cars turning from Tiburon Boulevard onto Bay Vista. The greenery is overgrown right up to the street, and there is no sidewalk on Bay Vista.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
40	2	1-Nov-23	Alexandra Jenkins	-include a traffic mirror at Bay Vista /Rancho Drive to help drivers, pedestrians, and cyclists to see intersecting traffic.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
40	3	1-Nov-23	Alexandra Jenkins	in addition to enhanced bike safety with bike lanes, please include sidewalks on Tiburon Blvd. between East Strawberry Drive and Blackfield Drive/Greenfield Drive	This is a Capital Preventive Maintenance and the scope is limited. The addition of sidewalks requires right of way acquisitions and environmental clearance that does not fit within the budget of the project.
41	1	2-Nov-23	Tirrell Graham	I am referencing the memorandum dated September 29, 2023 prepared by the ICF International and Jacobs. I have lived in one of the affected areas for almost 40 years and, after looking at the maps, do not have a full understanding of the recommended changes. I am specifically interested in Map 7 (of 36), Figure 3. It shows the intersection of E. Strawberry Drive and Tiburon Boulevard. I travel north on E. Strawberry Drive frequently and often make right turns onto Tiburon Boulevard. I see from the map that some traffic lights will be relocated and that a bike line is being constructed. Can you refer me to someone who can explain specifically what the plan is? I'd like to know the implications of this plan of making right (and left) turns from E. Strawberry Drive to Tiburon Blvd. and also, heading east, making a right turn from Tiburon Blvd. onto E. Strawberry Drive. I appreciate your assistance.	Caltrans acknowledges your concern with the intersection improvements at Strawberry Drive and SR 131. The intersection will be modified, the free right turn will be eliminated, and the refuge island will be removed. A detailed project is provided in Chapter 2 of the Final IS/ND.
42	2	1-Nov-23	Little, Molligan & Whitmore LLC	If there was a major disaster on our Peninsula, exiting Tiburon Blvd. will be a nightmare as it is the only way out of town aside from Paradise Drive. Thank you for your thoughtful reconsideration.	Caltrans acknowledges your concerns regarding emergencies potentially occurring within this portion of the SR 131. Emergency situations occurring within the project corridor are discussed in Sections 3.3.15 (Public Services), 3.3.17 (Transportation), and 3.3.20 (Wildfire) of the Final IS/ND.

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42	1	1-Nov-23	Little, Molligan & Whitmore LLC	I am pleased that CalTrans is planning significant funding for projects from the 101 to Main Street Tiburon and am in agreement with most. What I fear may happen with bike lanes added to the road is a negative impact. When bikers are on Tiburon Blvd, one can see the danger to the bikers due to the narrowness of the road and trying to stay a safe distance from the biker(s) without hitting oncoming traffic. I am afraid traffic will be even worse with adding bike lanes and with the new housing elements for Belvedere and Tiburon, we will have even more congestion on the road. Tiburon/Belvedere has a bike path already that recreational bikers can use and it is far safer than the road which in spots has blind corners and no room to avoid the biker and not hit oncoming traffic. The roadway cannot be widened for safe lanes. I ask you to seriously reconsider not putting in the bike lanes.	As described in the IS/ND, the proposed Project would result in less than significant impacts to emergency access and programs, plans, and policies addressing circulation and transit systems. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.
43	1	1-Nov-23	Julie Hamilton	I am a resident at Rancho Dr. in Tiburon, near the intersection of Bay Vista and Tiburon Boulevard. I am glad to hear that there will be upgrades made to Tiburon Boulevard, and I would like to request that particular attention be paid to pedestrian safety at the intersection of Tiburon Boulevard and Bay Vista/East Strawberry Drive. Please, please, please consider including the following to make the intersection of Tiburon Blvd. and Bay Vista safer for pedestrians: -a short sidewalk on the East side of Bay Vista from Rancho Drive to Tiburon Boulevard. It is incredibly dangerous to be a pedestrian walking children to school from Bay Vista to Strawberry Point school, or to the Strawberry Rec Center. As a pedestrian, there is no way to be seen by West-bound cars turning from Tiburon Boulevard onto Bay Vista. The greenery is overgrown right up to the street, and there is no sidewalk on Bay Vista. I walk my child here daily and constantly fear for our safety, as well as that of the many other families that walk this way.	Caltrans acknowledges your concern with pedestrian safety, specifically at the intersection of Tiburon Boulevard and Bay Vista/East Strawberry Drive. The intersection will be modified, the free right turn will be eliminated, and the refuge island will be removed. A detailed project is provided in Chapter 2 of the Final IS/ND. Other improvements to this intersection are beyond the scope of the project and cannot be added at this time.
43	2	1-Nov-23	Julie Hamilton	-include a traffic mirror at Bay Vista /Rancho Drive to help drivers, pedestrians, and cyclists to see intersecting traffic.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
43	3	1-Nov-23	Julie Hamilton	in addition to enhanced bike safety with bike lanes, please include sidewalks on Tiburon Blvd. between East Strawberry Drive and Blackfield Drive/Greenfield Drive.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
43	4	1-Nov-23	Julie Hamilton	- add a flashing light crosswalk at the intersection of E. Strawberry Drive and either Strawberry Circle or Belvedere Drive. There is no way to access the Rec Center if you are walking from the north side of Tiburon Blvd without taking a significant detour; I frequently see folks running across the street to avoid that.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
43	5	1-Nov-23	Julie Hamilton	I am concerned that eliminating the right turn lane from E. Strawberry onto Tiburon Blvd. will cause a traffic backup during school drop off/pick up times. Would it be possible to install a left turn and a straight/right turn lane? There is frequently driver confusion at that intersection as drivers coming from Bay Vista have the right of way to go straight but many drivers from E. Strawberry are turning left onto Tiburon Blvd. I have seen 2 minor accidents in the last couple of years. Thank you for accepting public comment!	Caltrans acknowledges your concern with pedestrian safety, specifically at the intersection of Tiburon Boulevard and Bay Vista/East Strawberry Drive. The intersection will be modified, the free right turn will be eliminated, and the refuge island will be removed. A detailed project is provided in Chapter 2 of the Final IS/ND. Other improvements to this intersection are beyond the scope of the project and cannot be added at this time.
44	1	2-Nov-23	Greg Price	I read about the project in the local Tiburon paper, The Ark. I live on the back side of Tiburon, so I don't traverse SR 131 (Tiburon Blvd) as much as folks who live on the front side, but I have been caught up in commute and school traffic in the morning, afternoon and evening, and it can be brutal. The current project extends from Hwy 101 and ends at Blackie's Pasture and Trestle Glen Blvd. That Trestle Glen / Tiburon Blvd intersection and the one-way traffic from Tiburon headed west toward Hwy 101 is thick. Here's my question...has the state considered installing a traffic circle there, at Trestle Glen Blvd and Tiburon Blvd? I'm no traffic engineer, but that is a perfect spot for one, and there is room for it. There may be an issue with the slope of Trestle Glen meeting Tiburon Blvd. If you are familiar with the two traffic circles recently installed in Tahoe City, they have a fantastic improvement on the traffic there. Before, nearly every day in the summer and on busy winter days, the traffic along Hwy 89 headed north into Tahoe City would back up 2-3 miles. Now, there is zero backup, fewer idling cars, and what used to be a 35-minute trip takes minutes. Is that a possibility here? Has that been studied / considered? If not, how could a new traffic circle at that intersection be considered to ease traffic?	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
45	1	1-Nov-23	Jennifer Malone	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
45	2	1-Nov-23	Jennifer Malone	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
45	3	1-Nov-23	Jennifer Malone	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
45	4	1-Nov-23	Jennifer Malone	Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
45	5	1-Nov-23	Jennifer Malone	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
46	1	1-Nov-23	Marilyn Price	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Strongly support inclusion of Class IV bikeway between US-101 and Blackie's Pasture, as well as Class I path between E Strawberry Dr and Greenwood Cove Rd.	Comment received. No response required.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
46	2	1-Nov-23	Marilyn Price	- Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
46	3	1-Nov-23	Marilyn Price	- Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
46	4	1-Nov-23	Marilyn Price	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
46	5	1-Nov-23	Marilyn Price	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
46	6	1-Nov-23	Marilyn Price	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
47	1	1-Nov-23	Michele Rodriguez	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
47	2	1-Nov-23	Michele Rodriguez	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
47	3	1-Nov-23	Michele Rodriguez	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
47	4	1-Nov-23	Michele Rodriguez	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
47	5	1-Nov-23	Michele Rodriguez	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
48	1	1-Nov-23	Nelson Branco	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
48	2	1-Nov-23	Nelson Branco	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
48	3	1-Nov-23	Nelson Branco	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
48	4	1-Nov-23	Nelson Branco	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
48	5	1-Nov-23	Nelson Branco	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
49	1	1-Nov-23	Lara McCaskill	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
49	2	1-Nov-23	Lara McCaskill	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
49	3	1-Nov-23	Lara McCaskill	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
49	4	1-Nov-23	Lara McCaskill	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
49	5	1-Nov-23	Lara McCaskill	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
50	1	1-Nov-23	Brendan Sugrue	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Strongly support inclusion of Class IV bikeway between US-101 and Blackie's Pasture, as well as Class I path between E Strawberry Dr and Greenwood Cove Rd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
50	2	1-Nov-23	Brendan Sugrue	- Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
50	3	1-Nov-23	Brendan Sugrue	- Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
50	4	1-Nov-23	Brendan Sugrue	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
50	5	1-Nov-23	Brendan Sugrue	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
50	6	1-Nov-23	Brendan Sugrue	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
51	1	1-Nov-23	Lanny Lampl	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
51	2	1-Nov-23	Lanny Lampl	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
51	3	1-Nov-23	Lanny Lampl	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
51	4	1-Nov-23	Lanny Lampl	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
51	5	1-Nov-23	Lanny Lampl	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
52	1	1-Nov-23	Doug Hill (Benjamin D Hill)	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Strongly support inclusion of Class IV bikeway between US-101 and Blackie's Pasture, as well as Class I path between E Strawberry Dr and Greenwood Cove Rd.	Comment received. No response required.
52	2	1-Nov-23	Doug Hill (Benjamin D Hill)	 - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
52	3	1-Nov-23	Doug Hill (Benjamin D Hill)	 - Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

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52	4	1-Nov-23	Doug Hill (Benjamin D Hill)	 - Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
52	5	1-Nov-23	Doug Hill (Benjamin D Hill)	 - Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
52	6	1-Nov-23	Doug Hill (Benjamin D Hill)	 - Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way. 	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
53	1	1-Nov-23	Doug Hill	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
53	2	1-Nov-23	Doug Hill	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

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53	3	1-Nov-23	Doug Hill	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
53	4	1-Nov-23	Doug Hill	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
53	5	1-Nov-23	Doug Hill	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
54	1	1-Nov-23	Lynne Howe	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
54	2	1-Nov-23	Lynne Howe	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

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54	3	1-Nov-23	Lynne Howe	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
54	4	1-Nov-23	Lynne Howe	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
54	5	1-Nov-23	Lynne Howe	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
55	1	1-Nov-23	Nicholas Fitzgerald	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
55	2	1-Nov-23	Nicholas Fitzgerald	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

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55	3	1-Nov-23	Nicholas Fitzgerald	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
55	4	1-Nov-23	Nicholas Fitzgerald	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
55	5	1-Nov-23	Nicholas Fitzgerald	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
56	1	1-Nov-23	Jessica Foley	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
56	2	1-Nov-23	Jessica Foley	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

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56	3	1-Nov-23	Jessica Foley	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
56	4	1-Nov-23	Jessica Foley	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
56	5	1-Nov-23	Jessica Foley	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
57	1	1-Nov-23	Alan Farnham	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
57	2	1-Nov-23	Alan Farnham	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

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57	3	1-Nov-23	Alan Farnham	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
57	4	1-Nov-23	Alan Farnham	Fo public safety, we need guardrails added on CA-131 (Tiburon Blvd), especially near cross-walks, to protect from vehicles. For example, the seciton of CA-131 that runs by Rock Hill Boulevard has bus stops on both sides, and a pedestrian crossing, but the	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
57	5	1-Nov-23	Alan Farnham	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
58	1	1-Nov-23	Tiff Chang	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
58	2	1-Nov-23	Tiff Chang	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
58	3	1-Nov-23	Tiff Chang	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
58	4	1-Nov-23	Tiff Chang	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
58	5	1-Nov-23	Tiff Chang	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
59	1	1-Nov-23	Mark Comin	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
59	2	1-Nov-23	Mark Comin	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

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59	3	1-Nov-23	Mark Comin	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
59	4	1-Nov-23	Mark Comin	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
59	5	1-Nov-23	Mark Comin	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
60	1	1-Nov-23	Marshall Alexander	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
60	2	1-Nov-23	Marshall Alexander	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

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60	3	1-Nov-23	Marshall Alexander	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
60	4	1-Nov-23	Marshall Alexander	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
60	5	1-Nov-23	Marshall Alexander	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
61	1	1-Nov-23	Sarah Butler	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
61	2	1-Nov-23	Sarah Butler	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

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61	3	1-Nov-23	Sarah Butler	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
61	4	1-Nov-23	Sarah Butler	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
61	5	1-Nov-23	Sarah Butler	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
62	1	1-Nov-23	Janet Lourenzo	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
62	2	1-Nov-23	Janet Lourenzo	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

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62	3	1-Nov-23	Janet Lourenzo	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
62	4	1-Nov-23	Janet Lourenzo	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
62	5	1-Nov-23	Janet Lourenzo	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
63	1	1-Nov-23	Rich Gutierrez	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
63	2	1-Nov-23	Rich Gutierrez	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

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63	3	1-Nov-23	Rich Gutierrez	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
63	4	1-Nov-23	Rich Gutierrez	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
63	5	1-Nov-23	Rich Gutierrez	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
64	1	1-Nov-23	Gregor Syben	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
64	2	1-Nov-23	Gregor Syben	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

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64	3	1-Nov-23	Gregor Syben	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
64	4	1-Nov-23	Gregor Syben	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
64	5	1-Nov-23	Gregor Syben	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
65	1	1-Nov-23	Cameron Stewart	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
65	2	1-Nov-23	Cameron Stewart	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

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65	3	1-Nov-23	Cameron Stewart	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
65	4	1-Nov-23	Cameron Stewart	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
65	5	1-Nov-23	Cameron Stewart	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
66	1	1-Nov-23	Donald Herzog	I applaud CalTrans' proposal for bike paths along Tiburon Blvd. However, major safety concerns should be addressed. I echo the Marin County Bicycle Coalition's comments as present below. Please consider these suggestions, and do everything possible to make this a safe route for everyone, eight to eighty plus. Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration.	Comment received. No response required.
66	2	1-Nov-23	Donald Herzog	- Strongly support inclusion of Class IV bikeway between US-101 and Blackie’s Pasture, as well as Class I path between E Strawberry Dr and Greenwood Cove Rd.	Comment received. No response required.
66	3	1-Nov-23	Donald Herzog	- Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
66	4	1-Nov-23	Donald Herzog	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
66	5	1-Nov-23	Donald Herzog	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
66	6	1-Nov-23	Donald Herzog	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
66	7	1-Nov-23	Donald Herzog	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
67	1	1-Nov-23	Liza Bass	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

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67	2	1-Nov-23	Liza Bass	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
67	3	1-Nov-23	Liza Bass	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
67	4	1-Nov-23	Liza Bass	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
67	5	1-Nov-23	Liza Bass	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
68	1	1-Nov-23	Tyler Blauvelt	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
68	2	1-Nov-23	Tyler Blauvelt	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
68	3	1-Nov-23	Tyler Blauvelt	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
68	4	1-Nov-23	Tyler Blauvelt	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
68	5	1-Nov-23	Tyler Blauvelt	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
69	1	1-Nov-23	Patrick Linehan	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

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69	2	1-Nov-23	Patrick Linehan	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
69	3	1-Nov-23	Patrick Linehan	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
69	4	1-Nov-23	Patrick Linehan	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
69	5	1-Nov-23	Patrick Linehan	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
70	1	1-Nov-23	Charolette	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

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70	2	1-Nov-23	Charolette	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
70	3	1-Nov-23	Charolette	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
70	4	1-Nov-23	Charolette	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
70	5	1-Nov-23	Charolette	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
71	1	1-Nov-23	Jamie Goodyear	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

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71	2	1-Nov-23	Jamie Goodyear	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
71	3	1-Nov-23	Jamie Goodyear	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
71	4	1-Nov-23	Jamie Goodyear	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
71	5	1-Nov-23	Jamie Goodyear	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
72	1	1-Nov-23	Odin Palen	I bike along Tiburon Blvd every day in this project section, and I am constantly almost hit by cars due to the unsafe bike infrastructure. Please build the protected bike lanes with durable separation that would deflect a car to save the lives of me and others, including the MANY children that have to bike on Tiburon Blvd and can be killed. Protected bike lanes save lives.	Comment received. No response required.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
72	2	1-Nov-23	Odin Palen	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
72	3	1-Nov-23	Odin Palen	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
72	4	1-Nov-23	Odin Palen	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
72	5	1-Nov-23	Odin Palen	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
72	6	1-Nov-23	Odin Palen	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
73	1	1-Nov-23	Michael Jacobs	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
73	2	1-Nov-23	Michael Jacobs	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
73	3	1-Nov-23	Michael Jacobs	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
73	4	1-Nov-23	Michael Jacobs	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
73	5	1-Nov-23	Michael Jacobs	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
74	1	1-Nov-23	John Cotter	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
74	2	1-Nov-23	John Cotter	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
74	3	1-Nov-23	John Cotter	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
74	4	1-Nov-23	John Cotter	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
74	5	1-Nov-23	John Cotter	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

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75	1	1-Nov-23	Rene Picazo	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
75	2	1-Nov-23	Rene Picazo	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
75	3	1-Nov-23	Rene Picazo	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
75	4	1-Nov-23	Rene Picazo	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
75	5	1-Nov-23	Rene Picazo	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

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76	1	1-Nov-23	Grace Hochstoeger	With two kids who ride their bikes from Strawberry into Tiburon regularly, and as a pedestrian who often walks my dog on/across Tiburon Blvd to take my child to Strawberry Point School, please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
76	2	1-Nov-23	Grace Hochstoeger	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
76	3	1-Nov-23	Grace Hochstoeger	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
76	4	1-Nov-23	Grace Hochstoeger	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
76	5	1-Nov-23	Grace Hochstoeger	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

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77	1	1-Nov-23	Chris Carisetti	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
77	2	1-Nov-23	Chris Carisetti	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
77	3	1-Nov-23	Chris Carisetti	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
77	4	1-Nov-23	Chris Carisetti	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
77	5	1-Nov-23	Chris Carisetti	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

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78	1	1-Nov-23	Eli Bingham	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
78	2	1-Nov-23	Eli Bingham	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
78	3	1-Nov-23	Eli Bingham	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
78	4	1-Nov-23	Eli Bingham	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
78	5	1-Nov-23	Eli Bingham	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
79	1	1-Nov-23	David Snaith	As a local teacher and cyclist, who frequently rides my bike on this stretch of road, please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
79	2	1-Nov-23	David Snaith	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
79	3	1-Nov-23	David Snaith	Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
79	4	1-Nov-23	David Snaith	Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
79	5	1-Nov-23	David Snaith	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
80	1	1-Nov-23	Reed Gister	I know you're probably tired of getting a lot of these, so let me explain what the Tiburon bike path means to me, as someone who lives in Tiburon. The busses in Tiburon are unreliable and to be quite honest, garbage. The bike path is pretty much the only way most people without cars to get around Tiburon, and to Strawberry where you can connect with busses and other forms of public transit, as it stands, it's better than hugging a shoulder and hoping someone isn't having a terrible day, doesn't see you, and sends you to the ER or worse, but it still comes with compromises. As a cyclist or pedestrian, you're terrified of hitting/being hit, by the other, which is 1: a terrible biking experience, and 2: makes it so everyone's more concerned about their own safety rather than everyone around them, and leads to a very risky situation. Along with the bike path only being through one side of Tiburon, and no where else, so what I said before about the shoulder still applies if you wanted to bike to Corte Madera, Larkspur or just around Tiburon, makes everything a horrible experience biking, which drives more people to driving, clogging traffic and hurting the environment massively. I know your time is very limited, so I'll list some changes myself and a LOT of other people wish to make this change so much more than just a small little bike path, but a significant contribution to the environment and the wellbeing of our fellow citizens.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection.
80	2	1-Nov-23	Reed Gister	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
80	3	1-Nov-23	Reed Gister	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
80	4	1-Nov-23	Reed Gister	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
80	5	1-Nov-23	Reed Gister	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
80	6	1-Nov-23	Reed Gister	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
81	1	1-Nov-23	Julie Sousa	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
81	2	1-Nov-23	Julie Sousa	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
81	3	1-Nov-23	Julie Sousa	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
81	4	1-Nov-23	Julie Sousa	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
81	5	1-Nov-23	Julie Sousa	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
82	1	1-Nov-23	Mike Ghaffary	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
82	2	1-Nov-23	Mike Ghaffary	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
82	3	1-Nov-23	Mike Ghaffary	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
82	4	1-Nov-23	Mike Ghaffary	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
82	5	1-Nov-23	Mike Ghaffary	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
83	1	1-Nov-23	Dylan Syben	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
83	2	1-Nov-23	Dylan Syben	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
83	3	1-Nov-23	Dylan Syben	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
83	4	1-Nov-23	Dylan Syben	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
83	5	1-Nov-23	Dylan Syben	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
84	1	1-Nov-23	Jim Moore	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
84	2	1-Nov-23	Jim Moore	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
84	3	1-Nov-23	Jim Moore	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
84	4	1-Nov-23	Jim Moore	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
84	5	1-Nov-23	Jim Moore	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
85	1	1-Nov-23	Ron Hirsch	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Strongly support inclusion of Class IV bikeway between US-101 and Blackie's Pasture, as well as Class I path between E Strawberry Dr and Greenwood Cove Rd	Comment received. No response required.
85	2	1-Nov-23	Ron Hirsch	Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
85	3	1-Nov-23	Ron Hirsch	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

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85	4	1-Nov-23	Ron Hirsch	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
85	5	1-Nov-23	Ron Hirsch	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
85	6	1-Nov-23	Ron Hirsch	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
86	1	1-Nov-23	Rita Redberg	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
86	2	1-Nov-23	Rita Redberg	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
86	3	1-Nov-23	Rita Redberg	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
86	4	1-Nov-23	Rita Redberg	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
86	5	1-Nov-23	Rita Redberg	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
87	1	1-Nov-23	Chad Plummer	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Strongly support inclusion of Class IV bikeway between US-101 and Blackie's Pasture, as well as Class I path between E Strawberry Dr and Greenwood Cove Rd	Comment received. No response required.
87	2	1-Nov-23	Chad Plummer	Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
87	3	1-Nov-23	Chad Plummer	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
87	4	1-Nov-23	Chad Plummer	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
87	5	1-Nov-23	Chad Plummer	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
87	6	1-Nov-23	Chad Plummer	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
88	1	1-Nov-23	Paul Lightfoot	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
88	2	1-Nov-23	Paul Lightfoot	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
88	3	1-Nov-23	Paul Lightfoot	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
88	4	1-Nov-23	Paul Lightfoot	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
88	5	1-Nov-23	Paul Lightfoot	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
89	1	1-Nov-23	John Malloy	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
89	2	1-Nov-23	John Malloy	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
89	3	1-Nov-23	John Malloy	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
89	4	1-Nov-23	John Malloy	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
89	5	1-Nov-23	John Malloy	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
90	1	1-Nov-23	Aaron Aubrey	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
90	2	1-Nov-23	Aaron Aubrey	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
90	3	1-Nov-23	Aaron Aubrey	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
90	4	1-Nov-23	Aaron Aubrey	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
90	5	1-Nov-23	Aaron Aubrey	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
91	1	1-Nov-23	Michael Gassen	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
91	2	1-Nov-23	Michael Gassen	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
91	3	1-Nov-23	Michael Gassen	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
91	4	1-Nov-23	Michael Gassen	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
91	5	1-Nov-23	Michael Gassen	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
92	1	1-Nov-23	Lori Lerner	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Strongly support inclusion of Class IV bikeway between US-101 and Blackie's Pasture, as well as Class I path between E Strawberry Dr and Greenwood Cove Rd	Comment received. No response required.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
92	2	1-Nov-23	Lori Lerner	Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
92	3	1-Nov-23	Lori Lerner	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
92	4	1-Nov-23	Lori Lerner	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
92	5	1-Nov-23	Lori Lerner	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
92	6	1-Nov-23	Lori Lerner	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
93	1	1-Nov-23	DJ Jones	After review, I endorse the items noted by MCBC below. Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
93	2	1-Nov-23	DJ Jones	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
93	3	1-Nov-23	DJ Jones	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
93	4	1-Nov-23	DJ Jones	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
93	5	1-Nov-23	DJ Jones	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
94	1	1-Nov-23	Robert Cotton	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
94	2	1-Nov-23	Robert Cotton	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
94	3	1-Nov-23	Robert Cotton	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
94	4	1-Nov-23	Robert Cotton	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
94	5	1-Nov-23	Robert Cotton	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
95	1	1-Nov-23	Mike Cass	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
95	2	1-Nov-23	Mike Cass	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
95	3	1-Nov-23	Mike Cass	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
95	4	1-Nov-23	Mike Cass	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
95	5	1-Nov-23	Mike Cass	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
96	1	1-Nov-23	Brian Wedge	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
96	2	1-Nov-23	Brian Wedge	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
96	3	1-Nov-23	Brian Wedge	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
96	4	1-Nov-23	Brian Wedge	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
96	5	1-Nov-23	Brian Wedge	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
97	1	1-Nov-23	Mark Ayala	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
97	2	1-Nov-23	Mark Ayala	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
97	3	1-Nov-23	Mark Ayala	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
97	4	1-Nov-23	Mark Ayala	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
97	5	1-Nov-23	Mark Ayala	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
98	1	1-Nov-23	Dennis Jones	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
98	2	1-Nov-23	Dennis Jones	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
98	3	1-Nov-23	Dennis Jones	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
98	4	1-Nov-23	Dennis Jones	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
98	5	1-Nov-23	Dennis Jones	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
99	1	1-Nov-23	Erin Aradi	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
99	2	1-Nov-23	Erin Aradi	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
99	3	1-Nov-23	Erin Aradi	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
99	4	1-Nov-23	Erin Aradi	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
99	5	1-Nov-23	Erin Aradi	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
100	1	1-Nov-23	Dwayne Price	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Strongly support inclusion of Class IV bikeway between US-101 and Blackie's Pasture, as well as Class I path between E Strawberry Dr and Greenwood Cove Rd	Comment received. No response required.
100	2	1-Nov-23	Dwayne Price	Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
100	3	1-Nov-23	Dwayne Price	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
100	4	1-Nov-23	Dwayne Price	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
100	5	1-Nov-23	Dwayne Price	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
100	6	1-Nov-23	Dwayne Price	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
101	1	1-Nov-23	Michael Schumann	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
101	2	1-Nov-23	Michael Schumann	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
101	3	1-Nov-23	Michael Schumann	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
101	4	1-Nov-23	Michael Schumann	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5’ feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
101	5	1-Nov-23	Michael Schumann	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
102	1	1-Nov-23	Ben Knipe	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
102	2	1-Nov-23	Ben Knipe	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
102	3	1-Nov-23	Ben Knipe	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
102	4	1-Nov-23	Ben Knipe	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5’ feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
102	5	1-Nov-23	Ben Knipe	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
103	1	1-Nov-23	Kiki La Porta	I concur with. & support the below comments researched and provided by MCBC. you have gone too far in making these thoughtful plans to ignore the important adjustments recommended. Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Strongly support inclusion of Class IV bikeway between US-101 and Blackie's Pasture, as well as Class I path between E Strawberry Dr and Greenwood Cove Rd.	Comment received. No response required.
103	2	1-Nov-23	Kiki La Porta	Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
103	3	1-Nov-23	Kiki La Porta	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
103	4	1-Nov-23	Kiki La Porta	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
103	5	1-Nov-23	Kiki La Porta	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
103	6	1-Nov-23	Kiki La Porta	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
104	1	1-Nov-23	Steve Wilbur	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
104	2	1-Nov-23	Steve Wilbur	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
104	3	1-Nov-23	Steve Wilbur	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
104	4	1-Nov-23	Steve Wilbur	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
104	5	1-Nov-23	Steve Wilbur	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
105	1	1-Nov-23	Sandra Becker	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - I Strongly support inclusion of Class IV bikeway between US-101 and Blackie's Pasture, as well as Class I path between E Strawberry Dr and Greenwood Cove Rd	Comment received. No response required.
105	2	1-Nov-23	Sandra Becker	Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
105	3	1-Nov-23	Sandra Becker	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

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105	4	1-Nov-23	Sandra Becker	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
105	5	1-Nov-23	Sandra Becker	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
105	6	1-Nov-23	Sandra Becker	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way. I am an avid cyclist who travels this route once a week. The improvements will be much appreciated by, and provide a safer environment, for cyclists and pedestrians alike.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
106	1	1-Nov-23	Philip Mooney	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - I Strongly support inclusion of Class IV bikeway between US-101 and Blackie’s Pasture, as well as Class I path between E Strawberry Dr and Greenwood Cove Rd	Comment received. No response required.
106	2	1-Nov-23	Philip Mooney	Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

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106	3	1-Nov-23	Philip Mooney	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
106	4	1-Nov-23	Philip Mooney	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
106	5	1-Nov-23	Philip Mooney	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
106	6	1-Nov-23	Philip Mooney	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
107	1	1-Nov-23	Fabrice Florin	Thanks for planning to build a separated bikeway on Tiburon Boulevard from US-101 to Blackie's Pasture, which is much needed. I often bike from Mill Valley to Blackie's Pasture and Tiburon, and always have some trepidation riding through the unsafe gap between East Blithedale and Greenwood Cove Dr. It can be a pretty scary experience when cars are speeding just a few feet away from me! While there's a lot to like about the project, MCBC has alerted us to several small design issues that have the potential to limit its usefulness and safety! Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
107	2	1-Nov-23	Fabrice Florin	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
107	3	1-Nov-23	Fabrice Florin	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
107	4	1-Nov-23	Fabrice Florin	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
107	5	1-Nov-23	Fabrice Florin	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
107	6	1-Nov-23	Fabrice Florin	I will also add to that list the need for bidirectional bike access at the south end of the Old Railroad Trail (a.k.a Tiburon Linear Park) near Mar West St., as it's currently unsafe to ride north towards that trail from downtown Tiburon.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Due to the presence of existing bicycle infrastructure on and along SR 131 east of Blackie's Pasture Park, the Project does not propose additional bicycle lanes along this extent.
108	1	1-Nov-23	Jessica Penrod	As a frequent cyclist with my son in tow along this stretch to see family, I stand in support of the improvements suggested by MCBC. Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
108	2	1-Nov-23	Jessica Penrod	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
108	3	1-Nov-23	Jessica Penrod	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
108	4	1-Nov-23	Jessica Penrod	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
108	5	1-Nov-23	Jessica Penrod	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
109	1	1-Nov-23	Jared Grieser	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
109	2	1-Nov-23	Jared Grieser	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
109	3	1-Nov-23	Jared Grieser	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
109	4	1-Nov-23	Jared Grieser	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
109	5	1-Nov-23	Jared Grieser	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
110	1	1-Nov-23	Maura Tokarski	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
110	2	1-Nov-23	Maura Tokarski	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
110	3	1-Nov-23	Maura Tokarski	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
110	4	1-Nov-23	Maura Tokarski	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
110	5	1-Nov-23	Maura Tokarski	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
111	1	1-Nov-23	Sid Jamotte	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
111	2	1-Nov-23	Sid Jamotte	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
111	3	1-Nov-23	Sid Jamotte	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
111	4	1-Nov-23	Sid Jamotte	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
111	5	1-Nov-23	Sid Jamotte	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
112	1	1-Nov-23	Natale Servino	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
112	2	1-Nov-23	Natale Servino	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
112	3	1-Nov-23	Natale Servino	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
112	4	1-Nov-23	Natale Servino	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
112	5	1-Nov-23	Natale Servino	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
113	1	1-Nov-23	Cecile Bodington	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
113	2	1-Nov-23	Cecile Bodington	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
113	3	1-Nov-23	Cecile Bodington	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
113	4	1-Nov-23	Cecile Bodington	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
113	5	1-Nov-23	Cecile Bodington	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way. I have been riding this dangerous section of road since 1970 and I am relieved that we will finally have a safe option for this popular route. Thank you for your consideration to make this route better for pedestrians and bicyclists!	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
114	1	1-Nov-23	Lucas Lux	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
114	2	1-Nov-23	Lucas Lux	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
114	3	1-Nov-23	Lucas Lux	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
114	4	1-Nov-23	Lucas Lux	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
114	5	1-Nov-23	Lucas Lux	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
115	1	1-Nov-23	Raoul Wertz	While I applaud many of the features of your proposed bicycle and traffic improvements along Tiburon Boulevard in Mill Valley/Tiburon, please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility. This is an incredibly dangerous stretch of roadway and certainly deserves more accommodation for bicycles.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
115	2	1-Nov-23	Raoul Wertz	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
115	3	1-Nov-23	Raoul Wertz	Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Over the past 20 years I have observed flexible posts used in several instances as you propose; they do not last very long before being destroyed by cars and trucks, underscoring the hazard vehicles present to bicyclists. Such flexible posts when damaged are never repaired in a timely manner by Caltrans or other agencies responsible for their maintenance. Please use a more substantial device to separate the roadway and bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
115	4	1-Nov-23	Raoul Wertz	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
115	5	1-Nov-23	Raoul Wertz	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
116	1	1-Nov-23	Ed Cortis	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
116	2	1-Nov-23	Ed Cortis	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
116	3	1-Nov-23	Ed Cortis	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
116	4	1-Nov-23	Ed Cortis	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
116	5	1-Nov-23	Ed Cortis	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
117	1	1-Nov-23	Jennifer Harrison	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
117	2	1-Nov-23	Jennifer Harrison	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
117	3	1-Nov-23	Jennifer Harrison	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
117	4	1-Nov-23	Jennifer Harrison	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
117	5	1-Nov-23	Jennifer Harrison	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
118	2	1-Nov-23	Jacqueline Zimmer	Additionally, I am in agreement with MCBC's recommendations for the separated bikeway on Tiburon Blvd from 101 to Blackie's Pasture. It's best to create a safe route now rather than to purposely plan a dangerous route when you know it could cause serious injury or death. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
118	3	1-Nov-23	Jacqueline Zimmer	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
118	4	1-Nov-23	Jacqueline Zimmer	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
118	5	1-Nov-23	Jacqueline Zimmer	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
118	6	1-Nov-23	Jacqueline Zimmer	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
118	1	1-Nov-23	Philip Mooney	Hello. I have been a member of MCBC for about 15 years and find their input and thoughtful consideration of proposed bike paths/routes to be essential to good decision making when it comes to safety. I often ride to Tiburon and one of my pet peeves, besides the lack of a safe and direct route, is the constant amount of CDOT-generated gravel and debris on the 101 overpass between Blithedale on the west to the Strawberry-side. Many times I have been forced to swing out into traffic to avoid large construction debris dragged up onto the road and into the bike lane by the vehicles that use that area as a staging area for work projects. Please pay more attention to this and keep it clean. I have reported this situation numerous times.	Caltrans acknowledges your comment. The Project would enhance complete streets and support active modes of transportation by bridging a gap in the transportation network and improving bicycle access throughout the Project footprint.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
119	1	1-Nov-23	Pamela Farrell	I am a 47 year resident and casual bike rider. My office is in Corte Madera. I rode to work one time from Blackfield Drive over the freeway to Mill Valley along Tiburon Blvd. it was so scary and dangerous. I couldn't do it again with the current traffic and road conditions. I would ride to work if the roadway had dedicated lanes. This would mean less cars on the road and help to alleviate the traffic. Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
119	2	1-Nov-23	Pamela Farrell	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
119	3	1-Nov-23	Pamela Farrell	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
119	4	1-Nov-23	Pamela Farrell	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
119	5	1-Nov-23	Pamela Farrell	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

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120	1	1-Nov-23	Aaron Weiman	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
120	2	1-Nov-23	Aaron Weiman	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
120	3	1-Nov-23	Aaron Weiman	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
120	4	1-Nov-23	Aaron Weiman	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
120	5	1-Nov-23	Aaron Weiman	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
121	1	1-Nov-23	Billy Farrer	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
121	2	1-Nov-23	Billy Farrer	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
121	3	1-Nov-23	Billy Farrer	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
121	4	1-Nov-23	Billy Farrer	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
121	5	1-Nov-23	Billy Farrer	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
122	1	1-Nov-23	John August	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
122	2	1-Nov-23	John August	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
122	3	1-Nov-23	John August	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
122	4	1-Nov-23	John August	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
122	5	1-Nov-23	John August	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
123	1	1-Nov-23	cahillking	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
123	2	1-Nov-23	cahillking	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
123	3	1-Nov-23	cahillking	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
123	4	1-Nov-23	cahillking	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
123	5	1-Nov-23	cahillking	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
124	1	1-Nov-23	Joe McCormack	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
124	2	1-Nov-23	Joe McCormack	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
124	3	1-Nov-23	Joe McCormack	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
124	4	1-Nov-23	Joe McCormack	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
124	5	1-Nov-23	Joe McCormack	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
125	1	1-Nov-23	Casey Ward	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
125	2	1-Nov-23	Casey Ward	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
125	3	1-Nov-23	Casey Ward	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
125	4	1-Nov-23	Casey Ward	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
125	5	1-Nov-23	Casey Ward	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
126	1	1-Nov-23	Karl Tede	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
126	2	1-Nov-23	Karl Tede	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
126	3	1-Nov-23	Karl Tede	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
126	4	1-Nov-23	Karl Tede	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
126	5	1-Nov-23	Karl Tede	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
127	1	1-Nov-23	Duncan Dow	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
127	2	1-Nov-23	Duncan Dow	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
127	3	1-Nov-23	Duncan Dow	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
127	4	1-Nov-23	Duncan Dow	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
127	5	1-Nov-23	Duncan Dow	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
128	1	1-Nov-23	David Epstein	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
128	2	1-Nov-23	David Epstein	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
128	3	1-Nov-23	David Epstein	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
128	4	1-Nov-23	David Epstein	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
128	5	1-Nov-23	David Epstein	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
129	1	1-Nov-23	Mark Day	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
129	2	1-Nov-23	Mark Day	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
129	3	1-Nov-23	Mark Day	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
129	4	1-Nov-23	Mark Day	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
129	5	1-Nov-23	Mark Day	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
130	1	1-Nov-23	Adam Willner	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
130	2	1-Nov-23	Adam Willner	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
130	3	1-Nov-23	Adam Willner	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
130	4	1-Nov-23	Adam Willner	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
130	5	1-Nov-23	Adam Willner	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
131	1	1-Nov-23	Mark Solomons	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
131	2	1-Nov-23	Mark Solomons	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
131	3	1-Nov-23	Mark Solomons	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
131	4	1-Nov-23	Mark Solomons	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
131	5	1-Nov-23	Mark Solomons	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
132	1	1-Nov-23	GianCarlo Andreani	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Strongly support inclusion of Class IV bikeway between US-101 and Blackie's Pasture, as well as Class I path between E Strawberry Dr and Greenwood Cove Rd.	Comment received. No response required.
132	2	1-Nov-23	GianCarlo Andreani	Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
132	3	1-Nov-23	GianCarlo Andreani	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
132	4	1-Nov-23	GianCarlo Andreani	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
132	5	1-Nov-23	GianCarlo Andreani	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
132	6	1-Nov-23	GianCarlo Andreani	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
133	1	1-Nov-23	Peter Bowman	I'm very pleased with the proposal for the Tiburon Boulvard/SR-131 project, particularly the Class I shared-use path on the south side of Tiburon Blvd between E. Strawberry Dr. and Greenwood Cove Dr. which will be a huge safety improvement for this currently dangerous area for pedestrians and cyclists.	Comment received. No response required.
133	2	1-Nov-23	Peter Bowman	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
133	3	1-Nov-23	Peter Bowman	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
133	4	1-Nov-23	Peter Bowman	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
133	5	1-Nov-23	Peter Bowman	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
133	6	1-Nov-23	Peter Bowman	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
134	1	1-Nov-23	Erik Owens	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
134	2	1-Nov-23	Erik Owens	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
134	3	1-Nov-23	Erik Owens	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
134	4	1-Nov-23	Erik Owens	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
134	5	1-Nov-23	Erik Owens	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
135	1	1-Nov-23	Steven Friedman	I'm Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
135	2	1-Nov-23	Steven Friedman	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
135	3	1-Nov-23	Steven Friedman	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
135	4	1-Nov-23	Steven Friedman	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
135	5	1-Nov-23	Steven Friedman	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
136	1	1-Nov-23	Josh Greene	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
136	2	1-Nov-23	Josh Greene	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
136	3	1-Nov-23	Josh Greene	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
136	4	1-Nov-23	Josh Greene	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
136	5	1-Nov-23	Josh Greene	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
137	1	1-Nov-23	Steve Agazzi	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
137	2	1-Nov-23	Steve Agazzi	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
137	3	1-Nov-23	Steve Agazzi	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

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137	4	1-Nov-23	Steve Agazzi	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
137	5	1-Nov-23	Steve Agazzi	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
138	1	1-Nov-23	Robert Jupe Jr	Sir Walks A Lot Dpg Walking Dog Training wants to e-bike to his appointments in Tiburon. Make it easier for me to do so. Thanks Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
138	2	1-Nov-23	Robert Jupe Jr	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
138	3	1-Nov-23	Robert Jupe Jr	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

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138	4	1-Nov-23	Robert Jupe Jr	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
138	5	1-Nov-23	Robert Jupe Jr	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
139	1	1-Nov-23	Janet Zanetto	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
139	2	1-Nov-23	Janet Zanetto	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
139	3	1-Nov-23	Janet Zanetto	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

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139	4	1-Nov-23	Janet Zanetto	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
139	5	1-Nov-23	Janet Zanetto	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
140	1	1-Nov-23	Yoshi Tome	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
140	2	1-Nov-23	Yoshi Tome	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
140	3	1-Nov-23	Yoshi Tome	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

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140	4	1-Nov-23	Yoshi Tome	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
140	5	1-Nov-23	Yoshi Tome	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
141	1	1-Nov-23	Kelly Voltz	In its upcoming preventative maintenance project on Tiburon Boulevard/SR-131, Caltrans is demonstrating its commitment to a Complete Streets approach. Rather than simply repaving the corridor as currently configured, as has long been the practice under State Highway Operation and Protection Program (SHOPP) efforts, this project is planned to provide a Class IV bikeway for two miles of the project corridor. Such a project, drawn from the high-priority bikeway identified in the 2018 Caltrans Bay Area Bike Plan, will be (to our knowledge) the longest of its kind developed by Caltrans	Comment received. No response required.
141	2	1-Nov-23	Kelly Voltz	Additionally, the proposed Class I facility between E. Strawberry Drive and Greenwood Cove Road will greatly improve connectivity for people of all ages and abilities. For these project elements we express our gratitude and appreciation for a forward-looking approach. While we strongly support the project as a whole, we have a number of minor recommendations for the project, primarily with respect to bikeway continuity and pedestrian safety. Figure references below refer to the September 2023 Draft Initial Study/Mitigated Negative Declaration, linked here.	Caltrans thanks you for your support.
141	3	1-Nov-23	Kelly Voltz	B1 – Westbound Bikeway Gap Figure 2-1, Map 13 depicts what appears to be a gap in the westbound bikeway between the intersections of Jefferson Drive and Reed Ranch Road, directly across from the entrance to Blackie's Pasture. While such a gap is likely proposed due to a short narrowing of the roadway, we strongly urge that a design be developed that would not force westbound bicyclists to merge with high speed automotive traffic, given that prevailing speeds are often upwards of 45 mph.	Caltrans acknowledges your concern with bicycle safety between the intersections of Jefferson Drive and Reed Ranch Road, directly across from the entrance to Blackie's Pasture. Updates have been made to the project design that would widen the narrow section. Additionally, a Class II bikeway would be constructed between the intersections of Jefferson Drive and Reed Ranch Road along the westbound side of SR 131.
141	4	1-Nov-23	Kelly Voltz	B2 – Eastern Terminus of Westbound Bikeway Figure 2-1, Map 15 depicts the westbound bikeway having an eastern terminus at Jefferson Drive. This is a safety issue particularly for westbound riders coming from the northern terminus of the Old Rail Trail. While eastbound riders using the new Tiburon Boulevard bikeway may exit at the entrance to Blackie's Pasture, westbound riders coming from the Old Rail Trail hoping to use the Tiburon Boulevard bikeway will not be able to turn left at the Blackie's Pasture entrance (which is unsignalized) and will instead be forced to use the intersection at Trestle Glen, and then continue west for 300' before the Class IV bikeway begins. We recommend that the westbound bikeway be extended to Trestle Glen Boulevard.	Caltrans acknowledges your concerns regarding bicycle safety within the project corridor, specifically at the intersection of Trestle Glen Road and SR 131. The construction of a Class II bikeway along the westbound site of SR 131 between Trestle Glen Road and Reed Ranch Road has been included in the Project scope.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
141	5	1-Nov-23	Kelly Voltz	B3 - Consider Bidirectional Bikeway As Tiburon Boulevard currently lacks bike facilities, westbound riders traveling from Tiburon to Mill Valley or Strawberry turn left at Blackie's Pasture and use Greenwood Beach Road/Greenwood Cove Road. Despite the proposed westbound Class IV bikeway, we believe that, as currently planned, the majority of bicyclists will continue to use Greenwood Cove/Greenwood Beach Road, particularly if the above recommendations B1 and B2 are not addressed.	Caltrans acknowledges the recommendation to construct bikeways along Greenwood Cove. However, Greenwood Cove is located outside the State right of way. Caltrans does not have to authority to construct bikeways along Greenwood Cove.
141	6	1-Nov-23	Kelly Voltz	In addition to the safety issues outlined above, using the westbound Tiburon Boulevard bikeway will require 1000' of out-of-direction travel to use the signal at Trestle Glen Boulevard. Lastly, for any westbound riders traveling to Strawberry, using the westbound Tiburon Boulevard bikeway will require crossing the road twice, once at Trestle Glen Boulevard and again at Blackfield Drive/Greenwood Cove Drive or Bay Vista Drive/E Strawberry Drive. An alternative that would keep westbound bicyclists on Tiburon Boulevard would be to make the Class IV bikeway bidirectional between Blackie's Pasture and Greenwood Cove Road. This would eliminate the out-of-direction travel and provide a more seamless travel experience for riders.	Caltrans acknowledges your recommendations to make the Class IV bikeway bidirectional between Blackie's Pasture and Greenwood Cove Road. However, this design option would require Caltrans to obtain right of way acquisitions, construct a retaining wall, these costs are beyond the scope of the project. Additionally, this design option would require a decrease in lane widths to non-standards widths, which could potentially cause safety concerns.
141	7	1-Nov-23	Kelly Voltz	B4 - Class IV Vertical Separation Elements The IS/MND does not go into detail about the vertical elements planned to separate the Class IV bikeway from automotive traffic, but we strongly recommend that the most substantial barrier is used that the project budget will permit. The speed limit on Tiburon Boulevard is 45 mph, with drivers frequently exceeding that. Flexible plastic delineators alone will do nothing to stop a car that departs the lane because of driver distraction, drowsiness, or inebriation, which could result in catastrophic injury or death for any riders using the planned bike lanes who happen to be in the wrong place at the wrong time. For this reason we urge Caltrans to actually protect the bikeway with barriers, or at least with delineators that will redirect a wayward vehicle, such as plastic "armadillos," like those made by Zicla or QuickKurb continuous curbing	Caltrans acknowledges your concerns regarding bicycle safety within the project corridor. Details regarding the vertical separation elements planned to separate Class IV bikeways from automotive traffic would be further evaluated during the final design phase. .
141	8	1-Nov-23	Kelly Voltz	A1 - Narrow Travel Lanes in Downtown Bicyclists traveling between Downtown Tiburon and the Old Rail Trail must use the Class II bike lanes on Tiburon Boulevard. The bike lane is minimum width (4' outside of the gutter) and runs next to parallel parking, a configuration known to be dangerous. At the same time, the travel lanes are 12' in width, encouraging higher travel speeds. Caltrans' forthcoming Design Information Bulletin 94 (DIB-94) suggests that lane widths in a Rural Main Street type area with a speed limit of 30 mph may be as low as 10.5'. Such a minor reconfiguration of lane width could provide 18" of buffer to the bike lane, increasing space between bicyclists and passing cars, and allowing more room to ride out of the "door zone.	Caltrans acknowledges your recommendations to lower the speed limit and reduce the lane widths of the existing project corridor. However, design standards for highway construction requires 12 feet lane widths and any reduction in lane widths would jeopardize safety.
141	9	1-Nov-23	Kelly Voltz	A2 - Lower Speed Limit in Downton The speed limit between the Mar West St is 30 mph. Drivers traveling at 30 mph are far less likely to yield, as legally required, to a pedestrian at an unsignalized crosswalk. Given that there is only one signal on this half-mile stretch of road, facilitating safe pedestrian crossings is important. Particularly if lanes are narrowed as suggested in A1, it is likely that prevailing speeds would permit a 25 mph speed limit.	Caltrans acknowledges your recommendations to lower the speed limit and reduce the lane widths of the existing project corridor. However, design standards for highway construction requires 12 feet lane widths and any reduction in lane widths would jeopardize safety.

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141	10	1-Nov-23	Kelly Voltz	P1 - Transit/Pedestrian Access Several intersections on the corridor feature two-way stop controlled intersections with no marked crosswalk or pedestrian refuges, despite being the location of bus stops. One wonders how pedestrians are supposed to reach the far bus stop from the side street. These intersections are: - Gilmartin Drive - Jefferson Drive - Cecilia Way In the case of Gilmartin Drive, there is not even a sidewalk to reach the closest signalized intersection, which itself would require walking a distance of 1,800' (six football fields) to cross to the far stop. While a marked crosswalk alone might not ensure pedestrian safety at these crossings, due to the fact that they are all T-junctions, a pedestrian refuge might be installed on the south/east leg of the intersections without removing a left turn lane. The project proposes a new marked crosswalk at Reed Ranch Road, but does not propose a pedestrian refuge there. Without this, pedestrians will be forced to cross four lanes of high-speed traffic at once, which few will choose.	The commenter's suggestion to add crosswalks at Gilmartin Drive, Reed Ranch Road, and Cecilia Way is noted. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at this intersection to identify design elements required to ensure pedestrian safety. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
141	11	1-Nov-23	Kelly Voltz	We again reiterate our appreciation to Caltrans for the agency's willingness to incorporate novel project elements into SHOPP project. The Class IV bike lanes and new Class I path, if implemented properly, will substantially improve access for users of Tiburon Boulevard traveling outside of a car. We believe that the incorporation of our additional recommendations would result in a truly transformative project for those living, working, and recreating on the Tiburon Boulevard/SR-131 corridor. We thank you for your consideration.	Thank you and Caltrans values and considers your recommendations.
142	1	2-Nov-23	Jason Ford	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
142	2	2-Nov-23	Jason Ford	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

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142	3	2-Nov-23	Jason Ford	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
142	4	2-Nov-23	Jason Ford	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
142	5	2-Nov-23	Jason Ford	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
143	1	1-Nov-23	Tom Knauer	As a Tiburon resident and cyclist who rides between Blackfield road and downtown Tiburon multiple times a week, I would like you to please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
143	2	1-Nov-23	Tom Knauer	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

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143	3	1-Nov-23	Tom Knauer	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
143	4	1-Nov-23	Tom Knauer	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
143	5	1-Nov-23	Tom Knauer	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
144	1	1-Nov-23	Glenda Corning	I am a senior bike rider and I echo the concerns voiced by the MCBC. Please reconsider your plan to make changes that will make the bike path safer and more user-friendly. Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Strongly support inclusion of Class IV bikeway between US-101 and Blackie’s Pasture, as well as Class I path between E Strawberry Dr and Greenwood Cove Rd.	Comment received. No response required.
144	2	1-Nov-23	Glenda Corning	Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

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144	3	1-Nov-23	Glenda Corning	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
144	4	1-Nov-23	Glenda Corning	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
144	5	1-Nov-23	Glenda Corning	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
144	6	1-Nov-23	Glenda Corning	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
145	1	2-Nov-23	Todd Ritola	I am all for the inclusion of the separate and protected bike path from US Highway 101 to Blackie's Pasture in Tiburon. My wife and many more will greatly benefit from its development and use. Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

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145	2	2-Nov-23	Todd Ritola	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
145	3	2-Nov-23	Todd Ritola	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
145	4	2-Nov-23	Todd Ritola	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
145	5	2-Nov-23	Todd Ritola	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

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146	1	2-Nov-23	Brandon Jewett-Hall	My name is Brandon Jewett-Hall. I live at Richardson Drive, Mill Valley, CA. I am writing to comment publicly on the proposal described today in the newspaper, https://www.marinij.com/2023/10/31/caltrans-details-proposed-tiburon-boulevard-upgrades/. About me: since 2011, I have commuted from my residence in Strawberry to my office in downtown San Francisco for work. My commute consists of riding my bicycle from my home to the ferry terminal in Tiburon, then taking the ferry into San Francisco. I have ridden my bicycle along the eastbound section of Tiburon Boulevard (SR131) between East Strawberry Drive and Greenwood Cove Drive over 2000 times. The CalTrans proposal appears to involve significant changes to the bicycle and pedestrian infrastructure along this route. As a bicycle commuter who would be affected by this (possibly more affected than any other individual in Marin County), I oppose any such changes being made without providing the local community adequate time (which we have not been given) to review the proposal thoroughly and consider its effects on the people who live here and the people who use the road every day	Caltrans acknowledges your comment. The Project would enhance complete streets and support active modes of transportation by bridging a gap in the transportation network and improving bicycle access throughout the Project footprint. Additionally, the Initial Study with Proposed Negative Declaration was circulated to the community for public and agency review and comment for 36 days. In addition, a newspaper advertisement was published in the Marin Independent Journal and in the local paper notifying readers of the 36-day circulation period, methods of commenting, and public meeting information. A public meeting was held, and hard copies of the Draft Initial Study with Negative Declaration were available to review at the Belvedere Tiburon Library, the Mill Valley Public Library, and the Civic Center Library.
146	2	2-Nov-23	Brandon Jewett-Hall	In particular, I believe that no decisions to significantly change any bicycle/pedestrian infrastructure should be made until a traffic study is done to examine the impact with regards to Strawberry Point Elementary School. Only then, after such a study has been conducted, should any decisions be made as to whether to proceed with significant changes or to keep the existing infrastructure effectively intact.	The commenter's concerns regarding congestion are noted. However, this is beyond the scope of this particular project. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs.
147	1	2-Nov-23	Jamie Turturici	I hope this finds you well. As you embark on the SR131 Project, we want to alert you to a neighborhood concern regarding two large Eucalyptus trees in Tiburon. These two trees are in the Caltrans right of way over Tiburon Blvd at Avenida Miraflores + Pine Terrace (please see pictures below). As you likely know, Eucalyptus trees are a fire hazard (with embers that quickly spread throughout the air), have leaves that are poisonous to children, and are not indigenous to California. These particular two trees hang over Tiburon Blvd and since they appear unhealthy and significantly overgrown, couple pose a risk to the neighboring houses and Tiburon Blvd. As owners of Felipa Court, our home is directly across Tiburon Blvd from these trees and is at risk of embers in the event of fire. Our neighbors on Felipa and Pine Terrace have all expressed similar concerns. Thank you in advance for your attention in getting these two trees removed as part of the SR131 Project. Considering our neighborhood's safety concern regarding these two trees, we would be appreciative of prompt attention.	The commenter's concern regarding the fire hazard of Eucalyptus trees is noted. However, cutting down the trees described is beyond the scope of this project. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
148	1	2-Nov-23	Phoebe Ford	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Strongly support inclusion of Class IV bikeway between US-101 and Blackie's Pasture, as well as Class I path between E Strawberry Dr and Greenwood Cove Rd. This is a route I would ride but do not today because of the bike network gaps.	Comment Received. No response required.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
148	2	2-Nov-23	Phoebe Ford	Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
148	3	2-Nov-23	Phoebe Ford	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
148	4	2-Nov-23	Phoebe Ford	Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Speeds along Tiburon Blvd are too high for plastic posts to offer protection for cyclists or an important sense of safety that encourages use of the new bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
148	5	2-Nov-23	Phoebe Ford	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
148	6	2-Nov-23	Phoebe Ford	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
149	1	2-Nov-23	David Kendall	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
149	2	2-Nov-23	David Kendall	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
149	3	2-Nov-23	David Kendall	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
149	4	2-Nov-23	David Kendall	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
149	5	2-Nov-23	David Kendall	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
150	1	2-Nov-23	Heidi Klingebiel	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
150	2	2-Nov-23	Heidi Klingebiel	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
150	3	2-Nov-23	Heidi Klingebiel	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
150	4	2-Nov-23	Heidi Klingebiel	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
150	5	2-Nov-23	Heidi Klingebiel	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
151	1	2-Nov-23	Hilde Simon	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. I completely agree with these comments! It is high time that we give SAFE alternatives to driving cars. Our kids need safe ways to cross Tiburon Blvd and get to school without being driven there. It is presently scary and dangerous to cross 101 at Tiburon Blvd on a bicycle or on foot. Corte Madera is changing the overpass there to accommodate a safe and separate multi-use path and the one in Tiburon should also be altered for the new needs of the 21st century where cars no longer rule. Please do your part to keep us safe. - Strongly support inclusion of Class IV bikeway between US-101 and Blackie's Pasture, as well as Class I path between E Strawberry Dr and Greenwood Cove Rd.	Comment Received. No response required.
151	2	2-Nov-23	Hilde Simon	Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
151	3	2-Nov-23	Hilde Simon	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
151	4	2-Nov-23	Hilde Simon	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
151	5	2-Nov-23	Hilde Simon	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
151	6	2-Nov-23	Hilde Simon	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
152	1	2-Nov-23	Skot McDaniel	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
152	2	2-Nov-23	Skot McDaniel	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
152	3	2-Nov-23	Skot McDaniel	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
152	4	2-Nov-23	Skot McDaniel	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
152	5	2-Nov-23	Skot McDaniel	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
153	1	2-Nov-23	Frank Rollo	I travel to and from Tiburon by bike several times a month and agree with the MCDC on the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. Item 1 - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
153	2	2-Nov-23	Frank Rollo	Item 2 - Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined The inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
153	3	2-Nov-23	Frank Rollo	Item 3 - Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
153	4	2-Nov-23	Frank Rollo	Item 4 - Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
153	5	2-Nov-23	Frank Rollo	Item 5 - Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
154	1	2-Nov-23	Marissa Axwell	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Strongly support inclusion of Class IV bikeway between US-101 and Blackie's Pasture, as well as Class I path between E Strawberry Dr and Greenwood Cove Rd.	Comment Received. No response required.
154	2	2-Nov-23	Marissa Axwell	Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
154	3	2-Nov-23	Marissa Axwell	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
154	4	2-Nov-23	Marissa Axwell	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
154	5	2-Nov-23	Marissa Axwell	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
154	6	2-Nov-23	Marissa Axwell	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
155	1	2-Nov-23	Anne Engel	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
155	2	2-Nov-23	Anne Engel	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
155	3	2-Nov-23	Anne Engel	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
155	4	2-Nov-23	Anne Engel	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
155	5	2-Nov-23	Anne Engel	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
156	1	2-Nov-23	Nathan Cohen	I'd like to urge those responsible for the Tiburon Blvd improvements to prioritize the improvement of safe bicycle and pedestrian modes of travel in the upcoming project. As a cyclist, navigating Tiburon Blvd in its current state can be a harrowing experience. It's great to see the improvements being planned; however, it appears more consideration is needed, especially regarding pedestrian access and safety. Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
156	2	2-Nov-23	Nathan Cohen	Strongly support inclusion of Class IV bikeway between US-101 and Blackie's Pasture, as well as Class I path between E Strawberry Dr and Greenwood Cove Rd.	Comment Received. No response required.
156	3	2-Nov-23	Nathan Cohen	Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

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156	4	2-Nov-23	Nathan Cohen	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
156	5	2-Nov-23	Nathan Cohen	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
156	6	2-Nov-23	Nathan Cohen	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
156	7	2-Nov-23	Nathan Cohen	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
157	1	2-Nov-23	Mark LaVine	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

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157	2	2-Nov-23	Mark LaVine	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
157	3	2-Nov-23	Mark LaVine	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
157	4	2-Nov-23	Mark LaVine	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
157	5	2-Nov-23	Mark LaVine	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
158	1	2-Nov-23	Thomas Woolley	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

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158	2	2-Nov-23	Thomas Woolley	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
158	3	2-Nov-23	Thomas Woolley	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
158	4	2-Nov-23	Thomas Woolley	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
158	5	2-Nov-23	Thomas Woolley	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
159	2	2-Nov-23	Thomas Woolley	Consider sidewalks or speed humps on Rancho Drive/Bay Vista. It is frequently used as a cut-through street and cars go very fast. Children in the neighborhood use the road to walk to school and it's quite dangerous.	Caltrans acknowledges your concerns regarding the safety at Rancho Drive/Bay Vista. However, Rancho Drive/Bay Vista is not within the State right of way. Caltrans has no authority to construct on Rancho Drive/Bay Vista. This design option is outside the scope of the project and cannot be added at this time. [BJ12]
159	3	2-Nov-23	Thomas Woolley	A short sidewalk on the East side of Bay Vista from Rancho Drive to Tiburon Boulevard. It is incredibly dangerous to be a pedestrian walking children to school from Bay Vista to Strawberry Point school, or to the Strawberry Rec Center. As a pedestrian, there is no way to be seen by West-bound cars turning from Tiburon Boulevard onto Bay Vista. The greenery is overgrown right up to the street, and there is no sidewalk on Bay Vista. I walk my child here daily and constantly fear for our safety, as well as that of the many other families that walk this way.	Caltrans acknowledges your concerns regarding pedestrian safety on the East side of Bay Vista from Rancho Drive to Tiburon Boulevard. However, Bay Vista is not within the State right of way. Caltrans has no authority to construct on Bay Vista.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
159	4	2-Nov-23	Thomas Woolley	Include a traffic mirror at Bay Vista /Rancho Drive to help drivers, pedestrians, and cyclists to see intersecting traffic.	Thank you for your recommendation, however, this is beyond the scope of the project and cannot be added at this time.
159	5	2-Nov-23	Thomas Woolley	In addition to enhanced bike safety with bike lanes, please include sidewalks on Tiburon Blvd. between East Strawberry Drive and Blackfield Drive/Greenfield Drive.	Intersection modifications will be constructed at the East Strawberry Drive and Blackfield Drive and SR 131 intersection. However, the construction of sidewalks within this portion of the project corridor is beyond the scope of the project and cannot be added at this time.
159	6	2-Nov-23	Thomas Woolley	Add a flashing light crosswalk at the intersection of E. Strawberry Drive and either Strawberry Circle or Belvedere Drive. There is no way to access the Rec Center if you are walking from the north side of Tiburon Blvd without taking a significant detour; I frequently see folks running across the street to avoid that.	The addition of a flashing light at the crosswalk at the intersection of E. Strawberry Drive and either Strawberry Circle or Belvedere Drive is beyond the project scope and cannot be added at this time.
159	7	2-Nov-23	Thomas Woolley	I am concerned that eliminating the right turn lane from E. Strawberry onto Tiburon Blvd. will cause a traffic backup during school drop off/pick up times. Would it be possible to install a left turn and a straight/right turn lane? There is frequently driver confusion at that intersection as drivers coming from Bay Vista have the right of way to go straight but many drivers from E. Strawberry are turning left onto Tiburon Blvd. I have seen 2 minor accidents in the last couple of years.	As described in the IS/ND, the proposed Project would result in less than significant impacts to emergency access and programs, plans, and policies addressing circulation and transit systems. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.
159	1	2-Nov-23	Traci Thomas	I am a resident at Rancho Dr. in Tiburon, near the intersection of Bay Vista and Tiburon Boulevard. I am glad to hear that there will be upgrades made to Tiburon Boulevard, and I would like to request that particular attention be paid to pedestrian safety at the intersection of Tiburon Boulevard and Bay Vista/East Strawberry Drive. Please consider including the following to make the intersection of Tiburon Blvd. and Bay Vista safer for pedestrians:	[BJ14]Caltrans acknowledges your concerns regarding pedestrian safety at the intersection of Tiburon Boulevard and Bay Vista/East Strawberry Drive. However, the recommendations to design are beyond the scope of the project and cannot be added at this time.
160	1	2-Nov-23	Gianfranco Giometti	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

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160	2	2-Nov-23	Gianfranco Giometti	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
160	3	2-Nov-23	Gianfranco Giometti	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
160	4	2-Nov-23	Gianfranco Giometti	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
160	5	2-Nov-23	Gianfranco Giometti	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
161	1	2-Nov-23	Andrew O'Reilly	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

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161	2	2-Nov-23	Andrew O'Reilly	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
161	3	2-Nov-23	Andrew O'Reilly	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
161	4	2-Nov-23	Andrew O'Reilly	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
161	5	2-Nov-23	Andrew O'Reilly	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
162	1	2-Nov-23	Steve Moazed	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
162	2	2-Nov-23	Steve Moazed	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
162	3	2-Nov-23	Steve Moazed	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
162	4	2-Nov-23	Steve Moazed	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
162	5	2-Nov-23	Steve Moazed	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way. The only way for cyclists to be truly protected from motorized vehicles is for there to be protected bike lanes. That way kids, grandparents, and everyone in between can ride safely.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
163	1	2-Nov-23	mabirnbaum1@gmail.com	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
163	2	2-Nov-23	mabirnbaum1@gmail.com	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
163	3	2-Nov-23	mabirnbaum1@gmail.com	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
163	4	2-Nov-23	mabirnbaum1@gmail.com	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
163	5	2-Nov-23	mabirnbaum1@gmail.com	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way. As a former bicycle commuter along this stretch of road, I can testify that these proposed modifications would make the project safer, contribute to more people riding as opposed to driving and would encourage, as opposed to simply permit people to ride this stretch of road.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
164	1	2-Nov-23	walshb1@comcast.net	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
164	2	2-Nov-23	walshb1@comcast.net	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
164	3	2-Nov-23	walshb1@comcast.net	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
164	4	2-Nov-23	walshb1@comcast.net	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
164	5	2-Nov-23	walshb1@comcast.net	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
165	1	2-Nov-23	Steve Giondomenica	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
165	2	2-Nov-23	Steve Giondomenica	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
165	3	2-Nov-23	Steve Giondomenica	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
165	4	2-Nov-23	Steve Giondomenica	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
165	5	2-Nov-23	Steve Giondomenica	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
166	1	2-Nov-23	Dave Malloy	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

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166	2	2-Nov-23	Dave Malloy	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
166	3	2-Nov-23	Dave Malloy	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
166	4	2-Nov-23	Dave Malloy	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
166	5	2-Nov-23	Dave Malloy	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
167	1	2-Nov-23	Jeff K	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
167	2	2-Nov-23	Jeff K	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
167	3	2-Nov-23	Jeff K	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
167	4	2-Nov-23	Jeff K	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
167	5	2-Nov-23	Jeff K	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
168	1	2-Nov-23	Stephen Lambe	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
168	2	2-Nov-23	Stephen Lambe	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
168	3	2-Nov-23	Stephen Lambe	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
168	4	2-Nov-23	Stephen Lambe	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
168	5	2-Nov-23	Stephen Lambe	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way. Thank you for your consideration and commitment to making it safer for those choosing to get around sustainably.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
169	1	2-Nov-23	ronzech@comcast.net	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
169	2	2-Nov-23	ronzech@comcast.net	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
169	3	2-Nov-23	ronzech@comcast.net	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
169	4	2-Nov-23	ronzech@comcast.net	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
169	5	2-Nov-23	ronzech@comcast.net	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
170	1	2-Nov-23	Shannon Ng	My name is Shannon Ng, and my husbands name is Oliver Ng. We live on Lyford Dr in Tiburon and would like to provide feedback regarding SR131 upgrades. We would highly prefer the right turn lane to east Strawberry Dr to remain. Ultimately, we feel this would create significant traffic.	As described in the IS/ND, the proposed Project would result in less than significant impacts to emergency access and programs, plans, and policies addressing circulation and transit systems. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
171	1	2-Nov-23	Liz Bernstein	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
171	2	2-Nov-23	Liz Bernstein	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
171	3	2-Nov-23	Liz Bernstein	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
171	4	2-Nov-23	Liz Bernstein	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
171	5	2-Nov-23	Liz Bernstein	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

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172	1	2-Nov-23	Tim Heiman	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
172	2	2-Nov-23	Tim Heiman	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
172	3	2-Nov-23	Tim Heiman	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
172	4	2-Nov-23	Tim Heiman	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
172	5	2-Nov-23	Tim Heiman	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
173	1	2-Nov-23	Peter Mellinger	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
173	2	2-Nov-23	Peter Mellinger	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
173	3	2-Nov-23	Peter Mellinger	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
173	4	2-Nov-23	Peter Mellinger	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
173	5	2-Nov-23	Peter Mellinger	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

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174	1	2-Nov-23	Frances Barbour	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
174	2	2-Nov-23	Frances Barbour	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
174	3	2-Nov-23	Frances Barbour	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
174	4	2-Nov-23	Frances Barbour	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
174	5	2-Nov-23	Frances Barbour	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

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175	1	2-Nov-23	Friends of SMART	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
175	2	2-Nov-23	Friends of SMART	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
175	3	2-Nov-23	Friends of SMART	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
175	4	2-Nov-23	Friends of SMART	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
175	5	2-Nov-23	Friends of SMART	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

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176	1	2-Nov-23	Elon Rosenfeld	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
176	2	2-Nov-23	Elon Rosenfeld	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
176	3	2-Nov-23	Elon Rosenfeld	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
176	4	2-Nov-23	Elon Rosenfeld	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
176	5	2-Nov-23	Elon Rosenfeld	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
177	1	2-Nov-23	Ian Altman	In reference to proposed Tiburon Blvd update: Pls be very mindful of the traffic impacts of any such work. Recent city work on Tiburon Blvd has resulted in horrendous backups into Tiburon, with lengthy delays and environmental harm from car exhaust.	The commenter's concerns regarding congestion are noted. However, this is beyond the scope of this particular project. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs.
177	2	2-Nov-23	Ian Altman	At the same time, shifting the work to evenings or nights will be disruptive to the neighborhoods affected, with noise issues unacceptably impacting quiet and sleep hours.	PF-NOI-2, Construction Noise Levels, would be implemented during construction of the proposed Project. This project feature includes limiting construction noise from exceeding 86 dBA from 9:00 p.m. to 6:00 a.m. at sensitive receptor locations 50 feet from the Project site.
177	3	2-Nov-23	Ian Altman	Finally, be mindful of the traffic impact on surrounding neighborhoods, especially Rancho Drive in Tiburon which now serves as a cut-around for the school traffic from BelAire School. I recommend speed bumps be installed at least temporarily to control traffic.	The project would not cause an increase in traffic. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs.
178	1	2-Nov-23	Alejandro Bancalari	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
178	2	2-Nov-23	Alejandro Bancalari	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
178	3	2-Nov-23	Alejandro Bancalari	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
178	4	2-Nov-23	Alejandro Bancalari	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
178	5	2-Nov-23	Alejandro Bancalari	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
179	1	2-Nov-23	Jack Swearengen	Just who is this Swearengen fellow who wrote this letter?	Comment received. No response required.
180	1	2-Nov-23	Michele Stein	I want to express my strong support for this project. I am a Strawberry Resident living on Belvedere Drive, and these are wonderful improvements to make biking and walking safer in our community. This will let me feel safe while biking or walking with my children from Strawberry to the Cove Shopping Center or connect to the bike trail for downtown Tiburon	Thank you for your support of this Project.
180	2	2-Nov-23	Michele Stein	My main concern with this construction is that drivers may use Belvedere Drive more frequently as a thoroughfare during construction, particularly the stretch of Belvedere Drive between Bayview Terrace and the Strawberry village shopping center. This is already a known issue, with many people ignoring that this is a residential 25 mph street. Current mitigation efforts have so far been unsuccessful, and we have been told that we can't add a speed bump because it is an emergency route for fire engines. The straight part of Belvedere Drive between Ricardo Rd and Bayview Terrace is particularly troublesome since the straight road encourages speeding, there are no sidewalks and it is a school zone (many children walk to Strawberry Point).	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
180	3	2-Nov-23	Michele Stein	I would strongly encourage that 1) a stop sign and crosswalk be added on Belvedere Drive between Ricardo Rd and Bayview Terrace to make it more difficult for drivers to speed in this section,	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.

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180	4	2-Nov-23	Michele Stein	2) sidewalks be added to the street along the houses to provide a safe protected walking path	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
180	5	2-Nov-23	Michele Stein	and 3) police to be regularly posted to this section of the road to ticket speeders. This would help to ensure that the road is properly used as a safe residential 25 mph road during construction and beyond	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
180	6	2-Nov-23	Michele Stein	One additional improvement that I would strongly like added is something to improve the safety of turning off of Tiburon Blvd and onto Strawberry Drive. There is no light and many cars fly off Tiburon Blvd at great speed and don't seem to be aware that there is another intersection at Belvedere Drive and E Strawberry Drive. I've personally witnessed many near misses on accidents there and I think its just a matter of time before someone is killed in a car accident. The risk to kids is particularly high since this is in a school zone.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
180	7	2-Nov-23	Michele Stein	Could the left right turn from Tiburon Blvd onto E Strawberry Drive be only with a traffic light right turn signal? Perhaps also with a traffic light at Belvedere Drive and E Strawberry Drive? At the very least, there should be a second stop sign around the bend after turning off from Tiburon Blvd so that the cars turning off Tiburon Blvd slow down and can clearly see other cars at the stop signs on E Strawberry Drive and Belvedere Drive.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
181	3	2-Nov-23	City of Mill Valley	Page 3-64, PF-N01-1 mentions notifications. Mill Valley wishes to be included in all project notifications and requests for stakeholder review at various design milestones.	Caltrans acknowledges your comment and will include Mill Valley in future distribution lists for projects in and surrounding the Mill Valley area. Caltrans will coordinate with Mill Valley during future design phases.
181	4	2-Nov-23	City of Mill Valley	Page 6-1 lists Agencies to be included in the distribution list for this project. Mill Valley is not included on this list and requests to be added for all future communications.	Caltrans acknowledges your comment and will include Mill Valley in future distribution lists for projects in and surrounding the Mill Valley area.

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181	1	2-Nov-23	City of Mill Valley	The Mill Valley Department of Public Works has reviewed the Draft Initial Study with Proposed Negative Declaration of the State Route 131 Capital Preventive Maintenance Project, dated September 2023. The City of Mill Valley is excited to see maintenance with mobility and safety upgrades but has some concerns with regards to the traffic impacts that will be caused by construction. This project proposes lane closures during construction. This location is one of two access points to Highway 101 for Mill Valley. We previously expressed concerns regarding the proposed SR 1 Coyote Creek Bridge work. That being the only other Highway 101 access point, coordination between these two Caltrans projects, and any other projects on either roadway is extremely important. For that project, Mill Valley requested that the Transportation Management Plan includes analysis of the construction traffic delay of the following roads and intersections: · Coyote Creek Bridge/Location 1 under single lane operation · The proposed detour · Almonte Blvd/Shoreline Hwy · Miller Ave/Almonte Blvd · Miller Ave/Camion Alto · Camino Alto/Blithedale · East Blithedale Ave/101 Interchange · East Blithedale Ave Mill Valley requests that a similar evaluation take place for this project.	The concerns regarding congestion are noted. The Transportation Management Plan will be developed during the final design phase of the Project and will be developed in coordination with local jurisdictions, transit providers, and emergency service providers.
181	5	2-Nov-23	City of Mill Valley	Figure 2-1, Map 01 of 36 shows Right of Way Acquisition Permit to Enter & Construct in Mill Valley right-of-way. Mill Valley supports the project and will work with Caltrans following your application for an Encroachment Permit or other authorization as required to perform work or traffic control within City Right of Way. We would appreciate an opportunity to review more detailed plans that clarify: a. Changes to travel patterns with the Class IV bike lanes for eastbound vehicles wishing to head southbound on Highway 101. Currently the backup of easterly travelling vehicles impede the ability for those desiring to access the Highway 101 southbound onramp after they cross Kipling Drive. The City desires for the project to improve this connection.	The commenter's concerns regarding congestion are noted. A TMP would be finalized during the final design phase of the project.
181	2	2-Nov-23	City of Mill Valley	In addition, Mill Valley has several comments on the project details as described in the environmental document. 1. The addition of Class IV bicycle improvements is consistent with the Mill Valley 2017 Bicycle and Pedestrian Master Plan. Although outside of the City limits, the plan (Page 84) recognizes this corridor and the multijurisdictional nature of providing continuous bicycle travel.	This comment does not raise a significant environmental issue associated with the proposed project or the environmental document; therefore, no further response is required.
181	6	2-Nov-23	City of Mill Valley	b. Any required changes to the island at Kipling Drive to accommodate continuous Class IV lanes.	This comment does not raise a significant environmental issue associated with the proposed project or the environmental document; therefore, no further response is required.
181	7	2-Nov-23	City of Mill Valley	c. Any proposed change to the existing yield traffic control for right-turning vehicles from Kipling.	This comment does not raise a significant environmental issue associated with the proposed project or the environmental document; therefore, no further response is required.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
182	1	2-Nov-23	Lee Larsen	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
182	2	2-Nov-23	Lee Larsen	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
182	3	2-Nov-23	Lee Larsen	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
182	4	2-Nov-23	Lee Larsen	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
182	5	2-Nov-23	Lee Larsen	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way. Thank you for your proposed work to increase bicycle and pedestrian safety in Tiburon.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

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183	1	2-Nov-23	Debra Charondo	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
183	2	2-Nov-23	Debra Charondo	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
183	3	2-Nov-23	Debra Charondo	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
183	4	2-Nov-23	Debra Charondo	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
183	5	2-Nov-23	Debra Charondo	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
184	1	2-Nov-23	Howard Ting	I am a resident at Rancho Dr. in Tiburon very near the intersection of Bay Vista and Tiburon Boulevard. I am glad to hear that there will be upgrades made to Tiburon Boulevard, and I would like to request that particular attention be paid to pedestrian safety at the intersection of Tiburon Boulevard and Bay Vista/East Strawberry Drive. Please consider including the following to make the intersection of Tiburon Blvd. and Bay Vista safer for pedestrians: -Consider sidewalks or speed humps on Rancho Drive/Bay Vista. It is frequently used as a cut-through street and cars go very fast. Children in the neighborhood use the road to walk to school and it's quite dangerous.	The commenter's concern regarding pedestrian safety is noted. However, the project as proposed is limited to specific components. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Intersection modifications at the East Strawberry Drive/SR 131 intersection would include the removal of the free right turn lane from East Strawberry Drive onto eastbound SR 131 and the relocation of the existing bus stop that is along eastbound SR 131 at PM 0.69. Future coordination with the county would include safety issues that would be designed in future phases. Pedestrians and bicyclists are prioritized when designing traffic safety components.
184	2	2-Nov-23	Howard Ting	A short sidewalk on the East side of Bay Vista from Rancho Drive to Tiburon Boulevard. It is incredibly dangerous to be a pedestrian walking children to school from Bay Vista to Strawberry Point school, or to the Strawberry Rec Center. As a pedestrian, there is no way to be seen by West-bound cars turning from Tiburon Boulevard onto Bay Vista. The greenery is overgrown right up to the street, and there is no sidewalk on Bay Vista. We used to walk our children daily and had to be vigilant about our safety.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
184	3	2-Nov-23	Howard Ting	Include a traffic mirror at Bay Vista /Rancho Drive to help drivers, pedestrians, and cyclists to see intersecting traffic.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
184	4	2-Nov-23	Howard Ting	In addition to enhanced bike safety with bike lanes, please include sidewalks on Tiburon Blvd. between East Strawberry Drive and Blackfield Drive/Greenfield Drive.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
184	5	2-Nov-23	Howard Ting	Add a flashing light crosswalk at the intersection of E. Strawberry Drive and either Strawberry Circle or Belvedere Drive. There is no way to access the Strawberry Rec Center if you are walking from the north side of Tiburon Blvd without taking a significant detour; I often jaywalk (which isn't the safest option)	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
184	6	2-Nov-23	Howard Ting	I am concerned that eliminating the right turn lane from E. Strawberry onto Tiburon Blvd. will cause a traffic backup during school drop off/pick up times. Would it be possible to install a left turn and a straight/right turn lane? There is frequently driver confusion at that intersection as drivers coming from Bay Vista have the right of way to go straight but many drivers from E. Strawberry are turning left onto Tiburon Blvd.	As described in the IS/ND, the proposed Project would result in less than significant impacts to emergency access and programs, plans, and policies addressing circulation and transit systems. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.

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185	2	2-Nov-23	Sandra Swanson	The new State housing mandates will result in 100+ new units built whose access will be Trestle Glen, increasing Trestle Glen traffic. This heavy traffic situation requires serious consideration.	The commenter's concerns regarding congestion are noted. However, this is beyond the scope of this particular project. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs.
185	1	2-Nov-23	Sandra Swanson	1. The left-turning lane from Tiburon Blvd onto Trestle Glen is a major point of gridlock for Tiburon Blvd. The lane is too short to accommodate all the cars turning onto Trestle Glen, resulting in a regular, consistent car stack-up on Tiburon Bl. Traffic into Tiburon is blocked. Cars unable to get into the stack must continue on Tiburon Boulevard toward Tiburon and enter a neighborhood street to turn around, exacerbating traffic in both directions.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
185	3	2-Nov-23	Sandra Swanson	2. Class IV bikeways are proposed to be added along Tiburon Boulevard, from approximately 1,000 feet west of the freeway to Trestle Glen Boulevard. The grade of the Tiburon Boulevard/Trestle Glen intersection is steep, compromising visibility of crossing bicycles and pedestrians from the traffic turning right onto Tiburon Blvd. **This visibility situation requires serious consideration.**	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Cove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Drive and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
186	1	2-Nov-23	Mathew Rasmussen	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Strongly support inclusion of Class IV bikeway between US-101 and Blackie's Pasture, as well as Class I path between E Strawberry Dr and Greenwood Cove Rd.	Comment Received. No response required.
186	2	2-Nov-23	Mathew Rasmussen	Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
186	3	2-Nov-23	Mathew Rasmussen	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
186	4	2-Nov-23	Mathew Rasmussen	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
186	5	2-Nov-23	Mathew Rasmussen	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
186	6	2-Nov-23	Mathew Rasmussen	- Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
187	1	2-Nov-23	Dave Baker	Hi, I bike on Tiburon Blvd and I am excited to hear improvements are coming for those of us not in cars. Please consider some additional safety measures, particularly for the children crossing to access the bus stops and to move around in their neighborhood. Timed signals would not interrupt the flow of people in cars and would give people a safe way to cross.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection.

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187	2	2-Nov-23	Dave Baker	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
187	3	2-Nov-23	Dave Baker	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
187	4	2-Nov-23	Dave Baker	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
187	5	2-Nov-23	Dave Baker	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
187	6	2-Nov-23	Dave Baker	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
188	1	2-Nov-23	Morris Beazley	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
188	2	2-Nov-23	Morris Beazley	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
188	3	2-Nov-23	Morris Beazley	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
188	4	2-Nov-23	Morris Beazley	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
188	5	2-Nov-23	Morris Beazley	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

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189	1	2-Nov-23	Todd Zerger	I support MCBC's extensive effort to support cyclists in the region. I have ridden my bike to every school and almost every job I have had in my 55 years. I have been hit by cars twice in my life and I can report that it hurts a lot. I also think that since the penalties for killing a cyclist on the road can be merely a misdemeanor the law isn't serving as much of a safety barrier. We need physical protections that are sturdy enough to protect both experienced cyclists and all the new utilitarian cyclists we must encourage if we are to address our environmental circumstances. I have seen many instances of flex posts flattened by distracted, intoxicated or simply unskilled drivers and worry these may serve as more of a distraction or annoyance to drivers than true protection for cyclists. I hope you will consider the refinements that MCBC suggests for this excellent and much appreciated project in Tiburon! Thank you for your efforts at improving the safe access to this beautiful part of the world we are all so fortunate to enjhabit. Todd Zerger (cyclist, father of a school age cyclist and husband to an Urban Designer cyclist)	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
189	2	2-Nov-23	Todd Zerger	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
189	3	2-Nov-23	Todd Zerger	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
189	4	2-Nov-23	Todd Zerger	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
189	5	2-Nov-23	Todd Zerger	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
189	6	2-Nov-23	Todd Zerger	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
190	5	2-Nov-23	Joe Blum	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way. This electronic mail message and any attachments are intended only for the use of the addressee(s) named above and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not an intended recipient, or the employee or agent responsible for delivering this e-mail to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you received this e-mail message in error, please immediately notify the sender by replying to this message or by telephone. Thank you.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
190	1	2-Nov-23	Joe Blum	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
190	2	2-Nov-23	Joe Blum	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
190	3	2-Nov-23	Joe Blum	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
190	4	2-Nov-23	Joe Blum	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
191	2	2-Nov-23	Frances Corcoran	In addition, please take into consideration the nearby location of Strawberry Point School. Drop off and pick up at the school could also be impacted negatively by the additional traffic queuing on East Strawberry Drive instead of smoothly flowing through the free right-hand turn lane as presently occurs. I appreciate your consideration of my concerns.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

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191	1	2-Nov-23	Frances Corcoran	am writing to urge that you reconsider your proposal to remove the free right-hand turn lane from East Strawberry Drive onto SR 131. The ability to use this lane allows traffic to move more freely at that intersection, preventing a significant back up on East Strawberry Drive. This is already a tricky intersection, as traffic backs up on adjacent Belvedere Drive waiting to make the left-hand turn onto East Strawberry Drive and then turn either right or left on SR 131. Without the free right-hand turn lane, the queues on Belvedere Drive would also become much longer as their access to East Strawberry Drive would be impeded by the additional cars that would be lining up there to wait for the light to change to make the right hand turn onto SR 131. Impatient drivers queuing on Belvedere can make rash decisions about when it is safe to make this left-hand turn, crossing the lane where cars are exiting SR 131 onto East Strawberry Drive, often at a higher rate of speed. Their impatience and temptation to make a possibly unsafe turn would only be heightened with longer queues.	As described in the IS/ND, the proposed Project would result in less than significant impacts to emergency access and programs, plans, and policies addressing circulation and transit systems. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.
192	1	2-Nov-23	Charlie Cronk	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
192	2	2-Nov-23	Charlie Cronk	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
192	3	2-Nov-23	Charlie Cronk	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
192	4	2-Nov-23	Charlie Cronk	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
192	5	2-Nov-23	Charlie Cronk	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way. This electronic mail message and any attachments are intended only for the use of the addressee(s) named above and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not an intended recipient, or the employee or agent responsible for delivering this e-mail to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you received this e-mail message in error, please immediately notify the sender by replying to this message or by telephone. Thank you.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
193	1	2-Nov-23	Sarah Boudreau	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
193	2	2-Nov-23	Sarah Boudreau	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
193	3	2-Nov-23	Sarah Boudreau	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

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193	4	2-Nov-23	Sarah Boudreau	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
193	5	2-Nov-23	Sarah Boudreau	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way. This electronic mail message and any attachments are intended only for the use of the addressee(s) named above and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not an intended recipient, or the employee or agent responsible for delivering this e-mail to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you received this e-mail message in error, please immediately notify the sender by replying to this message or by telephone. Thank you.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
194	1	2-Nov-23	Jeanne Tymstra	Unfortunately I missed the public hearing about the proposed Hwy 131 project but I did take a look at the study in our library and I have several initial comments 1. The project is of such a large scope I have concerns that it cannot be completed in one year. I think it would be better to break it up into smaller projects	Construction activities for the Project would occur in stages to keep travel lanes open to the public and minimize traffic disruptions.
194	2	2-Nov-23	Jeanne Tymstra	2. Hwy 131 is the main exit out of Tiburon and I am concerned about the projects disruption for a year to traffic, emergency vehicles, exit in case of emergency. Recently there was a tree being worked on near Trestle Glen and it took an hour to get from Town to Trestle Glen.	As discussed in Section 3.3.17, Transportation, PF-TRF-1, Traffic Management Plan, would be implemented to minimize impacts to emergency responses within the Project area. Caltrans would coordinate with the Town of Tiburon and emergency response agencies during lane closures and implement traffic controls to maintain traffic operations during construction.
194	3	2-Nov-23	Jeanne Tymstra	3. I am wondering why two bike lanes on each side of the road is necessary. Also how will the bike lanes be separated from road traffic?	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Cove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Drive and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
194	4	2-Nov-23	Jeanne Tymstra	4. Is new lighting proposed? If yes, will the new lighting affect neighboring homes? Will the new lights shine into peoples homes and yards? How will proposed flashing lights affect neighbors?	Traffic signals and lighting would be modified at multiple locations along the corridor. As described in the IS/ND, directional lighting and avoidance and minimization measures would be incorporated into the project and the Project would result in less than significant impacts relating to light and glare.

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194	5	2-Nov-23	Jeanne Tymstra	5. Is there a possibility of under grounding utilities lines and poles?	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
194	6	2-Nov-23	Jeanne Tymstra	6. Will road flooding be eliminated?	The Project would address issues related to flooding within the Project footprint; however, addressing flooding resulting from sea level rise was determined to be outside of the scope of the proposed Project. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Flooding as a result of sea level rise, such as that seen along Greenwood Cove Drive was determined to be outside of the scope of the proposed Capital Management Project and would require a separate project to assess and address.
195	1	2-Nov-23	Eris Weaver	We are pleased to see the proposed Class IV bikeway included in the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. We do see a few ways that the project can be greatly improved: • The planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
195	2	2-Nov-23	Eris Weaver	• Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined The inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
195	3	2-Nov-23	Eris Weaver	• Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

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195	4	2-Nov-23	Eris Weaver	• Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon), lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
195	5	2-Nov-23	Eris Weaver	• Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
196	1	2-Nov-23	Emily Spade	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
196	2	2-Nov-23	Emily Spade	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
196	3	2-Nov-23	Emily Spade	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

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196	4	2-Nov-23	Emily Spade	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
196	5	2-Nov-23	Emily Spade	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
197	1	2-Nov-23	Mike Samuels	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
197	2	2-Nov-23	Mike Samuels	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
197	3	2-Nov-23	Mike Samuels	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

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197	5	2-Nov-23	Mike Samuels	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
198	3	2-Nov-23	Asi Behar	If this is an indication of what is to come on SR131, I worry that Caltrans will only make worse what currently exists. Let's slow this project down and actually open it up to a longer review by residents to be affected by what has historically been Caltrans' poor decision-making.	Caltrans acknowledges your comment. The Initial Study with Proposed Negative Declaration was circulated to the community for public and agency review and comment for 36 days. In addition, a newspaper advertisement was published in the Marin Independent Journal and in the local paper notifying readers of the 36-day circulation period, methods of commenting, and public meeting information. A public meeting was held, and hard copies of the Draft Initial Study with Negative Declaration were available to review at the Belvedere Tiburon Library, the Mill Valley Public Library, and the Civic Center Library.
198	1	2-Nov-23	Asi Behar	I wanted to voice my concern over Caltrans' plans to update Tiburon Blvd. As a resident who was very negatively impacted by the over-engineered updates to the intersection of Tiburon Blvd and Stewart, the scars of seeing poor decision-making and planning are still fresh. The intersection is now more lit further from the intersection (for some reason, all lights were moved south) and aimed more squarely at our houses than at improving safety of the intersection.	Comment Received. No response required.
198	2	2-Nov-23	Asi Behar	Additionally, the awkwardness and poor timing of the signal make it incredibly terrifying to actually cross the road now. The delay between button press and when it is actually safe to cross has made things hard and confusing for pedestrians and commuters alike, along with lights holding traffic long after a pedestrian has crossed the road.	Comment Received. No response required.
199	1	2-Nov-23	Ruth Malone	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

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199	2	2-Nov-23	Ruth Malone	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
199	3	2-Nov-23	Ruth Malone	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
199	4	2-Nov-23	Ruth Malone	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
199	5	2-Nov-23	Ruth Malone	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way. Thank you for considering these changes! My husband and I ride our e-bikes to Tiburon and take the ferry back to San Francisco.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
200	1	2-Nov-23	Andrew Levine	This email contains my comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. I'm a longtime Mill Valley resident who frequently rides my bike out to Tiburon. I'm very familiar with the roadway and issues regarding cycling in the area. Leaving a gap in the Class IV bikeway westbound between Trestle Glen and Reed Ranch is very dangerous. Cyclists will need to ride without protection after crossing at the Trestle Glen light or crossing at the Blackie's Pasture entrance without the aid of a light. In fact, my father was in a crash at that crossing when traffic stopped to allow a cyclist to cross and he was rear-ended. A better option would be to make the bikeway bi-directional between Greenwood Cove and Blackie's Pasture, eliminating the need for through traffic to cross Tiburon Blvd. at all.	Caltrans has determined that making the bikeway bi-directional between Greenwood Cove and Blackie's Pasture is outside of the scope of the proposed Project Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
200	2	2-Nov-23	Andrew Levine	Given the high speeds along that portion of Tiburon Boulevard, the physical barriers between auto and bike traffic should be substantial and protect against a vehicle entering the bikeway.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
200	3	2-Nov-23	Andrew Levine	The crossings at Reed Ranch, Cecilia, and Gilmartin need to be enhanced for pedestrians and cyclists crossing the street to get to the bikeway and multi-use path.	The commenter's suggestion to add crosswalks at Reed Ranch Road, Cecilia Way, and Gilmartin Drive is noted. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
200	4	2-Nov-23	Andrew Levine	When the bikeway enters downtown Tiburon at Mar West Street and continuing to Paradise Drive, vehicle lanes should be narrowed to 10.5’ feet to enhance safety in this high traffic area. In addition, the speed limit should be reduced. Thank you for your support of this important project and for considering my comments.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
201	1	2-Nov-23	Sarah McDonald	I am a resident at Bay Vista Drive and I drive through the intersection of Bay Vista and Tiburon Boulevard every day, multiple times a day, as I have a child at Strawberry Point school. I understand there will be upgrades made to Tiburon Boulevard, and I would like to request that particular attention be paid to pedestrian safety at the intersection of Tiburon Boulevard and Bay Vista/East Strawberry Drive.	The commenter's concern regarding pedestrian safety is noted. However, the project proposed is limited to specific components. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Intersection modifications at the East Strawberry Drive/SR 131 intersection would include the removal of the free right turn lane from East Strawberry Drive onto eastbound SR 131 and the relocation of the existing bus stop that is along eastbound SR 131 at PM 0.69. Future coordination with the county would include safety issues that would be designed in future phases. Pedestrians and bicyclists are prioritized when designing traffic safety components.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
201	2	2-Nov-23	Sarah McDonald	Please consider including the following to make the intersection of Tiburon Blvd. and Bay Vista safer for pedestrians: - a short sidewalk on the East side of Bay Vista from Rancho Drive to Tiburon Boulevard. It is incredibly dangerous to be a pedestrian walking children to school from Bay Vista to Strawberry Point school, or to the Strawberry Rec Center. As a pedestrian, there is no way to be seen by West-bound cars turning from Tiburon Boulevard onto Bay Vista. The greenery is overgrown right up to the street, and there is no sidewalk on Bay Vista. I used to walk my child to school every day but after one too many close calls on that corner, I now drive my child to school to ensure her safety.	Please see response to Comment 201-1. A sidewalk along the east side of Bay Vista Drive is outside the scope of this project. However, future coordination with the County may include these components.
201	3	2-Nov-23	Sarah McDonald	include a traffic mirror at Bay Vista /Rancho Drive to help drivers, pedestrians, and cyclists to see intersecting traffic.	This is not a standard Caltrans safety feature. Please see response to Comment 201-1.
201	4	2-Nov-23	Sarah McDonald	in addition to enhanced bike safety with bike lanes, please include sidewalks on Tiburon Blvd. between East Strawberry Drive and Blackfield Drive/Greenfield Drive.	Please see response to Comment 201-1.
201	5	2-Nov-23	Sarah McDonald	add a flashing light crosswalk at the intersection of E. Strawberry Drive and either Strawberry Circle or Belvedere Drive. There is no way to access the Rec Center if you are walking from the north side of Tiburon Blvd without taking a significant detour; I frequently see folks running across the street to avoid that.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
201	6	2-Nov-23	Sarah McDonald	I am concerned that eliminating the right turn lane from E. Strawberry onto Tiburon Blvd. will cause a traffic backup during school drop off/pick up times. Would it be possible to install a left turn and a straight/right turn lane? There is frequently driver confusion at that intersection as drivers coming from Bay Vista have the right of way to go straight but many drivers from E. Strawberry are turning left onto Tiburon Blvd. In the last six months, I have had no fewer than four cars turn left in front of me while I am driving straight across the intersection. In each case I have needed to slam on my brakes to avoid hitting these cars. I would love to reduce driver confusion in order to reduce the chance of a collision.	As described in the IS/ND, the proposed Project would result in less than significant impacts to emergency access and programs, plans, and policies addressing circulation and transit systems. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.
202	1	2-Nov-23	Ray Scherck	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

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202	2	2-Nov-23	Ray Scherck	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
202	3	2-Nov-23	Ray Scherck	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
202	4	2-Nov-23	Ray Scherck	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
202	5	2-Nov-23	Ray Scherck	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
203	1	2-Nov-23	Angela Gott	Caltrans has announced and submitted plans to Marin County for extensive and much needed upgrades and repairs to the stretch of road running over Freeway 101 at the Mill Valley going West and Tiburon Blvd going East. This is the Tiburon /Mill Valley Exit going South on the 101. This stretch of road is extremely dark at night. The traffic islands have never been painted in reflective paint. There is a built up curb al the way around them and weeds grow out of the top and they're quite ugly. The traffic island to the right going toward Mill Valley does not matter so much as the two lanes turning right just go along the side of it. But the lanes to the left going EAST on Tiburon Blvd. have to go across the road and the left most turn lane is closest to the front of that traffic island. It would help so much and I have been submitting requests for more than two years to Caltrans about this too--to have the curbing --the raised curbing painted in either bright yellow or white reflective paint.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.

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203	2	2-Nov-23	Angela Gott	City of San Rafael and City of Corte Madera paint the raised curbing of their traffic islands in reflective paint and in other ways illuminate their intersections so nicely. The dimly lit stretch of road in unincorporated Marin County constituting Strawberry, with these very dark traffic islands are a serious road hazard. Please paint these raised traffic islands so that the left most cars turning left across the road can avoid hitting them as they make their left turn. It is not so bad in the summer when it is light out but once there is the time change, this rush hour traffic is viciously impatient and you are not allowed to hesitate and it causes drivers great problems trying to see where this traffic island begins so that one can avoid it. It causes me great anxiety and I have to do this left turn twice a week around 6:15 pm and it is just terrible.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
203	3	2-Nov-23	Angela Gott	I am usually the first car waiting to turn left and so I am leading all the other cars behind me off the exit ramp making this left turn and it is really important that I be able to see where this traffic island begins sticking out in the middle of the road. I just had my annual eye exam and I have 20/23 vision and depth of field is normal and peripheral vison is normal and I passed with flying colors. The problem is the intersection is not well lit at all and the traffic islands are dark. While there is reflective paint painted on the street around the sides of the traffic islands there is NOTHING painted in front and rear of the traffic islands and nothing painted on the raised curbing. So please incorporate painting the curbing of the traffic islands into your upgrading plans. Thank you.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
204	1	2-Nov-23	Marin County Flood Control Advisory Board Zone 4 Members and Residents	We are submitting the following comments on the draft IS/ND applicable to the State Route 131 CAPM Project. As members and/or residents of Zone 4 of the Marin County Flood Control Advisory Board, our mission is to protect our "zone" from potential and actual flooding. Zone 4 consists generally of the BelAir neighborhood of Tiburon, as well as the Greenwood Cove area. These comments reflect our serious concern about certain elements of this Project that we believe are likely or certain to increase the risk of flooding, as well as the failure to include other work that is known to Caltrans to be necessary now to avoid flooding. Thank you for the opportunity to participate in this process and to submit comments. Kathryn Oliver, FCAB Zone 4 Chairperson	Comment Received. Comment does not require a response.
204	2	2-Nov-23	Marin County Flood Control Advisory Board Zone 4 Members and Residents	Comments by Carolyn Shadan, Flood Control Advisory Board Zone 4 Member: I request that Caltrans address and mitigate the deterioration of the storm drain delivery pipes that cross under Tiburon Blvd. and are owned by Caltrans. These pipes deliver stormwater to Salt Works Creek from the surrounding neighborhoods. A Preliminary Flood Risk Reduction Alternatives Study and Report prepared by Geomorph Design, dated July 18, 2023, for the County of Marin Flood Control and Water Conservation District identified the deteriorated condition and failure potential of the two Corrugated Metal Pipes (CMP) owned by Caltrans. These 60-inch CMP pipes that cross under State Route 131 are an integral part of the stormwater delivery system to prevent flooding in the Cove Watershed. Failure of these pipes creates not only the possibility of flooding, but also shutting down part or all of Tiburon Blvd., Hwy. 131. The deteriorated condition can be viewed at the confluence between Salt Works Creek and Tiburon Blvd. as shown in the photos below.	The commenter's concerns regarding the condition of the culverts underneath SR 131 at Salt Works Creek are noted. However, the replacement of these culverts was determiend to be beyond the scope of this particular project. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Replacement or rehabilitation of the culverts along Salt Works Creek were determined to be outside of the scope of the proposed Capital Management Project and would require a separate project to assess and address.

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204	3	2-Nov-23	Marin County Flood Control Advisory Board Zone 4 Members and Residents	Caltrans does propose replacing two 18 inch CMPs on the eastbound and westbound shoulders of the road near Blackfield Drive as part of this CAPM project. Replacement of the two other CMPs described above also is necessary, and falls within the scope of this project. In fact, Caltrans' representative admitted during the virtual public meeting which it hosted on 10/26/23 that it has knowledge of the deteriorating condition of the pipes and the need to replace them now.	The commenter's concerns regarding the condition of the culverts underneath SR 131 at Salt Works Creek are noted. However, the replacement of these culverts was determined to be beyond the scope of this particular project. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Replacement or rehabilitation of the culverts along Salt Works Creek were determined to be outside of the scope of the proposed Capital Management Project and would require a separate project to assess and address.
204	4	2-Nov-23	Marin County Flood Control Advisory Board Zone 4 Members and Residents	Comments by John Leszczynski, Flood Control Advisory Board, Zone 4 Resident: Caltrans proposes constructing a 320 foot long sea wall along Tiburon Blvd. in the vicinity of Greenwood Cove Drive to address sea level rise. This plan is unacceptable, because it actually would increase flooding on both sides of the sea wall, and substantially worsen the flooding problem that already exists along that portion of Tiburon Blvd. and Greenwood Cove Drive.	The Draft Initial Study/ Negative Declaration identified a proposed the installation of a concrete barrier along the eastbound shoulder of SR 131, east of the SR 131/Greenwood Cove Drive. Upon further analysis and deliberation, Caltrans has determined that the installation of the proposed concrete barrier would be insufficient to address the existing flooding that occurs along SR 131 and has removed this feature of the proposed Project from the Final environmental document. Flooding observed along SR 131 as a result of sea level rise, such as that seen along Greenwood Cove Drive, has been determined to be outside of the scope of the proposed Capital Management Project and would require a separate project to assess and address.
204	5	2-Nov-23	Marin County Flood Control Advisory Board Zone 4 Members and Residents	The plan to place the sea wall along the shoulder of eastbound Tiburon Blvd. would channel additional rainfall and potential flooding onto eastbound Tiburon Blvd. At the same time, seawater would be flooding onto Greenwood Cove Drive, on the other side of the sea wall, through the buildings and parking lots at the lower end of the condo/apartment complex near the '76 gas station. A flooding problem already exists on the Greenwood Cove Drive side, because the existing "drainage system" for the building complex is no longer functional. It consists of approximately 12 scattered drainage boxes under the road and in the parking lots which are connected to a single 18 inch diameter drain pipe that empties into Greenwood Cove Bay. Because the pipe is now at the cove's "mean sea level" due to sea level rise, it can no longer drain any meaningful amount of rainfall. The added sea wall will only worsen flooding on both sides of the wall.	The Draft Initial Study/ Negative Declaration identified a proposed the installation of a concrete barrier along the eastbound shoulder of SR 131, east of the SR 131/Greenwood Cove Drive. Upon further analysis and deliberation, Caltrans has determined that the installation of the proposed concrete barrier would be insufficient to address the existing flooding that occurs along SR 131 and has removed this feature of the proposed Project from the Final environmental document. Flooding observed along SR 131 as a result of sea level rise, such as that seen along Greenwood Cove Drive, has been determined to be outside of the scope of the proposed Capital Management Project and would require a separate project to assess and address.
204	6	2-Nov-23	Marin County Flood Control Advisory Board Zone 4 Members and Residents	Westbound Tiburon Blvd. also would be inundated more than usual because of water flowing onto it that usually would be directed elsewhere if the sea wall were not present. This is particularly a problem at the heavily used intersection of Tiburon Blvd. and Blackfield Drive, the access to the Cove Shopping Center.	The Draft Initial Study/ Negative Declaration identified a proposed the installation of a concrete barrier along the eastbound shoulder of SR 131, east of the SR 131/Greenwood Cove Drive. Upon further analysis and deliberation, Caltrans has determined that the installation of the proposed concrete barrier would be insufficient to address the existing flooding that occurs along SR 131 and has removed this feature of the proposed Project from the Final environmental document. Flooding observed along SR 131 as a result of sea level rise, such as that seen along Greenwood Cove Drive, has been determined to be outside of the scope of the proposed Capital Management Project and would require a separate project to assess and address.
204	7	2-Nov-23	Marin County Flood Control Advisory Board Zone 4 Members and Residents	The best location for a sea wall to effectively protect the coastline in this area from sea level rise would be out in Greenwood Cove Bay. However, that is beyond the scope of this project.	The Draft Initial Study/ Negative Declaration identified a proposed the installation of a concrete barrier along the eastbound shoulder of SR 131, east of the SR 131/Greenwood Cove Drive. Upon further analysis and deliberation, Caltrans has determined that the installation of the proposed concrete barrier would be insufficient to address the existing flooding that occurs along SR 131 and has removed this feature of the proposed Project from the Final environmental document. Flooding observed along SR 131 as a result of sea level rise, such as that seen along Greenwood Cove Drive, has been determined to be outside of the scope of the proposed Capital Management Project and would require a separate project to assess and address.

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204	8	2-Nov-23	Marin County Flood Control Advisory Board Zone 4 Members and Residents	Conclusion It is unacceptable for Caltrans to be willing to spend millions of dollars on "nice-to-have's" like bike lanes, while ignoring problems with basic infrastructure that have the potential to cause flooding in the surrounding neighborhood, and possibly a collapse of Tiburon Blvd.	Comment received. Comment does not require a response.
205	1	2-Nov-23	Barbara Jones	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
205	2	2-Nov-23	Barbara Jones	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
205	3	2-Nov-23	Barbara Jones	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
205	4	2-Nov-23	Barbara Jones	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5’ feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
205	5	2-Nov-23	Barbara Jones	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way. Please favorably consider these amendments.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
206	1	2-Nov-23	Marin County Bicycle Coalition	In its upcoming preventative maintenance project on Tiburon Boulevard/SR-131, Caltrans is demonstrating its commitment to a Complete Streets approach. Rather than simply repaving the corridor as currently configured, as has long been the practice under State Highway Operation and Protection Program (SHOPP) efforts, this project is planned to provide a Class IV bikeway for two miles of the project corridor. Such a project, drawn from the high-priority bikeway identified in the 2018 Caltrans Bay Area Bike Plan, will be (to our knowledge) the longest of its kind developed by Caltrans. Additionally, the proposed Class I facility between E. Strawberry Drive and Greenwood Cove Road will greatly improve connectivity for people of all ages and abilities. For these project elements we express our gratitude and appreciation for a forward-looking approach. While we strongly support the project as a whole, we have a number of minor recommendations for the project, primarily with respect to bikeway continuity and pedestrian safety. Figure references below refer to the September 2023 Draft Initial Study/Mitigated Negative Declaration, linked here.	Thank you for your comment and involvement in the community.
206	10	2-Nov-23	Marin County Bicycle Coalition	We again reiterate our appreciation to Caltrans for the agency's willingness to incorporate novel project elements into SHOPP project. The Class IV bike lanes and new Class I path, if implemented properly, will substantially improve access for users of Tiburon Boulevard traveling outside of a car. We believe that the incorporation of our additional recommendations would result in a truly transformative project for those living, working, and recreating on the Tiburon Boulevard/SR-131 corridor. We thank you for your consideration.	Thank you for your comment and involvement in the community.
206	2	2-Nov-23	Marin County Bicycle Coalition	B1 – Westbound Bikeway Gap Figure 2-1, Map 13 depicts what appears to be a gap in the westbound bikeway between the intersections of Jefferson Drive and Reed Ranch Road, directly across from the entrance to Blackie's Pasture. While such a gap is likely proposed due to a short narrowing of the roadway, we strongly urge that a design be developed that would not force westbound bicyclists to merge with high speed automotive traffic, given that prevailing speeds are often upwards of 45 mph.	A Class II bikeway is proposed for westbound direction from Jefferson Drive to Reed Ranch Road to address the existing gap in the active transportation network between Trestle Glen Boulevard and Reed Ranch Road.
206	3	2-Nov-23	Marin County Bicycle Coalition	B2 – Eastern Terminus of Westbound Bikeway Figure 2-1, Map 15 depicts the westbound bikeway having an eastern terminus at Jefferson Drive. This is a safety issue particularly for westbound riders coming from the northern terminus of the Old Rail Trail. While eastbound riders using the new Tiburon Boulevard bikeway may exit at the entrance to Blackie's Pasture, westbound riders coming from the Old Rail Trail hoping to use the Tiburon Boulevard bikeway will not be able to turn left at the Blackie's Pasture entrance (which is unsignalized) and will instead be forced to use the intersection at Trestle Glen, and then continue west for 300' before the Class IV bikeway begins. We recommend that the westbound bikeway be extended to Trestle Glen Boulevard.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
206	4	2-Nov-23	Marin County Bicycle Coalition	B3 – Consider Bidirectional Bikeway As Tiburon Boulevard currently lacks bike facilities, westbound riders traveling from Tiburon to Mill Valley or Strawberry turn left at Blackie's Pasture and use Greenwood Beach Road/Greenwood Cove Road. Despite the proposed westbound Class IV bikeway, we believe that, as currently planned, the majority of bicyclists will continue to use Greenwood Cove/Greenwood Beach Road, particularly if the above recommendations B1 and B2 are not addressed. In addition to the safety issues outlined above, using the westbound Tiburon Boulevard bikeway will require 1000' of out-of-direction travel to use the signal at Trestle Glen Boulevard. Lastly, for any westbound riders traveling to Strawberry, using the westbound Tiburon Boulevard bikeway will require crossing the road twice, once at Trestle Glen Boulevard and again at Blackfield Drive/Greenwood Cove Drive or Bay Vista Drive/E Strawberry Drive. An alternative that would keep westbound bicyclists on Tiburon Boulevard would be to make the Class IV bikeway bidirectional between Blackie's Pasture and Greenwood Cove Road. This would eliminate the out-of-direction travel and provide a more seamless travel experience for riders.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Cove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Drive and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
206	5	2-Nov-23	Marin County Bicycle Coalition	B4 - Class IV Vertical Separation Elements The IS/MND does not go into detail about the vertical elements planned to separate the Class IV bikeway from automotive traffic, but we strongly recommend that the most substantial barrier is used that the project budget will permit. The speed limit on Tiburon Boulevard is 45 mph, with drivers frequently exceeding that. Flexible plastic delineators alone will do nothing to stop a car that departs the lane because of driver distraction, drowsiness, or inebriation, which could result in catastrophic injury or death for any riders using the planned bike lanes who happen to be in the wrong place at the wrong time. For this reason we urge Caltrans to actually protect the bikeway with barriers, or at least with delineators that will redirect a wayward vehicle, such as plastic "armadillos," like those made by Zicla or QuickKurb continuous curbing.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
206	6	2-Nov-23	Marin County Bicycle Coalition	A1 - Narrow Travel Lanes in Downtown Bicyclists traveling between Downtown Tiburon and the Old Rail Trail must use the Class II bike lanes on Tiburon Boulevard. The bike lane is minimum width (4' outside of the gutter) and runs next to parallel parking, a configuration known to be dangerous. At the same time, the travel lanes are 12' in width, encouraging higher travel speeds. Caltrans' forthcoming Design Information Bulletin 94 (DIB-94) suggests that lane widths in a Rural Main Street type area with a speed limit of 30 mph may be as low as 10.5'. Such a minor reconfiguration of lane width could provide 18" of buffer to the bike lane, increasing space between bicyclists and passing cars, and allowing more room to ride out of the "door zone."	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width of 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy.
206	7	2-Nov-23	Marin County Bicycle Coalition	A2 - Lower Speed Limit in Downton The speed limit between the Mar West St is 30 mph. Drivers traveling at 30 mph are far less likely to yield, as legally required, to a pedestrian at an unsignalized crosswalk. Given that there is only one signal on this half-mile stretch of road, facilitating safe pedestrian crossings is important. Particularly if lanes are narrowed as suggested in A1, it is likely that prevailing speeds would permit a 25 mph speed limit.	The proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
206	8	2-Nov-23	Marin County Bicycle Coalition	P1 - Transit/Pedestrian Access Several intersections on the corridor feature two-way stop controlled intersections with no marked crosswalk or pedestrian refuges, despite being the location of bus stops. One wondershow pedestrians are supposed to reach the far bus stop from the side street. These intersections are: - Gilmartin Drive - Jefferson Drive - Cecilia Way In the case of Gilmartin Drive, there is not even a sidewalk to reach the closest signalized intersection, which itself would require walking a distance of 1,800' (six football fields) to cross to the far stop. While a marked crosswalk alone might not ensure pedestrian safety at these crossings, due to the fact that they are all T-junctions, a pedestrian refuge might be installed on the south/east leg of the intersections without removing a left turn lane.	The commenter's suggestion to add crosswalks at Jefferson Drive, Cecilia Way, and Gilmartin Drive is noted. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Jefferson Road, and Cecilia Way. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
206	9	2-Nov-23	Marin County Bicycle Coalition	The project proposes a new marked crosswalk at Reed Ranch Road, but does not propose a pedestrian refuge there. Without this, pedestrians will be forced to cross four lanes of high-speed traffic at once, which few will choose.	The commenter's suggestion to add a crosswalk at Reed Ranch Road is noted. Caltrans has determined that the addition of a new pedestrian crosswalk at this intersection is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of a new crosswalk at this intersection will require a holistic analysis of traffic patterns at this intersection to identify design elements required to ensure pedestrian safety. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of a new crosswalk at the intersection of SR 131 and Reed Ranch Road. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
207	1	2-Nov-23	Laura Scher	I am a resident at Barn Road off of Bay Vista in Tiburon, near the intersection of Bay Vista and Tiburon Boulevard. I am not sure why more work needs to be done to Tiburon Boulevard. The last construction was a disaster for residents, businesses in downtown Tiburon and the environment. There are so many more important projects that would improve life in Southern Marin particularly fixing the way cars drive onto the Richmond San Rafael Bridge backing up traffic for miles in Marin County. If construction is inevitable I hope you will implement mitigation tactics.	The commenter's concerns regarding congestion are noted. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs.

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207	4	2-Nov-23	Laura Scher	Lastly, a year long construction project will decimate downtown businesses. They are finally recovering from the pandemic and prior construction projects. I know that I won't venture downtown if it takes 45 minutes to get there when it usually takes 8.	As described in the IS/ND, the proposed Project would result in less than significant impacts traffic impacts within the project corridor and programs, plans, and policies addressing circulation and transit systems. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers. [BJ16]
207	5	2-Nov-23	Laura Scher	In addition, the pollution generated by cars and trucks crawling down Tiburon Boulevard is dangerous.	Construction of the proposed Project would be temporary and short-term. During construction project feature, PF-TRF-1, Traffic Management Plan, would be implemented to maintain traffic operations on the Project corridor and limit the amount of idling from vehicles traveling on this portion of SR 131.
207	6	2-Nov-23	Laura Scher	The benefits of the project do not seem to outweigh these costs while there are important other projects that benefit us and the greater community more. Thank you for giving this your attention	Comment received. Comment does not require a response.
207	2	2-Nov-23	Laura Scher	During the last construction many cars detoured through our neighborhood. They got off Tiburon Boulevard and drove on Rancho to get to Blackfield Drive. They ignored stop signs, drove fast and continue to use this detour today. There is no sidewalk and as someone who walks my dog daily on Rancho I am concerned for my safety as cars drive well over the speed limit. At the very least we need speed bumps and maybe even gates to make them stop at the stop signs.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
207	3	2-Nov-23	Laura Scher	In addition, I frequently walk to strawberry shopping center along Belvedere Drive and there is no logical way to cross E Strawberry Drive. We need a cross walk or the ability to cross Tiburon Boulevard on both the east and west sides of Bay Vista and E. Strawberry Drive. Today we cross on the east side and then have to dodge traffic to walk to Strawberry Shopping center.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
208	1	2-Nov-23	Andres Mino	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

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208	2	2-Nov-23	Andres Mino	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
208	3	2-Nov-23	Andres Mino	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
208	4	2-Nov-23	Andres Mino	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
208	5	2-Nov-23	Andres Mino	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way. Please favorably consider these amendments.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
209	1	2-Nov-23	Tracy Jaquier	I STRONGLY oppose the proposed Construction Project on Tiburon Blvd/Highway 131 next year. We already have Stop and Go traffic from 7-9 am on both directions, and from 3-6 pm in the afternoon. It causes a 20+ minute delay to reach 101 from Belvedere, where we live. I understand road maintenance is important, and I support this repair work. However, if you add the proposed Bike Lane project, it will be a total Traffic Nightmare for both Tiburon and Belvedere for one year on many issues. For example, in addition to the unbearable traffic on 131, the Tiburon neighborhoods you detour traffic through will be totally inconvenienced with the constant car stream in their quiet neighborhoods.	The commenter's concern for traffic congestion is noted. However, the bike lane aspect of the project is a fundamental element. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs.

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209	2	2-Nov-23	Tracy Jaquier	The addition of Bike Lanes is totally unnecessary. We already have a Bike Path which is absolutely functional, and widely used. Please add my negative feedback to your consideration of this Project.	This comment does not raise a significant environmental issue associated with the proposed project or the environmental document; therefore, no further response is required.
210	1	2-Nov-23	Krista Pedersen	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
210	2	2-Nov-23	Krista Pedersen	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined The inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
210	3	2-Nov-23	Krista Pedersen	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
210	4	2-Nov-23	Krista Pedersen	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5’ feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.

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210	5	2-Nov-23	Krista Pedersen	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way. Please favorably consider these amendments.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
211	1	2-Nov-23	Cheryl Longinotti	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
211	2	2-Nov-23	Cheryl Longinotti	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
211	3	2-Nov-23	Cheryl Longinotti	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
211	4	2-Nov-23	Cheryl Longinotti	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5’ feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.

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211	5	2-Nov-23	Cheryl Longinotti	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
212	1	2-Nov-23	Mark Coopersmith	I am a resident at Monterey Dr. in Tiburon, near the intersection of Bay Vista and Tiburon Boulevard. I appreciate the opportunity to provide suggestions and input on the planning for work that is being done along Tiburon Boulevard. I frequently drive my car across Tiburon Boulevard either from Bay Vista or E. Strawberry Dr. For whatever reason, drivers coming from both directions seem to presume they have the right-of-way when making a left-hand turn and frequently do not yield to cross traffic. I frequently have to come to a stop in the intersection when crossing Tiburon Boulevard to allow people to continue to complete their left turns. This happens all the time, more often than not. I have seen accidents and many near-misses by others. I'm not sure what type of signage, flashing lights, or other solutions you may have in mind, but please do take this into account.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
212	2	2-Nov-23	Mark Coopersmith	This left-turn-not-yielding issue is also a problem at Blackfield Drive and Tiburon Boulevard, though not as consistently flagrant.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
212	3	2-Nov-23	Mark Coopersmith	Also, from a pedestrian safety standpoint, there is an issue on the east side of Bay Vista near the corner of Bay Vista and Tiburon Boulevard. Cars traveling westbound on Tiburon Boulevard turning right onto Bay Vista cannot see around the corner as it is overgrown with trees and bushes (and has been for many years). Anyone walking to or from the crosswalk at Bay Vista and Tiburon Boulevard is then at risk since there is no sidewalk on Bay Vista. Perhaps a short sidewalk could be added on the eastern side of Bay Vista just above Tiburon Boulevard, just for a short portion of the street, to provide a safe place for pedestrians. This is a frequent route for children, as they walked to Strawberry point school every day. And that is the side of the street where the crosswalk across Tiburon Boulevard is located. Thank you for your consideration.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
213	1	2-Nov-23	Xantha Bruso	I live and bike in Marin. Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
213	2	2-Nov-23	Xantha Bruso	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
213	3	2-Nov-23	Xantha Bruso	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
213	4	2-Nov-23	Xantha Bruso	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
213	5	2-Nov-23	Xantha Bruso	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

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214	2	2-Nov-23	Tirrell Graham	I suggest that someone from Cal Trans do a traffic survey at the East Strawberry Drive intersection, especially during the hours of arrival and departure from the Strawberry Point School. The traffic engineer will clearly see the value of separating the traffic. I appreciate your attention to this matter.	Caltrans acknowledges your suggestion regarding a traffic survey to be conducted at the East Strawberry Drive intersection. Traffic at this intersection will be further evaluated during the final design of the project.
214	1	2-Nov-23	Tirrell Graham	I have lived on East Strawberry Drive for almost 40 years. I recently reviewed the Proposed Negative Declaration for State Route 131 Capital Preventive Maintenance Project and am especially interested in the Western Project Components modifications that affect the Tiburon Boulevard/East Strawberry Drive intersection (Map 7: Figure 7 of 36). The map contains several notations concerning stop light changes, etc. but not much explanation. One unclear item is the anticipated traffic pattern for cars approaching the intersection heading north on East Strawberry Drive. Currently, when a driver wishes to head east toward Tiburon, he can use the turning lane, separating himself from the traffic that wishes to head west toward the freeway. He is able to turn safely, even on a red light. This ability is vary useful if one is traveling during times of heavy drop off and pick up traffic from the Strawberry Point School (about 6 or 7 houses south of the intersection.) The map seems to indicate that this turning lane will be completely eliminated by the Class I bicycle lane. This will result in backups several cars deep. The situation will worsen if the Strawberry Seminary site is further developed and adds more cars to East Strawberry Drive. Our local newspaper, The Ark, in reporting about the Preventive Maintenance Project, stated that the “right turn” from East Strawberry Drive would be eliminated but gave no details. I suspect they meant the turning lane would no longer exist.	As described in the IS/ND, the proposed Project would result in less than significant impacts to emergency access and programs, plans, and policies addressing circulation and transit systems. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.
215	1	2-Nov-23	Robin Furner	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
215	2	2-Nov-23	Robin Furner	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

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215	3	2-Nov-23	Robin Furner	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
215	4	2-Nov-23	Robin Furner	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
215	5	2-Nov-23	Robin Furner	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
216	1	2-Nov-23	Wendy Tobiasson	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. Thank you for your efforts to improve bike safety along this important corridor. I am my family members regularly bicycle this route and in our biking travels often also assist visiting bikers on directions and logistics as they travel this route. Our family is long members of MCBC and support their specific recommended actions to: - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
216	2	2-Nov-23	Wendy Tobiasson	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

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216	3	2-Nov-23	Wendy Tobiasson	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
216	4	2-Nov-23	Wendy Tobiasson	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
216	5	2-Nov-23	Wendy Tobiasson	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way. Thank you for helping make more safe bicycling paths. We are just back from a trip to Italy where we safely rode 600 miles with most of it along separated cycle ways which made for a much safer trip and those safe routes see significant effective use. All improvements that move us towards safer cycling route can help assure that residents and visitors alike can enjoy our phenomenal scenery and get across town to various activities easily and safely.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
217	1	2-Nov-23	Joe Breeze	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Strongly support inclusion of a Class IV bikeway between US-101 and Blackie's Pasture, as well as Class I path between East Strawberry Drive and Greenwood Cove Rd.	Comment received. No response required.
217	2	2-Nov-23	Joe Breeze	Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Road is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
217	3	2-Nov-23	Joe Breeze	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
217	4	2-Nov-23	Joe Breeze	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
217	5	2-Nov-23	Joe Breeze	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
217	6	2-Nov-23	Joe Breeze	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
218	1	2-Nov-23	Sustainable Mill Valley	On behalf of our 275+ members, we are writing to express our appreciation for Caltrans's approach to the preventative maintenance project on Tiburon Blvd/State Route 131. In particular, the Class IV bikeway that is planned for two miles of the roadway and the Class I facility between E. Strawberry Drive and Greenwood Cove Road are significant bike network improvements that would enhance safety and access for cyclists. Active mobility is critical for traffic reduction and the mitigation of climate impacts of transportation in Marin County. These proposed bikeways greatly improve connectivity for cyclists along a critical transportation corridor. We would also like to offer some recommendations for improving the project plan. We refer to the recommendations of Marin County Bicycle Coalition in their comment letter and strongly support their conclusions.	This comment expresses support for the project and introduces the commenter's recommendations for the project. No further response is required.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
218	2	2-Nov-23	Sustainable Mill Valley	In particular, we urge Caltrans to avoid leaving a gap in the westbound bikeway between the intersections of Jefferson Drive and Reed Ranch Road, directly across from the entrance to Blackie's Pasture. If the gap remains, westbound cyclists would be required to merge with high speed (45+ mph) vehicle traffic, an unsafe condition. Therefore, we urge Caltrans to refine the design so that westbound cyclists would remain protected from high speed vehicles in this segment. The safety and appeal of a bike route is defined by its weakest segment, and we believe that this gap would be introduce a hazardous condition to an otherwise attractive Class IV bikeway. We would not want cyclists to be deterred from using the corridor due to this gap.	A Class II bikeway is proposed for westbound direction from Jefferson Drive to Reed Ranch Road to address the existing gap in the active transportation network between Trestle Glen Boulevard and Reed Ranch Road.
219	1	2-Nov-23	Greg Berguig	I'd like to piggy back on the ideas present by Traci Thomas. In particular I would encourage a traffic study on a weekday morning when school is in session. If I were to prioritize the ideas, given that all can't be implemented, I would say…	Prior to construction, the Transportation Management Plan would be prepared that would identify potential traffic delays and alternative routes, including traffic impacts on schools. Caltrans will consult with the school in the project footprint prior to finalization of design and before construction regarding potential traffic delays and alternative routes to avoid conflicts.
219	2	2-Nov-23	Greg Berguig	1. Sidewalk/Pedestrian path - East Side of Bay Vista It is incredibly dangerous to be a pedestrian walking children to school from Bay Vista to Strawberry Point school, or to the Strawberry Rec Center. As a pedestrian, there is no way to be seen by West-bound cars turning from Tiburon Boulevard onto Bay Vista. The greenery is overgrown right up to the street, and there is no sidewalk on Bay Vista.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
219	3	2-Nov-23	Greg Berguig	2. No To Eliminating Right Turn Lane The intersection is already confusing enough as it is given that there is driver confusion as drivers coming from E. Strawberry turning left on Tiburon Blvd often assume the right of way when a Bay Vista Driver is going straight. The right turn lane is efficient and otherwise people will navigate on Bay Vista (parallel road to Tiburon Blvd) and come out by the Chevron station. While efficient this road is narrow and not designed to handle heavy traffic. Greenbrae @ LaCuesta eliminated their right turn lane (my parents live there) and so far I would say traffic has backed up and it is inefficient.	As described in the IS/ND, the proposed Project would result in less than significant impacts to emergency access and programs, plans, and policies addressing circulation and transit systems. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.
220	1	2-Nov-23	Kate Pettrone Morse	I am a resident at Rancho Dr. in Tiburon, towards the playground. I am glad to hear that there will be upgrades made to Tiburon Boulevard, and I would like to request that particular attention be paid to pedestrian safety at the intersection of Tiburon Boulevard and Bay Vista/East Strawberry Drive. Please consider including the following to make the intersection of Tiburon Blvd. and Bay Vista safer for pedestrians:	This comment does not raise a significant environmental issue associated with the proposed project or the environmental document; therefore, no further response is required.
220	2	2-Nov-23	Kate Pettrone Morse	*-Consider sidewalks or speed humps on Rancho Drive/Bay Vista. It is frequently used as a cut-through street and cars go very fast. Children in the neighborhood use the road to walk to school and it's quite dangerous.*	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
220	3	2-Nov-23	Kate Pettrone Morse	A short sidewalk on the East side of Bay Vista from Rancho Drive to Tiburon Boulevard. It is incredibly dangerous to be A pedestrian walking children to school from Bay Vista to Strawberry Point school, or to the Strawberry Rec Center. As A pedestrian, there is no way to be seen by West-bound cars turning from Tiburon Boulevard onto Bay Vista. the greenery is overgrown right up to the street, and there is no sidewalk on Bay Vista. I walk my children daily and constantly fear for our safety, As well As that of the many other families that walk this way.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
220	4	2-Nov-23	Kate Pettrone Morse	Include a traffic mirror at Bay Vista /Rancho Drive to help drivers, pedestrians, and cyclists to see intersecting traffic.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
220	5	2-Nov-23	Kate Pettrone Morse	In addition to enhanced bike safety with bike lanes, please include sidewalks on Tiburon Blvd. between East Strawberry Drive and Blackfield Drive/Greenfield Drive.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
220	6	2-Nov-23	Kate Pettrone Morse	I am concerned that eliminating the right turn lane from E. Strawberry onto Tiburon Blvd. will cause a traffic backup during school drop off/pick up times. Would it be possible to install a left turn and a straight/right turn lane? There is frequently driver confusion at that intersection as drivers coming from Bay Vista have the right of way to go straight but many drivers from E. Strawberry are turning left onto Tiburon Blvd. Thank you for accepting public comment!	As described in the IS/ND, the proposed Project would result in less than significant impacts to emergency access and programs, plans, and policies addressing circulation and transit systems. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.
220	7	2-Nov-23	Kate Pettrone Morse	Add a flashing light crosswalk at the intersection of E. Strawberry Drive and either Strawberry Circle or Belvedere Drive. There is no way to access the Rec Center if you are walking from the north side of Tiburon Blvd without taking a significant detour; I frequently see folks running across the street to avoid that.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
221	1	2-Nov-23	Laura Blair	I am a resident at Rancho Dr. in Tiburon, near the intersection of Bay Vista and Tiburon Boulevard. I am glad to hear that there will be upgrades made to Tiburon Boulevard, and I would like to request that particular attention be paid to pedestrian safety at the intersection of Tiburon Boulevard and Bay Vista/East Strawberry Drive. Please consider including the following to make the intersection of Tiburon Blvd. and Bay Vista safer for pedestrians:	This comment does not raise a significant environmental issue associated with the proposed project or the environmental document; therefore, no further response is required.
221	2	2-Nov-23	Laura Blair	-Consider sidewalks or speed humps on Rancho Drive/Bay Vista. It is frequently used as a cut-through street and cars go very fast. Children in the neighborhood use the road to walk to school and it's quite dangerous.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
221	3	2-Nov-23	Laura Blair	A short sidewalk on the East side of Bay Vista from Rancho Drive to Tiburon Boulevard. It is incredibly dangerous to be A pedestrian walking children to school from Bay Vista to Strawberry Point school, or to the Strawberry Rec Center. As A pedestrian, there is no way to be seen by West-bound cars turning from Tiburon Boulevard onto Bay Vista. the greenery is overgrown right up to the street, and there is no sidewalk on Bay Vista. I walk my children daily and constantly fear for our safety, As well As that of the many other families that walk this way.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
221	4	2-Nov-23	Laura Blair	Include a traffic mirror at Bay Vista /Rancho Drive to help drivers, pedestrians, and cyclists to see intersecting traffic.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
221	5	2-Nov-23	Laura Blair	In addition to enhanced bike safety with bike lanes, please include sidewalks on Tiburon Blvd. between East Strawberry Drive and Blackfield Drive/Greenfield Drive.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
221	6	2-Nov-23	Laura Blair	I am concerned that eliminating the right turn lane from E. Strawberry onto Tiburon Blvd. will cause a traffic backup during school drop off/pick up times. Would it be possible to install a left turn and a straight/right turn lane? There is frequently driver confusion at that intersection as drivers coming from Bay Vista have the right of way to go straight but many drivers from E. Strawberry are turning left onto Tiburon Blvd. Thank you for accepting public comment!	As described in the IS/ND, the proposed Project would result in less than significant impacts to emergency access and programs, plans, and policies addressing circulation and transit systems. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.
221	7	2-Nov-23	Laura Blair	Add a flashing light crosswalk at the intersection of E. Strawberry Drive and either Strawberry Circle or Belvedere Drive. There is no way to access the Rec Center if you are walking from the north side of Tiburon Blvd without taking a significant detour; I frequently see folks running across the street to avoid that.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
222	1	2-Nov-23	Suzanne Mellen	I am a resident of Tiburon and reside at 70 Cypress Hollow Drive, in the Cypress Hollow neighborhood, near the intersection of Bay Vista/East Strawberry Drive and Tiburon Boulevard. The planned improvements outlined in the SR131 Cap M Project are needed and greatly appreciated. However, I have one major concern. The SR131 Cap M Project description states the following: Intersection modifications at the East Strawberry Drive/SR 131 intersection would include the removal of the free right turn lane from East Strawberry Drive onto eastbound SR 131. Given the volume of traffic on East Strawberry Drive, particularly when school commences and ends at Strawberry Point and during commuting hours, the removal of a right turn lane would likely cause a significant back-up in traffic down East Strawberry Drive. This is already a very congested and dangerous intersection, and I fear this plan would further aggravate the problem.	As described in the IS/ND, the proposed Project would result in less than significant impacts to emergency access and programs, plans, and policies addressing circulation and transit systems. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
222	2	2-Nov-23	Suzanne Mellen	Please consider including the following to make the intersection of Tiburon Blvd. and Bay Vista safer for pedestrians: -Consider sidewalks or speed humps on Rancho Drive/Bay Vista. It is frequently used as a cut-through street and cars go very fast. Children in the neighborhood use the road to walk to school and it's quite dangerous.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
222	3	2-Nov-23	Suzanne Mellen	-Consider sidewalks or speed humps on Rancho Drive/Bay Vista. It is frequently used as a cut-through street and cars go very fast. Children in the neighborhood use the road to walk to school and it's quite dangerous.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
222	4	2-Nov-23	Suzanne Mellen	A short sidewalk on the East side of Bay Vista from Rancho Drive to Tiburon Boulevard. It is incredibly dangerous to be A pedestrian walking children to school from Bay Vista to Strawberry Point school, or to the Strawberry Rec Center. As A pedestrian, there is no way to be seen by West-bound cars turning from Tiburon Boulevard onto Bay Vista. the greenery is overgrown right up to the street, and there is no sidewalk on Bay Vista. I walk my children daily and constantly fear for our safety, As well As that of the many other families that walk this way.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
222	5	2-Nov-23	Suzanne Mellen	Include a traffic mirror at Bay Vista /Rancho Drive to help drivers, pedestrians, and cyclists to see intersecting traffic.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
222	6	2-Nov-23	Suzanne Mellen	In addition to enhanced bike safety with bike lanes, please include sidewalks on Tiburon Blvd. between East Strawberry Drive and Blackfield Drive/Greenfield Drive.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
222	7	2-Nov-23	Suzanne Mellen	I am concerned that eliminating the right turn lane from E. Strawberry onto Tiburon Blvd. will cause a traffic backup during school drop off/pick up times. Would it be possible to install a left turn and a straight/right turn lane? There is frequently driver confusion at that intersection as drivers coming from Bay Vista have the right of way to go straight but many drivers from E. Strawberry are turning left onto Tiburon Blvd. Thank you for accepting public comment!	As described in the IS/ND, the proposed Project would result in less than significant impacts to emergency access and programs, plans, and policies addressing circulation and transit systems. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.
222	8	2-Nov-23	Suzanne Mellen	Add a flashing light crosswalk at the intersection of E. Strawberry Drive and either Strawberry Circle or Belvedere Drive. There is no way to access the Rec Center if you are walking from the north side of Tiburon Blvd without taking a significant detour; I frequently see folks running across the street to avoid that.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
223	1	2-Nov-23	Ruth K Nash	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
223	2	2-Nov-23	Ruth K Nash	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
223	3	2-Nov-23	Ruth K Nash	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
223	4	2-Nov-23	Ruth K Nash	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
223	5	2-Nov-23	Ruth K Nash	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
224	1	2-Nov-23	Brad Wallace	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
224	2	2-Nov-23	Brad Wallace	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
224	3	2-Nov-23	Brad Wallace	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
224	4	2-Nov-23	Brad Wallace	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
224	5	2-Nov-23	Brad Wallace	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
225	1	2-Nov-23	Janet Grochowski	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
225	2	2-Nov-23	Janet Grochowski	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
225	3	2-Nov-23	Janet Grochowski	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
225	4	2-Nov-23	Janet Grochowski	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
225	5	2-Nov-23	Janet Grochowski	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
226	1	2-Nov-23	Louis Windhurst III	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
226	2	2-Nov-23	Louis Windhurst III	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
226	3	2-Nov-23	Louis Windhurst III	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
226	4	2-Nov-23	Louis Windhurst III	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
226	5	2-Nov-23	Louis Windhurst III	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
227	1	2-Nov-23	marrgarris@gmail.com	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
227	2	2-Nov-23	marrgarris@gmail.com	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
227	3	2-Nov-23	marrgarris@gmail.com	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
227	4	2-Nov-23	marrgarris@gmail.com	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
227	5	2-Nov-23	marrgarris@gmail.com	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
228	1	2-Nov-23	Dvera Hadden	I am delighted to hear of the comprehensive plan to include better and safer travel for bicyclists in the SR131 CapM Project. I also strongly support the recommendations for increased bike and pedestrian safety that are stated in the Marin County Bicycle Coalition letter attached.	Thank you for your comment.
228	3	2-Nov-23	Dvera Hadden	In its upcoming preventative maintenance project on Tiburon Boulevard/SR-131, Caltrans is demonstrating its commitment to a Complete Streets approach. Rather than simply repaving the corridor as currently configured, as has long been the practice under State Highway Operation and Protection Program (SHOPP) efforts, this project is planned to provide a Class IV bikeway for two miles of the project corridor. Such a project, drawn from the high-priority bikeway identified in the 2018 Caltrans Bay Area Bike Plan, will be (to our knowledge) the longest of its kind developed by Caltrans. Additionally, the proposed Class I facility between E. Strawberry Drive and Greenwood Cove Road will greatly improve connectivity for people of all ages and abilities. For these project elements we express our gratitude and appreciation for a forward-looking approach. While we strongly support the project as a whole, we have a number of minor recommendations for the project, primarily with respect to bikeway continuity and pedestrian safety. Figure references below refer to the September 2023 Draft Initial Study/Mitigated Negative Declaration, linked here.	Thank you for your comment and involvement in the community.
228	12	2-Nov-23	Dvera Hadden	We again reiterate our appreciation to Caltrans for the agency's willingness to incorporate novel project elements into SHOPP project. The Class IV bike lanes and new Class I path, if implemented properly, will substantially improve access for users of Tiburon Boulevard traveling outside of a car. We believe that the incorporation of our additional recommendations would result in a truly transformative project for those living, working, and recreating on the Tiburon Boulevard/SR-131 corridor. We thank you for your consideration.	Thank you for your comment and involvement in the community.
228	2	2-Nov-23	Dvera Hadden	My daughter rides all over Southern Marin, and riding from Mill Valley to Strawberry is one of her least favorite paths because of the gap across 101. So glad to see that gap is remediated in the project plans!! I have watched pedestrians try to cross the intersections that are referred to in the MCBC letter. It is not a comfortable sight. Please increase pedestrian safety, especially as vehicle traffic continues to rise as population continues to grow!	As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
228	4	2-Nov-23	Dvera Hadden	B1 - Westbound Bikeway Gap Figure 2-1, Map 13 depicts what appears to be a gap in the westbound bikeway between the intersections of Jefferson Drive and Reed Ranch Road, directly across from the entrance to Blackie's Pasture. While such a gap is likely proposed due to a short narrowing of the roadway, we strongly urge that a design be developed that would not force westbound bicyclists to merge with high speed automotive traffic, given that prevailing speeds are often upwards of 45 mph.	A Class II bikeway is proposed for westbound direction from Jefferson Drive to Reed Ranch Road to address the existing gap in the active transportation network between Trestle Glen Boulevard and Reed Ranch Road.
228	5	2-Nov-23	Dvera Hadden	B2 - Eastern Terminus of Westbound Bikeway Figure 2-1, Map 15 depicts the westbound bikeway having an eastern terminus at Jefferson Drive. This is a safety issue particularly for westbound riders coming from the northern terminus of the Old Rail Trail. While eastbound riders using the new Tiburon Boulevard bikeway may exit at the entrance to Blackie's Pasture, westbound riders coming from the Old Rail Trail hoping to use the Tiburon Boulevard bikeway will not be able to turn left at the Blackie's Pasture entrance (which is unsignalized) and will instead be forced to use the intersection at Trestle Glen, and then continue west for 300' before the Class IV bikeway begins. We recommend that the westbound bikeway be extended to Trestle Glen Boulevard.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.

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228	6	2-Nov-23	Dvera Hadden	B3 - Consider Bidirectional Bikeway As Tiburon Boulevard currently lacks bike facilities, westbound riders traveling from Tiburon to Mill Valley or Strawberry turn left at Blackie's Pasture and use Greenwood Beach Road/Greenwood Cove Road. Despite the proposed westbound Class IV bikeway, we believe that, as currently planned, the majority of bicyclists will continue to use Greenwood Cove/Greenwood Beach Road, particularly if the above recommendations B1 and B2 are not addressed. In addition to the safety issues outlined above, using the westbound Tiburon Boulevard bikeway will require 1000' of out-of-direction travel to use the signal at Trestle Glen Boulevard. Lastly, for any westbound riders traveling to Strawberry, using the westbound Tiburon Boulevard bikeway will require crossing the road twice, once at Trestle Glen Boulevard and again at Blackfield Drive/Greenwood Cove Drive or Bay Vista Drive/E Strawberry Drive. An alternative that would keep westbound bicyclists on Tiburon Boulevard would be to make the Class IV bikeway bidirectional between Blackie's Pasture and Greenwood Cove Road. This would eliminate the out-of-direction travel and provide a more seamless travel experience for riders.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Cove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Drive and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
228	7	2-Nov-23	Dvera Hadden	B4 - Class IV Vertical Separation Elements The IS/MND does not go into detail about the vertical elements planned to separate the Class IV bikeway from automotive traffic, but we strongly recommend that the most substantial barrier is used that the project budget will permit. The speed limit on Tiburon Boulevard is 45 mph, with drivers frequently exceeding that. Flexible plastic delineators alone will do nothing to stop a car that departs the lane because of driver distraction, drowsiness, or inebriation, which could result in catastrophic injury or death for any riders using the planned bike lanes who happen to be in the wrong place at the wrong time. For this reason we urge Caltrans to actually protect the bikeway with barriers, or at least with delineators that will redirect a wayward vehicle, such as plastic "armadillos," like those made by Zicla or QuickKurb continuous curbing.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
228	8	2-Nov-23	Dvera Hadden	A1 - Narrow Travel Lanes in Downtown Bicyclists traveling between Downtown Tiburon and the Old Rail Trail must use the Class II bike lanes on Tiburon Boulevard. The bike lane is minimum width (4' outside of the gutter) and runs next to parallel parking, a configuration known to be dangerous. At the same time, the travel lanes are 12' in width, encouraging higher travel speeds. Caltrans' forthcoming Design Information Bulletin 94 (DIB-94) suggests that lane widths in a Rural Main Street type area with a speed limit of 30 mph may be as low as 10.5'. Such a minor reconfiguration of lane width could provide 18" of buffer to the bike lane, increasing space between bicyclists and passing cars, and allowing more room to ride out of the "door zone."	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width of 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy.
228	9	2-Nov-23	Dvera Hadden	A2 - Lower Speed Limit in Downton The speed limit between the Mar West St is 30 mph. Drivers traveling at 30 mph are far less likely to yield, as legally required, to a pedestrian at an unsignalized crosswalk. Given that there is only one signal on this half-mile stretch of road, facilitating safe pedestrian crossings is important. Particularly if lanes are narrowed as suggested in A1, it is likely that prevailing speeds would permit a 25 mph speed limit.	The proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.

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228	10	2-Nov-23	Dvera Hadden	P1 - Transit/Pedestrian Access Several intersections on the corridor feature two-way stop controlled intersections with no marked crosswalk or pedestrian refuges, despite being the location of bus stops. One wonders how pedestrians are supposed to reach the far bus stop from the side street. Theseintersections are: - Gilmartin Drive - Jefferson Drive - Cecilia Way In the case of Gilmartin Drive, there is not even a sidewalk to reach the closest signalized intersection, which itself would require walking a distance of 1,800' (six football fields) to cross to the far stop. While a marked crosswalk alone might not ensure pedestrian safety at these crossings, due to the fact that they are all T-junctions, a pedestrian refuge might be installed on the south/east leg of the intersections without removing a left turn lane.	The commenter's suggestion for adding a crosswalk at Jefferson Drive, Cecilia Way, and Gilmartin Drive is noted. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Jefferson Road, and Cecilia Way. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
228	11	2-Nov-23	Dvera Hadden	The project proposes a new marked crosswalk at Reed Ranch Road, but does not propose a pedestrian refuge there. Without this, pedestrians will be forced to cross four lanes of high-speed traffic at once, which few will choose.	The commenter's suggestion of adding a crosswalk at Reed Ranch Road is noted. Caltrans has determined that the addition of a new pedestrian crosswalk at this intersection is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of a new crosswalk at this intersection will require a holistic analysis of traffic patterns at this intersection to identify design elements required to ensure pedestrian safety. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of a new crosswalk at the intersection of SR 131 and Reed Ranch Road. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
229	1	3-Nov-23	David Barker	The proposed project will result in major traffic impacts for Belvedere and Tiburon residents during the year-long construction period. Accordingly the maintenance project scope should include consideration of potential traffic flow improvements along Tiburon Boulevard to alleviate the existing congestion and the additional congestion which will be created by the addition of 800 dwellings required by the State in Belvedere and Tiburon over the next eight years.	The commenter's concerns regarding congestion are noted. However, this is beyond the scope of this particular project. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs.

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229	3	3-Nov-23	David Barker	The Draft IS/ND suggests that the proposed project is consistent with the Tiburon and Belvedere General Plans but was issued before the current updates were completed and makes no reference to the housing elements. The Tiburon Housing element makes clear that in order to safely accommodate the State required housing additions, assistance will be needed from County and State entities, including Caltrans, to mitigate the impacts of additional traffic created. If this is left to a separate project, the residents of Tiburon and Belvedere will be required to suffer two, very long, interruptions to safe passage along SR 131, and Caltrans will have to commit a significant budget to redoing the work proposed in this project.	The commenter's concerns regarding congestion are noted. HAs described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs.
229	2	3-Nov-23	David Barker	At the very least, the project should consider whether the proposed improvements, such as the provision of, or location of bike lanes, will preclude, or hamper the provision of traffic flow improvements, such as, but not limited to, the addition of a third (possibly reversible) between Lyford and Trestle Glen, the construction of a traffic circle at Trestle Glen, and possibly the replacement of traffic signals with European-type mini roundabouts at other intersections	As described in the IS/ND, the proposed Project would result in less than significant impacts to emergency access and programs, plans, and policies addressing circulation and transit systems. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.
230	1	3-Nov-23	Chenin Malloy	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
230	2	3-Nov-23	Chenin Malloy	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
230	3	3-Nov-23	Chenin Malloy	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.

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230	4	3-Nov-23	Chenin Malloy	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
230	5	3-Nov-23	Chenin Malloy	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
231	1	3-Nov-23	Marc Lieberman	I oppose the removal of the free right hand turn lane from East Strawberry Drive onto eastbound SR131. This will cause immense traffic on East Strawberry Drive especially during school drop off/pick up hours. The system in place now works. Don't fix what is working please.	As described in the IS/ND, the proposed Project would result in less than significant impacts to emergency access and programs, plans, and policies addressing circulation and transit systems. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.
232	1	3-Nov-23	Ivan Hawtof	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

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232	2	3-Nov-23	Ivan Hawtof	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
232	3	3-Nov-23	Ivan Hawtof	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
232	4	3-Nov-23	Ivan Hawtof	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
232	5	3-Nov-23	Ivan Hawtof	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
233	1	3-Nov-23	Eric Artman	Greetings. These are comments on the Draft Initial Study with Proposed Negative Declaration for the project on SR 131. I live in Tiburon and frequently traverse both SR131 for its entire length and East Strawberry Drive to access the Strawberry Peninsula. The proposed negative declaration is wildly deficient for the following reasons. Given the complexities involved, A NEGATIVE DECLARATION IS NOT APPROPRIATE. A full Environmental Impact Report is required	As the lead agency, Caltrans prepared an Initial Study to determine whether the project would have a less than significant impact on the environment. The Initial Study/Negative Declaration describes each of these environmental topics and determined that with incorporation of avoidance measures and best management practices, the project would have a less than significant impact on the environment.

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233	2	3-Nov-23	Eric Artman	1. The proposal fails to consider the impacts on roadside and shoulder parking along SR131. Although the existence of these spaces is recognized in the construction impacts analysis, the long term restrictions and eliminations of these parking opportunities are not adequately considered, alleviated, or dealt with in any acceptable manner. Forcing new parking arrangements may well cause more dangerous situations to develop and may result in environmental damage from alternative parking arrangements.	Current CEQA regulations do not require an analysis on the audacity to question my hat. Adequacy of a project's parking or its “impacts on parking” unless it will result in significant secondary effects on the physical environment.
233	3	3-Nov-23	Eric Artman	2. The proposal fails to consider the impacts of changing automobile traffic patterns for the changes it proposes. Although this failure applies to every lane modification it proposes, it it most dramatic at the intersection of East Strawberry Drive and SR131, where the proposal is to remove a slip lane and a pedestrian island that actually contributes to pedestrian safety. This would increase traffic through the single lane remaining, and require immediate acceleration from a stop into SR 131 traffic, meaning that the driver process of finding a traffic opening and navigating a crosswalk would have to occur simultaneously, as opposed to being two separate processes as they are now. It would also mean pedestrians would have to simultaneously watch for cars turning right from East Strawberry Drive and coming down SR131, where as now those are two separate crosswalk situations.	The commenter’s concerns regarding the modifications to the SR 131/Strawberry Drive intersection are noted. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. The proposed modifications to the SR 131/Strawberry Drive intersection were required to ensure the functionality of the intersection for all transportation users (pedestrians, bicyclists, and motorists).
233	5	3-Nov-23	Eric Artman	4. The proposal fails to consider an alternative route between East Strawberry Drive and Greenwood Cove Drive over the pedestrian/bike bridge over the drainage ditch at the end of Harbor Cove Way.	As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. An alternative analysis is not required for an Initial Study/Negative Declaration under CEQA.
233	6	3-Nov-23	Eric Artman	5. The proposal fails to fully evaluate the results of "zero action", i.e., not doing the project. This option must be evaluated overall, as well as for each separately identified segment.	An alternative analysis is not required under the Project's IS/ND. The purpose of an alternative analysis is to look at ways to avoid or reduce the significant environmental impacts of a proposed project. Negative Declarations (NDs) or Mitigated Negative Declarations (MNDs) are only prepared for projects that are demonstrated not to have any significant environmental impacts, or where mitigation can be adopted to reduce all significant impacts to a less-than-significant level. Therefore, because projects supported by NDs or MNDs have been determined to have no significant environmental impacts, no analysis of alternatives is required in these documents.
233	4	3-Nov-23	Eric Artman	3. An additional failure at the East Strawberry Drive intersection is to consider the traffic impacts on the nearby Strawberry elementary school, where much pick-up and drop-off activity occurs. This will actually put elementary students at risk from backups and more congestion at the school. The failure to also consider the coming impact of much more dense housing on the Strawberry Peninsula at the former Seminary site is inexcusable. Based on recent laws forcing new housing past local restrictions, this will surely become dense housing with traffic, but this is a miss in this misplaced attempt to "slip" a change through.	As described in the IS/ND, the proposed Project would result in less than significant impacts to emergency access and programs, plans, and policies addressing circulation and transit systems. The Project does not propose a reduction in Marin Transit bus stops and will relocate one bus stop currently located along the eastbound shoulder of the SR 131/Strawberry Drive intersection in coordination with the Marine Transit Authority. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
234	1	3-Nov-23	Dave Rhoads	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
234	2	3-Nov-23	Dave Rhoads	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
234	3	3-Nov-23	Dave Rhoads	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
234	4	3-Nov-23	Dave Rhoads	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
234	5	3-Nov-23	Dave Rhoads	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

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235	2	3-Nov-23	Douglas Pringle	As residents we will be delayed further due to the work you are proposing, which will probably be ongoing for several years. If we knew that you would also be addressing the traffic congestion it would be somewhat tolerable. Without addressing the congestion issue it is downright unacceptable.	The commenter's concerns regarding the modifications to the SR 131/Strawberry Drive intersection are noted. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor.
235	1	3-Nov-23	Douglas Pringle	I read the story in the Marin Independent Journal regarding potential repairs to Tiburon Blvd. As a longtime resident of Tiburon I would like to comment on the proposed work. The proposed work addresses a number of issues that are relatively unimportant compared with the glaring omission of the 3 most important issues affecting all of us who live here on the Tiburon peninsula. These 3 omissions are 1- traffic congestion, 2- traffic congestion and 3- traffic congestion. Traffic congestion on Tiburon Blvd. has been an issue for many years, and it only continues to get worse. Relieving this situation should be priority number one. Driving the corridor for these many years I can attest to suffering from daily delays that should be corrected. The main problem in my opinion is the stop light at Trestle Glen Drive. Traffic consistently backs up here because there is not enough time on the green light to allow all of the traffic to get through the signal.	As described in the IS/ND, the proposed Project would result in less than significant impacts to emergency access and programs, plans, and policies addressing circulation and transit systems. The Project does not propose a reduction in Marin Transit bus stops and will relocate one bus stop currently located along the eastbound shoulder of the SR 131/Strawberry Drive intersection in coordination with the Marine Transit Authority. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.
236	1	3-Nov-23	Nathan Spindel	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
236	2	3-Nov-23	Nathan Spindel	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

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236	3	3-Nov-23	Nathan Spindel	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
236	4	3-Nov-23	Nathan Spindel	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
236	5	3-Nov-23	Nathan Spindel	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
237	1	3-Nov-23	Nathan Spady	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.
237	2	3-Nov-23	Nathan Spady	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie’s Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie’s Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.

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237	3	3-Nov-23	Nathan Spady	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
237	4	3-Nov-23	Nathan Spady	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
237	5	3-Nov-23	Nathan Spady	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way. I cycle around these areas frequently both on my own and with my young kids and hope to see them be made safer for everyone.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.
238	1	3-Nov-23	William Lindqvist	The big highway improvement plan scheduled to begin in Spring of 2026 is long on fringe items, especially bike paths, but very short on doing anything significant to alleviate the traffic congestion that is getting worse by the day. There are several critical choke points that slow the traffic with the worst being the traffic lights at Trestle Glen Blvd and the traffic lights at San Rafael Ave.	The commenter's concern for traffic congestion is noted. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Addressing the specific areas the commenter mentions is beyond the scope of this particular project. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
238	2	3-Nov-23	William Lindqvist	The obvious engineering solution to increase traffic flow is to install traffic circles (roundabouts) at both these intersections which has been recommended by several Tiburon engineer residents (including myself) over recent years but nothing has been done. Traffic lights can be retained at both intersections but for pedestrian crossings only. If Cal Trans engineers were to visit Bend, Oregon they would learn how this town, which has traffic circles everywhere, has efficiently managed and improved its traffic flow.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.

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238	3	3-Nov-23	William Lindqvist	In addition to these two choke points, there are several traffic lights at other, less busy intersections that slow traffic and these should be modified to have stop or give way signs at all the side streets and, again, retain any traffic lights for pedestrian crossings only. The intersection at Stewart Drive is a good model. I hope Caltrans will think again about their proposed $20 million project and consider some innovative components to improve traffic flow and hopefully think out of the 'traffic lights" box.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
238	4	3-Nov-23	William Lindqvist	Meanwhile, during the summer of this year several postage stamps of re-sealing were performed on Tiburon Blvd but there are many long stretches of the highway that are cracking and breaking up and several potholes have not been filled in. I have traveled to several third world countries on business and by and large, their roads are in much better shape than Tiburon Blvd.	This comment does not raise a significant environmental issue associated with the proposed project or the environmental document; therefore, no further response is required.
239	1	3-Nov-23	Jerry Riessen	I have lived in Tiburon since 1970. I rode the Tiburon ferry almost every day until I stopped going into San Francisco for work. 40 years. I chose Tiburon because of the ferry option. I raised my family here, sending two children through all public schools. I am very active in the community, coaching sports, being on the local recreation board, and preserving open space. I fully support the comments of Chuck Hornbrook and Randy Greenberg. This entire project in obviously trying to launch "under the radar." There needs to be multiple public meetings and include the involvement of the various schools.	The Initial Study with Proposed Negative Declaration captured the full scope of proposed work, and was circulated to the community for public and agency review and comment for 36 days. In addition, a newspaper advertisement was published in the Marin Independent Journal and in the local paper notifying readers of the 36-day circulation period, methods of commenting, and public meeting information. A public meeting was held, and hard copies of the Draft Initial Study with Negative Declaration were available to review at the Belvedere Tiburon Library, the Mill Valley Public Library, and the Civic Center Library.
239	2	3-Nov-23	Jerry Riessen	Traffic during the school hours creates a "parking lot." on Tiburon Blvd. Has anyone modeled the time to get from downtown to Hwy 101 during a fire? I expect it is worse than a "parking lot." Will we look like the town of Paradise during the Camp Fire? Will CEQA call out this safety risk?	The commenter's concerns regarding the modifications to the SR 131/Strawberry Drive intersection are noted. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. A TMP will be prepared during the final design phase of the Project in coordination with local jurisdictions, transit agencies, and emergency service providers to minimize traffic congestion impacts resulting from Project construction.
240	1	3-Nov-23	Jean Severinghaus	Please accept the following comments on the Tiburon Boulevard/SR-131 Capital Preventive Maintenance Project Draft Initial Study with Proposed Mitigated Negative Declaration. I support the MCBC comments and second them. I am especially glad to see listed in this project Caltrans' one block long Class 1 solution for both cyclists and pedestrians from E Strawberry Drive to Greenwood which I and others have worked toward for many years. Thank you.	This comment does not raise a significant environmental issue associated with the proposed project or the environmental document; therefore, no further response is required.

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240	2	3-Nov-23	Jean Severinghaus	I also support MCBC's and other members of the public's request to add Rapid Flashing Beacons and crosswalks across Hwy 131 at the intersections MCBC and residents call out: Gilmartin Dr, Reed Ranch Rd, and Cecilia Way. It is appallingly unsafe to cross 131 as a pedestrian currently most anyplace, so those improvements as part of the repaving are a critical step now toward Complete Streets. I don't agree that Caltrans would be making those intersections less safe by adding crosswalks: these crossings are already legally used, and relied on, crossings, so adding visibility by safety striping crosswalks is one step better: add adding RRFBs will be a relatively low cost additional step with a very high reward in increased safety. I ask that you add these low cost improvements to safety to the repaving plan.	The commenter's suggestion for adding crosswalks at Reed Ranch Road, Cecilia Way, and Gilmartin Drive is noted. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
240	3	3-Nov-23	Jean Severinghaus	As a member prior of the Caltrans D4 BAC, and the Safe Routes to Schools Task Forces, I have heard so many neighbors' complaints about the bicycles and pedestrians successfully utilizing the parallel back streets of Greenwood Cove/Beach, that I too now would like to endorse Caltrans providing a simple two-way protected bike lane on the south side of 131 from Greenwood intersection east to the Trestle intersection to offer all bicyclists a safe alternative on 131 to riding on Greenwood Cove. A simple two-way bikeway on this stretch of 131 can make every kind of user from neighbors to school kids to vehicular cyclists to pedestrians to drivers happier. Separation is possible and helpful. Please consider adding this two-way facility to the plan.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
240	4	3-Nov-23	Jean Severinghaus	I ask for MCBC's asks below. - Planned gap in westbound Class IV bikeway between Trestle Glen Blvd and Reed Ranch Rd is dangerous and will result in less use of the facility.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulder of eastbound SR 131 between Reed Ranch Road and Blackie's Pasture Road. In the westbound SR 131 direction, the proposed Project would construct a Class II bicycle lane along the outer shoulder of the travel lanes between Jefferson Drive and Reed Ranch Road, and a Class IV bicycle lane from Reed Ranch Road the western terminus. Caltrans Design determined that a Class II bicycle lane was warranted along westbound SR 131, between Trestle Glen Boulevard and Reed Ranch Road, as limited shoulder width, slope along the westbound shoulder, and conflicts with existing utilities along this section of westbound SR 131 prohibited the installation of Class IV bicycle lanes.

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240	5	3-Nov-23	Jean Severinghaus	Consider making the bikeway bidirectional between Greenwood Cove Dr and Blackie's Pasture to reduce the need to cross Tiburon Blvd.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Dove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Dr and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
240	6	3-Nov-23	Jean Severinghaus	- Vertical separation elements used for Class IV bikeway should be more substantial than simple flexible posts and should deflect a car entering the bikeway. Any soft posts that have been installed for significant period of time have been hit, run over and bent or broken. They may look good on opening day, but are not a real solution.	Caltrans Design has identified that Class IV bikeways proposed under the Project would consist of 5-foot travel lanes with 2-foot buffers, for a total width of 7 feet. Vertical separation elements and any necessary modifications to the design of the Class IV bike lanes would be determined during the final design phase of the Project to address existing constraints along SR 131.
240	7	3-Nov-23	Jean Severinghaus	- Between Mar West St and Paradise Dr (where SR-131 travels through downtown Tiburon) lanes should be narrowed to 10.5' feet and speed limit reduced.	Caltrans currently maintains a standard lane width of 12 feet along SR 131, between Mar West Street and Paradise Drive. The proposed narrowing of lanes along this extent of SR 131 to a width 10.5 feet would require the approval of non-standard lane widths that is not currently supported by Caltrans policy. Additionally, the proposed reduction of the speed limit along SR 131 is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. The Caltrans Departments of Highway Operations and Traffic Safety will continue to monitor and assess the existing speed limits along the SR 131 corridor and work with local law enforcement to adhere to traffic safety requirements along the highway.
240	8	3-Nov-23	Jean Severinghaus	Safe pedestrian crossings with refuge islands should be provided at Gilmartin Dr, Reed Ranch Rd, and Cecilia Way. I cycle around these areas frequently both on my own and with my young kids and hope to see them be made safer for everyone.	Caltrans has identified that there are currently no existing designated pedestrian crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, or Cecilia Way. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, Reed Ranch Road, and Cecilia Way.

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241	1	3-Nov-23	Bruce Abbott and Sidsel Moller	I write to address the issues and considerations of the public who are and will be affected by the implementation of the plan to improve Highway 131 from Highway 101 to downtown Tiburon, with emphasis on the concerns of residents who live on Greenwood Beach Road. Greenwood Beach is a narrow, crooked and hilly street which has become a major bicycle thoroughfare to the detriment of those who live on it, by reason of congestion, lack of clearance and visibility, compounded by a lack of uniform discipline among bikers that is found among licensed users of the public roads. The situation on Greenwood Beach Road is frequently reduced to gridlock and is unreasonably dangerous. I applaud the intention of Caltrans to improve Highway 131 and to provide the much needed and long sought bicycle network to which the Caltrans plans aspire. Thank you. You will find no shortage of supporters who live on this street. Specifically, I urge to on to this task, guided by a resolution to develop and implement a project worthy of it's purpose, recognizing that the product of your efforts will endure for considerable time, leaving little opportunity to compensate for shortcomings. This plan must provide adequately for motor vehicles as well as bicycles, one in which each is the beneficiary of your thoughtful concern, and one which leaves neither at point of sacrifice or the discomfort associated with concerns for safety. Please proceed with such deliberation that these issues are addressed and provided for.	The proposed Project includes the construction of a combination of Class I, Class II, and Class IV bicycle lanes from the western Project terminus at Tower Drive, to the SR 131/ Trestle Glen Boulevard intersection. Under the proposed Project, Class IV bicycle lanes would be constructed along the outer shoulders of SR 131 in both directions between Greenwood Cove Drive and Blackie's Pasture Road. Caltrans Design determined the inclusion of a potential bidirectional Class IV bikelane along the eastbound SR 131 shoulder, between Greenwood Cove Drive and Blackie's Pasture Road, was unfeasible under the proposed Project. The existing shoulder width along eastbound SR 131 at this extent would not allow for the inclusion of the bidirectional bikeway without shoulder widening and the bikeway would require the establishment and approval of non-standard road width along SR 131, not currently supported by Caltrans policy. Additionally, since the Project already proposes to include Class IV bicycle lanes in each direction along SR 131 for this extent, the inclusion an additional bidirectional bikeway along eastbound SR 131 would not be justified under the current purpose and need of the Project.
242	1	3-Nov-23	Chuck Hornbrook	Attached is feedback on the State Route 131 Capital Preventive Maintenance Project Draft Initial Study. Caltrans mission is to "Provide a safe and reliable transportation network that serves all people and respects the environment." I believe the CA131 Capital Preventive Maintenance Project (CAPM) highlights in limited fashion, needs on CA131 for some maintenance, but for 220 days of construction and a price of over $22 million it 1) does not address the community's transportation network priorities nor 2) were elements in the plan effectively communicated with the community or documented properly.	The commenter's concern regarding the transportation network is noted. However, the project as proposed is not intended to solve all traffic congestion. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. A Notice of Intent to Adopt a Negative Declaration and Notice of Availability of the project were released starting September 29, 2023 and ending November 3, 2023 – over the 30 day requirement of CEQA. Project information was publicly available online and at three local libraries starting. In addition to the mailers sent, a public meeting to solicit public comments was held October 26, 2023. Public outreach for the project meets CEQA requirements for public notification.
242	2	3-Nov-23	Chuck Hornbrook	2) were elements in the plan effectively communicated with the community or documented properly	The Initial Study with Proposed Negative Declaration captured the full scope of proposed work, and was circulated to the community for public and agency review and comment for 36 days. In addition, a newspaper advertisement was published in the Marin Independent Journal and in the local paper notifying readers of the 36-day circulation period, methods of commenting, and public meeting information. A public meeting was held, and hard copies of the Draft Initial Study with Negative Declaration were available to review at the Belvedere Tiburon Library, the Mill Valley Public Library, and the Civic Center Library.
242	3	3-Nov-23	Chuck Hornbrook	In addition, 3) the plan specifically has a negative material impact on several CEQA environmental factors including but not limited to: • 3.3.1 Aesthetics • 3.3.6 Energy • 3.3.8 Greenhouse Gas Emissions • 3.3.14 Population and Housing • 3.3.15 Public Services • 3.3.17 Transportation	As the lead agency, Caltrans prepared an Initial Study to determine whether the project would have a significant impact on the environment. The Initial Study/Negative Declaration describes each of these environmental topics and determined that with incorporation of avoidance measures and best management practices, the project would have a less than significant impact [BJ26]on the environment.

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242	4	3-Nov-23	Chuck Hornbrook	Based on this, Caltrans should provide a MITIGATED NEGATIVE DECLARATION or an ENVIRONMENTAL IMPACT REPORT AND return to the community in a public forum to guarantee that the CAPM is a project that the community can support. Attached in the PDF and via mail are the specific items that support this conclusion. I am looking forward to hearing from your office about the next steps	As the lead agency, Caltrans prepared an Initial Study to determine whether the project would have a significant impact on the environment. The Initial Study/Negative Declaration describes each of these environmental topics and determined that with incorporation of avoidance measures and best management practices, the project would not have a significant impact on the environment.
242	5	3-Nov-23	Chuck Hornbrook	I have been a resident of Tiburon for 6+ years and live at the eastern end of CA131 (aka Tiburon Boulevard). I have a child in high school who rode his bike or took the school bus to school either at Bel Aire Elementary off Blackfield and Karen (western section of CA131) and Del Mar Middle School (middle section of CA131). His high school is in San Rafael, and we now end up driving the full length of CA131 for a host of reasons 2 or 3 times a day. When commuting to San Francisco we prefer to take the Golden Gate Transit ferry and it is one of the reasons we chose our house at the eastern end of CA131. I have lived in the Bay Area for over 25 years and I started riding the Paradise Loop (the popular bicycle route that uses CA131, Paradise Drive, roads in Belvedere, a section of the Class I trail in Tiburon and other roads) in 2001 as an mid 30 year-old cyclist and triathlete. I am now 56, I am the Vice-Chair of the Tiburon Parks Open Space and Trails Commission, I was the Reed Union School District (RUSD) PTA volunteer on the Transportation Authority of Marin's Safe Routes to School (SR2S) for three years and I am on the Golden Gate Ferry Passenger Advisory Committee. I am a bicyclist, an environmentalist, I am a driver, I am a parent, I am an advocate for mass transit, and I am engaged in the community. I have spent several hours reviewing the Caltrans "State Route 131 Capital Preventive Maintenance Project Draft Initial Study", I attended the community call on October 26, and I have attended every SR2S call for the last 3 years.	Thank you for your comment and involvement in the community.
242	6	3-Nov-23	Chuck Hornbrook	Summary Caltrans mission is to "Provide a safe and reliable transportation network that serves all people and respects the environment." I believe the CA131 Capital Preventive Maintenance Project (CAPM) highlights in limited fashion, needs on CA131 for some maintenance, but for 220 days of construction and a price of over $22 million it 1) does not address the community's transportation network priorities nor	Comment received. Comment does not require a response.
242	7	3-Nov-23	Chuck Hornbrook	In addition, 3) the plan specifically has a negative material impact on several CEQA environmental factors including but not limited to: • 3.3.1 Aesthetics • 3.3.6 Energy • 3.3.8 Greenhouse Gas Emissions • 3.3.14 Population and Housing • 3.3.15 Public Services • 3.3.17 Transportation	Comment received. Comment does not require a response.
242	8	3-Nov-23	Chuck Hornbrook	Based on this, Caltrans should provide a MITIGATED NEGATIVE DECLARATION or an ENVIRONMENTAL IMPACT REPORT AND return to the community in a public forum to guarantee that the CAPM is a project that the community can support. Below are the specific items that support this conclusion.	As the lead agency, Caltrans prepared an Initial Study to determine whether the project would have a significant impact on the environment. The Initial Study/Negative Declaration describes each of these environmental topics and determined that with incorporation of avoidance measures and best management practices, the project would have a less than significant impact on the environment.

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242	9	3-Nov-23	Chuck Hornbrook	Priorities Missing The residents of Tiburon and Belvedere have communicated to elected officials and Caltrans when they decided to show up a number of priorities either through public meetings or in the Transit Authority of Marin Safe Routes to School meetings. However, some items are missing either because they were miscommunicated or there were meetings held and the community was not invited (See communication sections). Priorities that are missing going west to east: 1. Western Section - Flooding of Greenwood Cove Drive (PM 0.88) due to wall being installed between there to Cecilia Way (PM 1.00) Figure 2-1, Map 9. The UNINTENDED consequence of the wall to avoid flooding CA131 but impact other communities was NOT addressed. This is not necessarily a Caltrans action item, but this fix will negatively impact the primary way CHILDREN will be getting to schools on their bikes.	The issues the commenter presents are outside the scope of this particular project. Please see response to Comment 242-1
242	10	3-Nov-23	Chuck Hornbrook	2. Western Section - Cecilia Way and CA131: Turning left from Cecilia Way south bound to east bound CA131 there is no safety area, similar to Reed Ranch Road making a similar turn even though the population density may be higher. I have seen multiple auto accidents more than once at this intersection, yet there are no updates or mention or making it like Reed Ranch Road.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
242	11	3-Nov-23	Chuck Hornbrook	3. Central Section Gilmartin and CA131. There is a Class I path (Tiburon Old Rail Train) across the two lanes of CA 131 at this intersection but no physical safety islands, no cross walk, no safe way to walk to San Rafael Avenue to the east (sidewalk), and similar to Cecilia Way, no auto safety area when making a left from Gilmartin to east bound CA131. This specific priority was raised several times in SR2S calls.	The commenter's suggestion to add crosswalks at Gilmartin Drive, San Rafael, and Cecilia Way is noted. Caltrans has determined that the addition of new pedestrian crosswalks at these intersections is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at these intersections will require a holistic analysis of traffic patterns at these intersections to identify design elements required to ensure pedestrian safety. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of new crosswalks at the intersections of SR 131 and Gilmartin Drive, San Rafael, and Cecilia Way. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
242	12	3-Nov-23	Chuck Hornbrook	4. The entire section – traffic volume and traffic management. In the CAPM sources are cited from a traffic study in 2016, 7 years ago and takes into consideration no post pandemic changes in behavior. For a $22M price tag I think better data on traffic would be warranted. For those who use CA131 there are very adverse traffic conditions generally two periods of time during the school year, 7:30 – 8:45 and 2:30 – 4:45 in the afternoon. During these peak periods a drive over the length of CA131 can take 40 min, or an average of 7 miles per hour. Yes, the time is faster once you hit the 4-lane section, meaning the time on the 2 lane section (the central and eastern sections) the average speed is less than 7 miles per hour. From an impact perspective that there will be 220 days of construction with no direct traffic time improves explicitly spelled out in the Caltrans document misses the priorities of the community and leads to adverse conditions on energy, GHG emissions and transportation. From an efficient use of resources, this project seems to be missing the point.	As described in the IS/ND, the proposed Project would result in less than significant impacts to emergency access and programs, plans, and policies addressing circulation and transit systems. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.

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242	13	3-Nov-23	Chuck Hornbrook	5. Eastern Section - Improvement or negative impact on bus stops at San Rafael Ave and CA131. The CAPM makes no mention of the improvement of this bus stop that is tucked at the intersection with no bus lane waiting area. Without needed improvements, pedestrian safety and traffic will be negatively impacted.	The Project does not propose a reduction in Marin Transit bus stops and will relocate one bus stop currently located along the eastbound shoulder of the SR 131/Strawberry Drive intersection in coordination with the Marin Transit Authority. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.
242	14	3-Nov-23	Chuck Hornbrook	Planned activities and unintended consequences. The CAPM put forwarded does not fully explain how and where several of the planned additions will be implemented. Specifically, I identified the following, and I am sure there are more: 1. Central Section, Class IV Bike Lane, west bound starting at Trestle Glen past Jefferson to Reed Ranch Road. This section of the road is very busy and narrow with drainage, a sidewalk, electrical and gas lines, and a major crossing for kids for school. There is no room for a class IV bike lane here without significantly encroaching the pedestrian right of way. I cannot image that Caltrans would be advocating for bike lanes (where there really is not a need) at the expense of pedestrian safety, not to mention expense! See Figure 2.1 maps 14 and 15.	A Class II bikeway is proposed for westbound direction from Jefferson Drive to Reed Ranch Road to address the existing gap in the active transportation network between Trestle Glen Boulevard and Reed Ranch Road.
242	15	3-Nov-23	Chuck Hornbrook	2. Central and Western Section, Class IV Bike Lane west bound, from Reed Ranch Road end of project. With the potential addition of the westbound Class IV turning from CA131 to Reed Ranch Road, Cecilia Way and Blackfield and from those streets to west or east bound CA131 will become more difficult. Safe Routes to School community members did not request any bike lanes on CA131 EXCEPT from Blackfield to E Strawberry (Western Section). No parent would let their kids on CA131 between Blackfield to Trestle Glen where the speed limit is mostly 45 MPH. The Class I bike lane proposed on the eastbound side of CA 131 from Blackfield to E Strawberry addresses these issues.	This comment does not raise a significant environmental issue associated with the proposed project or the environmental document; therefore, no further response is required.
242	16	3-Nov-23	Chuck Hornbrook	3. Central and Western Section, Class IV bike lane east and west bound from Blackfield to Trestle Glen, according to the plan will eliminate the breakdown/safety lanes on CA131. Where are disabled cars supposed to go?	As described in the IS/ND, the proposed Project would result in less than significant impacts to emergency access and programs, plans, and policies addressing circulation and transit systems. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.
242	17	3-Nov-23	Chuck Hornbrook	4. Western Section, E Strawberry and CA 131. Traffic impact from the elimination of free right hand turn from north bound E Strawberry drive to east bound CA 131. This intersection is already a safety mess. The elimination of the free right-hand turn may impact safety and increase traffic congestion during school days. With the addition of the Class I lane, without proper planning and coordination with the county, pedestrian and bike traffic onto E Strawberry will become a hazard for all.	As described in the IS/ND, the proposed Project would result in less than significant impacts to emergency access and programs, plans, and policies addressing circulation and transit systems. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.
242	18	3-Nov-23	Chuck Hornbrook	5. Central Section Westbound CA131 to north-east Avenida Miraflores. Traffic impact from the elimination of free right hand turn from westbound CA131 to north bound Avenida Miraflores. If this addition includes the elimination of the right hand turn lane, this will create additional back ups and traffic slowing during the AM and PM school times. The CAPM is NOT clear on this.	As described in the IS/ND, the proposed Project would result in less than significant impacts to emergency access and programs, plans, and policies addressing circulation and transit systems. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided and minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
242	19	3-Nov-23	Chuck Hornbrook	Communication, Documentation and Schedule The CAPM Communication plan is misleading, misses a significant number of stakeholders and the maps used are out of date based on the current conditions. The schedule is long and there is only a brief window of time that Caltrans can do the work and not be influenced by environmental exogenous factors and the school year.	The Initial Study with Proposed Negative Declaration was circulated to agencies and Elected Officials. In addition, chapter 4 of the Initial Study with Proposed Negative Declaration details consultation and coordination with public agencies. The Draft Initial Study with Proposed Negative Declaration was circulated to the community for public and agency review and comment for 36 days. In addition, a newspaper advertisement was published in the Marin Independent Journal and in the local paper notifying readers of the 36-day circulation period, methods of commenting, how to electronically download of the Draft Environmental Document, and public meeting information. A public meeting was held, and hard copies of the Draft Initial Study with Negative Declaration were available to review at the Belvedere Tiburon Library, the Mill Valley Public Library, and the Civic Center Library. Additionally, a TMP would be prepared prior to the beginning of construction to minimize impacts on the public while traveling on SR 131 and ensure their safety. Lane closures and traffic control would maintain traffic operations throughout the Project footprint.
242	20	3-Nov-23	Chuck Hornbrook	These are the following I identified, but there may be more. 1. Caltrans did not go through the list of Safe Route to School (SR2S) priorities with COMMUNITY members. SR2S had our standing meeting on January 26 and uninformed Caltrans employees were on the call. Later on January 26th there was a call with Tiburon town staff, SR2S staff, the MCBC, a representative of our supervisor and Caltrans but NO members of the community directly or members of the Reed Union School District.	Caltrans consulted and coordinated with the Safe Routes to School committee on January 26, 2023. The purpose of the Project is to improve the serviceability and ride quality of SR 131 and restore existing drainage systems to reduce the potential for highway flooding and damage. The Project would enhance complete streets and support active modes of transportation by bridging a gap in the transportation network and improving bicycle access throughout the Project footprint.
242	21	3-Nov-23	Chuck Hornbrook	2. There was NO direct outreach to the Reed Union School District (RUSD). RUSD is the town of Tiburon's largest employer and a primary reason for the massive use of transportation infrastructure on and near CA131 every weekday. A representative from RUSD is critical. One of the pieces necessary on the CAPM is timing. The intersection of CA131 and Avenida Miraflores and planned safety improvements will be valuable. If these changes take months and are during the school year, there will need to be a lot of communication and planning. Over 100 kids use this intersection every day on foot and bike and the rest of campus predominately uses this for the buses and auto drop offs. Additionally, use of the north gravel lot on the eastern section for staging by Lyford and the REED ELEMENTARY SCHOOL may have some risks with it. This school is a Pre-K to 2nd. Effective communication and planning are paramount for safety.	The Initial Study with Proposed Negative Declaration was circulated to agencies and Elected Officials. In addition, chapter 4 of the Initial Study with Proposed Negative Declaration details consultation and coordination with public agencies. The Draft Initial Study with Proposed Negative Declaration was circulated to the community for public and agency review and comment for 36 days. In addition, a newspaper advertisement was published in the Marin Independent Journal and in the local paper notifying readers of the 36-day circulation period, methods of commenting, how to electronically download of the Draft Environmental Document, and public meeting information. A public meeting was held, and hard copies of the Draft Initial Study with Negative Declaration were available to review at the Belvedere Tiburon Library, the Mill Valley Public Library, and the Civic Center Library.
242	22	3-Nov-23	Chuck Hornbrook	3. There was no outreach to the St Hilary School. Likely the town's second largest employer, coordination with them and their campus at Rock Hill Road (central section) is necessary.	The Initial Study with Proposed Negative Declaration was circulated to agencies and Elected Officials. In addition, chapter 4 of the Initial Study with Proposed Negative Declaration details consultation and coordination with public agencies. The Draft Initial Study with Proposed Negative Declaration was circulated to the community for public and agency review and comment for 36 days. In addition, a newspaper advertisement was published in the Marin Independent Journal and in the local paper notifying readers of the 36-day circulation period, methods of commenting, how to electronically download of the Draft Environmental Document, and public meeting information. A public meeting was held, and hard copies of the Draft Initial Study with Negative Declaration were available to review at the Belvedere Tiburon Library, the Mill Valley Public Library, and the Civic Center Library.
242	23	3-Nov-23	Chuck Hornbrook	4. There has been no communication or review with the City of Belvedere. CA131 is how all their community members get to their homes. How can a project of this size move forward without any communication with a significant stakeholder?	The Initial Study with Proposed Negative Declaration was circulated to the City of Belvedere Planning Department. Additionally, the Project would be consistent with the overall goals and policy framework established within the City of Belvedere General Plan 2030 and includes Project Features as necessary to protect resources established as valuable in the document.

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242	24	3-Nov-23	Chuck Hornbrook	5. Many of the exhibits use older map images than those publicly available. Specifically, I am referencing the maps in Figure 2-1 maps 1-3, 8, 17-18 and 32. Updated images represent the “as built environment” are publicly available, it would appear that the time spent, and thoroughness is suspect. What else is missing from the CAPM?	The commenter does not specify what they believe is out of date. However, the imagery used for Figure 2-1 is the latest satellite imagery available and is intended to depict project components in relation to SR 131.
242	25	3-Nov-23	Chuck Hornbrook	6. On the schedule, according to the plan, ground-disturbing activities would be restricted to the dry season (between April 15 and October 31); however, proposed ground-disturbing activities within jurisdictional waters would be further restricted to between June 15 and October 31. Additionally, the school year runs from approximately the last week of August to the first week of June. Nothing in the CAPM seems to be concerned with this limited open window.	Comment received. Comment does not require a response.
242	26	3-Nov-23	Chuck Hornbrook	CEQA Impacts I disagree with Mr. Lammert’s conclusion that the CAPM proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION be prepared. Caltrans should provide a MITIGATED NEGATIVE DECLARATION or an ENVIRONMENTAL IMPACT REPORT.	As the lead agency, Caltrans prepared an Initial Study to determine whether the project would have a significant impact on the environment. The Initial Study/Negative Declaration describes each of these environmental topics and determined that with incorporation of avoidance measures and best management practices, the project would have a less than significant impact on the environment. Additionally, a TMP would be prepared prior to the beginning of construction to minimize impacts on the public while traveling on SR 131 and ensure their safety. Lane closures and traffic control would maintain traffic operations throughout the Project footprint.
242	27	3-Nov-23	Chuck Hornbrook	Below are the specific items that I believe support this. CEQA Item Issues 3.3.1 Aesthetics The addition of Class IV and Class I bike lane will eliminate some median vegetation that the CAPM identifies as being maintained by the town of Tiburon at the town of Tiburon’s expense. This is important and not effectively communicating this is a Significant Impact.	The proposed Project has identified that vegetation removal and trimming would required at multiple locations along the Project corridor. Caltrans prepared a Visual Impact Assessment and Scenic Resources Evaluation Memorandum (VIA Memo) to assess the visual impact of the implementation of Project features within the Project footprint, including vegetation removal. The VIA Memo technical study found that the Project would result in minor impacts to the quality of the visual landscape within the Project footprint and would be a less than significant impact. Additionally, both the VIA Memo and IS/ND identify Project Features and Avoidance and Minimization Measures to address visual impacts identified for Project implementation. Caltrans Office of Landscape Architecture will finalize the visual design elements of the project, including the replanting plan, during the final design phase of the project.
242	28	3-Nov-23	Chuck Hornbrook	3.3.6 Energy Caltrans and a number of government agencies do not review or identify the life cycle (LCA) energy impacts of these projects. The energy wasted by redoing concrete, redoing paving, and other work is massive. Specifically, many of the curb ramps were just redone, now Caltrans is going to do them again? The traffic lights at Blackfield and CA131 were just replaced 2 years ago, we are now going to replace them again. It takes energy to maker and replace already functioning devices. The CAPM does not address this and it is a significant impact.	Construction of the proposed Project would be temporary and short-term, the temporary demand would cease once construction is complete. Additionally, project features (PF-AQ-2, Construction Vehicles and Equipment and PF-NOI-2, Construction Noise Levels) would implement the use of solar and electric equipment where feasible.
242	29	3-Nov-23	Chuck Hornbrook	3.3.8 Greenhouse Gas Emissions CA131 as mentioned earlier has a terrible traffic problem. The traffic impacts of the CAPM will have a significant impact on GHG emissions and the lack of any other measures addressing the current conditions will have a continued negative significant impact on GHG emissions for the foreseeable future. This is a material omission that Caltrans must address.	The Project is proposing to rehabilitate and add new pavement, construct Class I, II, and IV bikeways, modify intersections, upgrade curb ramps to ADA standards, upgrade guardrails to current standards, upgrade signage, improve pavement delineation, rehabilitate drainage systems, and modify electrical systems. Operation of the proposed Project would not increase future operational capacity of SR 131, affect travel demand or travel patterns. Construction of the proposed Project would temporarily increase greenhouse gas emissions in the Project area; however, these emissions would be short-term and would cease once construction activities are complete.

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242	30	3-Nov-23	Chuck Hornbrook	3.3.14 Population and Housing Tiburon and Belvedere are mandated by the State to develop plans for additional housing. However, the CAPM makes no allowance for potential increases in population and uses traffic data from 2017. This is a significant impact for the two jurisdictions and this project and lack of scope has a significant impact on this measure.	The purpose of the Project is to improve the serviceability and ride quality of SR 131 and restore existing drainage systems to reduce the potential for highway flooding and damage. The Project would enhance complete streets and support active modes of transportation by bridging a gap in the transportation network and improving bicycle access throughout the Project footprint. The Town of Tiburon was included in the Project's consultation and coordination with Public Agencies, and the Initial Study with Proposed Negative Declaration was circulated to the City of Belvedere Planning Department, and the Town of Tiburon Planning Department. Additionally, the Project would be consistent with the overall goals and policy framework established within the Town of Tiburon General Plan 2040 and the City of Belvedere General Plan 2030, and includes Project Features as necessary to protect resources established as valuable in both documents.
242	31	3-Nov-23	Chuck Hornbrook	3.3.15 Public Services As mentioned above, the construction works has the potential to impact two of the three schools directly with construction. This is a significant impact and there is nothing in the CAPM identifying howe to mitigate this. Secondly CA131 is the only direct route out from the major population areas for Tiburon and Belvedere. There is nothing in the plan directly mitigating this risk and this is a Significant Impact.	As discussed in Section 3.3.17, Transportation, PF-TRF-1, Traffic Management Plan, would be prepared prior to the beginning of construction to minimize impacts on the public while traveling on SR 131 and ensure their safety. Lane closures and traffic control would maintain traffic operations throughout the Project footprint.
242	32	3-Nov-23	Chuck Hornbrook	3.3.17 Transportation The CAPM will have a significant impact on the use of mass transit on CA131 and impacts on the use of ferry service at the eastern end of CA131. With the reduction of Marin Transit bus stops and no updates/plans for addressing traffic on CA131 during construction or afterwards, transportation will be impacted. With no plans or mitigation to assist emergency traffic during construction or improving traffic after the CAPM emergency traffic will have significant negative impact. I look forward to hearing from Caltrans in future public forums addressing all of these concerns and concerns raised by other community members.	As described in the IS/ND, the proposed Project would result in less than significant impacts to emergency access and programs, plans, and policies addressing circulation and transit systems. The Project does not propose a reduction in Marin Transit bus stops and will relocate one bus stop currently located along the eastbound shoulder of the SR 131/Strawberry Drive intersection in coordination with the Marine Transit Authority. Transportation impacts during construction of the Project, including impacts to emergency access, would be avoided or minimized through the implementation of a Traffic Management Plan (TMP). The TMP would be prepared by Caltrans prior to the beginning of construction and in coordination with local transit, public works, and emergency service providers.
243	1	3-Nov-23	Angela McInerney	I have lived in Tiburon for 11 years, raised three kids here (currently age 12, 15 and 18). Many years ago I became involved with Safe Routes to School (SR2S) because my 3rd grader was riding his bike over 4 miles each way to and from school. In his commute, he was fortunate enough to ride along the “Old Rail Trail” (Class 1) multipurpose path in Tiburon. However, he needed to cross CA 131 a total of four times each day. My involvement in SR2S morphed into helping the Town of Tiburon revamp their bicycle and pedestrian plan and eventually I became appointed to the Parks, Open Space and Trails Commission. I have served almost 2 full terms on the POST commission.	This comment does not raise a significant environmental issue associated with the proposed project or the environmental document; therefore, no further response is required.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
243	2	3-Nov-23	Angela McInerney	I am concerned that the current plan does not address certain aspects that will affect residents on the Tiburon Peninsula. In addition, I do not think that there have been enough opportunities for the public to weigh in on what has now morphed from a repaving project into a project that has significant infrastructure changes, significant construction time (and subsequent traffic delays), and enormous cost.	The purpose of the Project is to improve the serviceability and ride quality of SR 131 and restore existing drainage systems to reduce the potential for highway flooding and damage. The Project would enhance complete streets and support active modes of transportation by bridging a gap in the transportation network and improving bicycle access throughout the Project footprint. The Draft Initial Study with Proposed Negative Declaration was circulated to the community for public and agency review and comment for 36 days. In addition, a newspaper advertisement was published in the Marin Independent Journal and in the local paper notifying readers of the 36-day circulation period, methods of commenting, how to electronically download of the Draft Environmental Document, and public meeting information. A public meeting was held, and hard copies of the Draft Initial Study with Negative Declaration were available to review at the Belvedere Tiburon Library, the Mill Valley Public Library, and the Civic Center Library.
243	8	3-Nov-23	Angela McInerney	I sincerely hope that Caltrans has more future public forums for residents on the Tiburon peninsula so that they can share their concerns. I believe that by embarking on this enormously expensive and long construction schedule without forward thinking is a mistake.	Caltrans acknowledges your comment and request for future public involvement.
243	3	3-Nov-23	Angela McInerney	I've watched the popularity of electric mobility devices (E-bikes, E-scooters, one wheels, e-skateboards…) expand significantly over the past 5 years. It seems like almost every teen (and lots of parents!) has some sort of electric device to help them navigate the peninsula's hills. I believe that e-mobility devices are very important in helping us curb emissions. They are also very important in helping us connect the "hilly parts" of Tiburon Peninsula with the lower, flat elevations. I am certain that electric mobility devices will only continue to increase in popularity and usage. Tiburon is fortunate enough to have a section along SR131 that is a Class 1 multipurpose path. However, we are witnessing increasing conflicts between pedestrians and electric mobility device users- scooters as well as bikes. It is clear that the Old Rail Trail is not wide enough for the number of pedestrians and (electric) bike users using it.	This comment does not raise a significant environmental issue associated with the proposed project or the environmental document; therefore, no further response is required.
243	4	3-Nov-23	Angela McInerney	I am very much in favor of the class 1 bikeway at East Strawberry Drive. That is an important connection.	This comment does not raise a significant environmental issue associated with the proposed project or the environmental document; therefore, no further response is required.
243	5	3-Nov-23	Angela McInerney	Regarding the class 4 bike lanes along SR131 from Blackfield drive to downtown Tiburon, I would urge you to make the lanes class 1 when Caltrans right of way gives you enough room to do so, and I would encourage you to continue bike lanes all the way to downtown Tiburon.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to replace Class IV bike lanes with Class I bike lanes were determined to be infeasible or beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
243	6	3-Nov-23	Angela McInerney	I am concerned about 2 specific items in the plan: • Flooding at Greenwood Cove Drive. Rather than ride bikes along SR131, students (and most recreational bikers) use Greenwood Cove/ Greenwood Beach road to connect to the Old Rail Trail (Class 1) multipurpose path. I am concerned that the proposed seawall may prevent flooding on Tiburon Blvd, but will NOT prevent flooding on the preferred route used by students on Greenwood Cove/ Beach Drive.	The Draft Initial Study/ Negative Declaration identified a proposed the installation of a concrete barrier along the eastbound shoulder of SR 131, east of the SR 131/Greenwood Cove Drive. Upon further analysis and deliberation, Caltrans has determined that the installation of the proposed concrete barrier would be insufficient to address the existing flooding that occurs along SR 131 and has removed this feature of the proposed Project from the Final environmental document. Flooding observed along SR 131 as a result of sea level rise, such as that seen along Greenwood Cove Drive, has been determined to be outside of the scope of the proposed Capital Management Project and would require a separate project to assess and address.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
243	7	3-Nov-23	Angela McInerney	• Need for a safe route from Gilmartin to Old Rail Trail. There is a very high need for either a crosswalk at Gilmartin to cross CA 131 OR a safe sidewalk to connect to the crossing at San Rafael Avenue. This was consistently a top issue raised by residents as well as parents in SR2S meetings.	The commenter's suggestion to add a crosswalk at Gilmartin Drive is noted. Caltrans has determined that the addition of a new pedestrian crosswalk at this intersection is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of new crosswalks at this intersection will require a holistic analysis of traffic patterns at this intersection to identify design elements required to ensure pedestrian safety. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of a new crosswalk at the intersection of SR 131 and Gilmartin Drive. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
244	1	3-Nov-23	Kathy McLeod, John McLeod, Roderick McLeod	I am a resident, parent and employed in Tiburon. I live close to the intersection of Trestle Glen and Tiburon BLVD. I have lived here for 10 years. I have been on the Safe Routes to School Task Force in Mill Valley and Tiburon since 2008. I owned and operated a children's after school bicycle camp called Wheelescape for 10 years in Mill Valley and Tiburon. In Florida I was the Executive Director of an award winning bicycle organization called Friends of the Trails in 1993. I lead the Campaign for ISTEA, through Friends of the Trail, to create safe bike routes for cyclists and pedestrians across the USA. I've owned a bike shop, am a founding member of the California Bicycle Coalition, a member of the Marin County Bicycle Coalition since 2001. I've worked with the Transportation Authority of Marin, I was the outreach coordinator for Transportation Alternatives for Marin in 2008 and 2009, which led the way with MCBC, to the opening of the Cal Park Tunnel and the architecture of the N.S. Greenway through Marin. I helped write the plan for bicycling and pedestrians in Tiburon. Have I tooted my horn enough	Thank you for your comment and involvement in the community.
244	2	3-Nov-23	Kathy McLeod, John McLeod, Roderick McLeod	I am now working as a crossing guard supervisor in Southern Marin in my "retirement" and I am very knowledgeable about Tiburon's issues with Tiburon Blvd. I hope you will take me seriously about this most basic need and one that I know can be done with the 22 million dollars you've secured for what sounds like what you need to do without making a complete street, which we are all going to need, especially with kids on electric wheels. I'm talking about spending priorities along the only road that cuts through our community and leads straight to Downtown Tiburon. Please make it a COMPLETE STREET project.	This comment does not raise a significant environmental issue associated with the proposed project or the environmental document; therefore, no further response is required.
244	3	3-Nov-23	Kathy McLeod, John McLeod, Roderick McLeod	WE NEED THE BIKE LANES TO CONTINUE TO DOWNTOWN TIBURON. INSTEAD OF FOCUSING ON BRAND NEW GUARDRAILS, WE NEED RETAINING WALLS TO CREATE MORE ROOM FOR BIKE LANES ON BOTH SIDES OF THE ROAD	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
244	4	3-Nov-23	Kathy McLeod, John McLeod, Roderick McLeod	YOU TOOK OUT THE WALKING PATH ACROSS FROM AVENIDA MIRA FLORES AND NEVER REPLACED IT. THERE IS ROOM. You made it happen before!	This comment does not raise a significant environmental issue associated with the proposed project or the environmental document; therefore, no further response is required.

Letter Number	Comment Number	Comment Date	Commentor	Comment	Response
244	5	3-Nov-23	Kathy McLeod, John McLeod, Roderick McLeod	WE NEED A ROUNDABOUT AT TRESTLE GLEN AND TIBURON BLVD.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations to the project design are beyond the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
245	1	3-Nov-23	Kathy McLeod, John McLeod, Roderick McLeod	WE NEED MORE TIME TO INVOLVE THE COMMUNITY IN THIS IMPORTANT DISCUSSION THAT WILL AFFECT US FOR GENERATIONS. I hope you hear our plea,	Caltrans acknowledges your comment and concerns. The Draft Initial Study with Proposed Negative Declaration was circulated to the community for public and agency review and comment for 36 days. In addition, a newspaper advertisement was published in the Marin Independent Journal and in the local paper notifying readers of the 36-day circulation period, methods of commenting, how to electronically download of the Draft Environmental Document, and public meeting information. A public meeting was held, and hard copies of the Draft Initial Study with Negative Declaration were available to review at the Belvedere Tiburon Library, the Mill Valley Public Library, and the Civic Center Library.
245	2	3-Nov-23	Marin Safe Routes to School	Safe Routes to Schools appreciates that Caltrans has agreed to address some of the issues that the task force has recommended to the CA 131 improvement project. Caltrans has indicted to the Town of Tiburon that it would address some of the issues we have identified: 1. R2 Reed Ranch Road - Caltrans offered to investigate an option to add striping through the intersection (a bike clean extension). It would be dashed striping, which could guide student cyclists through the intersection. 2. R4 Avenida Mira Flores -This intersection was to be included in the project but it is not clear if Caltrans intends to include a bulb out at this intersection. 3. Mar West - There is going to be some median work there, widening, left turn lane. No bulb outs or lighted crosswalk is planned. We feel that both the bulb out and the lighted crosswalk is still needed.	Thank you for your interest in the SR 131 Capital Preventive Maintenance Project. Caltrans acknowledges the recommended designs that were submitted with your comments. However, the recommendations for striping at Reed Ranch Road was determined to be a non-standard design element along the Project corridor and was not able to be included. Per the IS/ND and Project Description, Caltrans has included a bulb out curb at the southwest corner of the SR 131/Mar West Boulevard/Pine Terrace intersection. Caltrans identified that an intersection modification project had been recently completed at the Mar West Street intersection in 2021-2022 and that the addition of a lighted crosswalk and bulb outs at this location were out of the scope of the Project and cannot be included as a project component. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.
245	3	3-Nov-23	Marin Safe Routes to School	Caltrans stated that it would not be addressing the problems at Gilmartin - the sidewalk is very narrow; students crowd while waiting to cross Tiburon Blvd. Caltrans responded that lack of funds for both capital and support to do a complete study and improvement and schedule delay. Not enough time to complete studies due to the PAED deadlines. Many people in the community have already commented on the importance of addressing this problem. A bulb out is needed at this intersection. We appreciate that Caltrans has included some of Safe Route's requests but ask that you consider these additional elements.	The commenter's suggestion to add a crosswalk at Gilmartin Drive is noted. Caltrans has determined that the addition of a new pedestrian crosswalk at this intersection is outside of the scope of the proposed Project and would not address the Project's specific purpose and need. Caltrans has identified that the addition of a new crosswalk at this intersection will require a holistic analysis of traffic patterns at this intersection to identify design elements required to ensure pedestrian safety. As described in Section 1.2, Purpose and Need of the Initial Study/Proposed Negative Declaration, the project is intended to improve components of SR 131 including improving the serviceability and ride quality of SR 131, restoring the existing drainage systems to reduce the potential for highway flooding and damage, and enhancing complete streets to support active modes of transportation under the Project addressed the Asset Management guidelines in the State Route Operation and Protection Program (SHOPP) and current ADA standards for the corridor. These specific components are required to secure funding through the SHOPP Roadway Preservation and SHOPP 2020 Complete Streets programs. Therefore, a separate project would need to be initiated by Caltrans to assess the introduction of a new crosswalk at the intersection of SR 131 and Gilmartin Drive. Because this comment does not raise a significant environmental issue associated with the proposed project no further response is required.

Appendix H Environmental Commitments Record

Environmental Commitment Record (ECR)

DIST-CO-RTE: 04-MRN- 131 **PM/PM:** 0.00/4.4 **EA/Project ID.:** 1Q230/0418000221
Project Description: State Route 131 Capital Preventive Maintenance Project
Date (Last modification): 01/18/2024
Environmental Planner: David Moore **Phone No.:** 209-986-9607
Construction Liaison: Ryan Graybehl **Phone No.:** 510-506-9764
Resident Engineer: Syd Valeh **Phone No.:** 510-385-6972

PERMITS

Permit	Agency	Application Submitted	Permit Received	Permit Expiration	Permit Requirement Completed by:	Permit Requirement Completed on:	Comments
Section 404 Permit	United States Army Corps of Engineers	N/A	N/A	N/A	N/A	N/A	
Section 401 Water Quality Certification	State Water Resources Control Board	N/A	N/A	N/A	N/A	N/A	
Biological Opinion	United States Fish and Wildlife Service	N/A	N/A	N/A	N/A	N/A	
San Francisco Bay Conservation and Development Commission Permit	San Francisco Bay Conservation and Development Commission	N/A	N/A	N/A	N/A	N/A	
Project Approval	California Transportation Commission	N/A	N/A	N/A	N/A	N/A	

ENVIRONMENTAL COMMITMENTS

PA&ED

Category	Task and Brief Description	Source	Responsible Branch/Staff	Action to Comply	Mitigation for significant impacts under CEQA?
Visual Resources	AMM-AES-2, Project Coordination. Design and construction related to an ongoing or planned project, such as the local Hawthorne Undergrounding Utility Project and Caltrans Bike Plan project, should be coordinated with the Town of Tiburon, and the designers and contractors involved. Additional avoidance and minimization measures, as appropriate, should be identified and implemented.	IS/ND	Resident Engineer/ Office of Environmental Analysis/Office of Landscape Architecture	Coordinate with the Tiburon Parks & Recreation Department and community adjacent to the Project to identify and avoid key cultural landmarks within the Project footprint.	No

PS&E/BEFORE RTL

Category	Task and Brief Description	Source	Responsible Branch/Staff	Action to Comply	Mitigation for significant impacts under CEQA?
Noise	PF-NOI-2, Construction Noise Levels. The following measures would be implemented to reduce noise levels during construction where feasible: • Measures in the special provision may include a temporary noise barrier and other methods (that is, scheduling), including the following: o Equip internal combustion engines with manufacturer-recommended mufflers that are in good condition. Do not operate an internal combustion engine within the Project footprint without the appropriate muffler.	IS/ND	Office of Construction	Contractor would implement Noise Monitoring and Noise Control measures as specified in the contract specifications, only operate a combustion engine equipped with a manufacturer-recommended muffler, not	No

Category	Task and Brief Description	Source	Responsible Branch/Staff	Action to Comply	Mitigation for significant impacts under CEQA?
	○ Do not idle construction equipment unnecessarily. ○ Maximize the distance between stationary noise-generating construction equipment, such as air compressors and portable power generators, and noise-sensitive receptors. ○ Locate staging and storage areas away from residential areas. ○ Use quieter alternative methods of equipment. ○ If feasible, use solar or electricity as a power source instead of diesel generators. ○ Ensure all construction equipment conforms to Section 14-8.02, Noise Control, of the latest Caltrans *Standard Specifications* (Caltrans 2023).			idle construction equipment unnecessarily, maximize the distance between stationary noise generating construction equipment and noise sensitive receptors, locate staging and storage areas away from residential areas, reduce the impact of detours, use quieter alternative methods of equipment, use solar or electricity as a power sources instead of diesel, and ensure that all construction equipment confirms to Section 14-8.02, Noise Control, of the latest Caltrans Standard Specifications.	
Visual Resources	PF-AES-4, Architectural Treatment. The need for the architectural treatment of Project elements such as a retaining wall should be investigated by the Caltrans Office of Landscape Architecture during the plans, specifications, and estimates phase of design and incorporated as appropriate. This may include coloring or other treatments to new concrete paving or retaining walls, anti-graffiti coatings, and other elements.	IS/ND	Office of Landscape Architecture /Resident Engineer	Caltrans Office of Landscape Architecture would select appropriate aesthetic treatment of the Project elements.	No
Hazardous Waste	PF-HAZ-1, Preliminary Site Investigations. A preliminary site investigation for aerially deposited lead, agricultural chemicals, and potential hazardous materials concerns related to soil and groundwater would be conducted during the Project design phase to investigate soil within Project limits proposed to be excavated, encountered, or disturbed and managed. The findings of the preliminary site investigation would be used to evaluate soil and groundwater handling practices, construction worker health and safety concerns, and soil and groundwater reuse and disposal options. If hazardous materials are identified during the preliminary site investigation, additional investigation could be required. The results of the site investigation would determine the special provisions to be used in the final design package. The site investigation report would be included as part of the information handout made available as a part of the final design package.	IS/ND	Office of Construction/ Contractor	The Office of Construction would conduct a preliminary site investigation to asses the potential for hazardous amounts of aerially deposited lead, agricultural chemicals, and potential hazardous materials.	No
Visual Resources	AMM-AES-1, Staging Areas Impact Reduction. Staging areas would not be located where they require the removal of vegetation or result in ground compaction affecting tree roots.	IS/ND	Office of Construction / District Biologist	The Contractor would ensure that the location of the staging areas does not warrant the removal of vegetation or result in ground compaction impacting tree roots.	No

Category	Task and Brief Description	Source	Responsible Branch/Staff	Action to Comply	Mitigation for significant impacts under CEQA?
Visual Resources	AMM-AES-4, Night Lighting and Glare. Directional lighting and shielding would be maintained for all traffic, roadway, or construction lights installed or used for the Project.	IS/ND	Office of Construction / Resident Engineer	The Contractor would ensure that the lighting and shielding utilized for the Project minimize night lighting and glare.	No

ROW/PURCHASING

Category	Task and Brief Description	Source	Responsible Branch/Staff	Action to Comply	Mitigation for significant impacts under CEQA?
N/A	N/A	N/A	N/A	N/A	N/A

PRE-CONSTRUCTION

Category	Task and Brief Description	Source	Responsible Branch/Staff	Action to Comply	Mitigation for significant impacts under CEQA?
Visual Resources	PF-AES-1, Minimize Vegetation Impacts. Impacts on vegetation would be minimized to the greatest extent possible during construction. Vegetation to remain would be protected from construction activities through the installation of temporary fencing when it is close to construction work.	IS/ND	Office of Construction / District Biologist	Contractor would ensure impacts on vegetation are minimized and remaining vegetation is protected through temporary fencing.	No
Visual Resources	PF-AES-2, Temporary Fencing. Temporary fencing would be used to protect the roots and canopies of nearby trees.	IS/ND	Office of Construction / District Biologist	Contract would install temporary fencing to protect roots and canopies of trees.	No
Visual Resources	PF-AES-3, Staging Areas Positioning. Construction materials and equipment would be stored in a staging area beyond direct view of the motoring public and residential properties to the extent feasible.	IS/ND	Office of Construction	Contractor would ensure that material and equipment stored in staging area is not visible to motoring public and residential properties.	No
Visual Resources	PF-AES-5, Tree Trimming. Where the pruning of trees is required to accommodate construction operations, pruning would be performed under the supervision of a certified arborist.	IS/ND	Certified Arborist/ Contractor	Arborist or Contractor would perform tree trimming.	No
Air Quality	PF-AQ-1, Control Measures for Construction Emissions of Fugitive Dust. Dust control measures would be implemented to minimize airborne dust and soil particles generated from graded areas. For disturbed soil areas, the use of an organic tackifier to control dust emissions would be included in the construction contract. Watering guidelines would be established by the contractor and approved by the Caltrans Resident Engineer. Any material stockpiled during construction would be watered, sprayed with tackifier, or covered to minimize dust production and wind erosion.	IS/ND	Office of Construction/ Resident Engineer	Contractor would implement dust control measures implemented and establish watering guidelines once approved by Caltrans Resident Engineer. Contractor would water, spray with tackifier, or cover any material stockpiled during construction.	No
Biology	PF-BIO-1, Environmentally Sensitive Areas. Before starting construction, ESAs (defined as areas containing sensitive habitats adjacent to or within construction work areas for which physical disturbance is not allowed) would be clearly delineated as	IS/ND	Office of Construction/ District Biologist	Caltrans Biologist and Caltrans Design would delineate construction areas,	No

Category	Task and Brief Description	Source	Responsible Branch/Staff	Action to Comply	Mitigation for significant impacts under CEQA?
	needed using high-visibility orange fencing. The ESA fencing would remain in place at each location until work at that location is complete and would prevent construction equipment or personnel from entering sensitive habitat areas. The ESA fencing would also serve to delineate the Project footprint in which all construction activity would occur. The final Project plans would depict the locations where ESA fencing would be installed and how it would be assembled and constructed. The ESA fencing would be removed following completion of construction activities.			ESAs, and equipment and storage materials storage sites on final construction plans. Contractor would install approved ESA fencing prior to start of construction. Contractor would remove ESA fencing when construction activities are complete in the delineated areas.	
Biology	PF-BIO-2, Construction Site Management Practices. The following site restrictions would be implemented to avoid or minimize potential effects on listed species and their habitats: a. Project-related vehicle traffic would be restricted to established roads and construction areas. The speed limit of 15 miles per hour within the Project footprint and on unpaved and paved areas would be enforced to reduce dust and excessive soil disturbance. b. Project personnel would be required to comply with current guidance governing vehicle use, speed limits, fire prevention, and other hazards. c. Construction access, staging, storage, and parking areas would use existing maintenance vehicle pullouts, existing paved areas, gravel shoulder backing, and disturbed areas within the Project limits. Staging and storage areas would be located at least 50 feet from wetlands, the ordinary high-water mark of jurisdictional waters, a concentrated flow of stormwater, a drainage course, or an inlet, unless additional containment efforts are used. Access routes and boundaries of the footprint would be clearly marked prior to initiating construction activities and would be limited to the extent necessary to construct the Project. Only approved areas clearly delineated in the plans may be used for staging and storage. d. Any borrow material must be certified non-toxic and free of weeds to the maximum extent possible. e. All food-related trash items such as wrappers, cans, bottles, and food scraps would be disposed of in closed containers and removed at least once daily from the Project footprint. f. All pets would be prohibited from entering the Project area during construction to prevent harassment of, injury to, or mortality of sensitive species. g. Firearms would be prohibited within the Project site, except for those carried by authorized security personnel or local, state, or federal law enforcement officials.	IS/ND	Office of Construction / Contractor	Contractor would adopt and implement Construction BMPs for biological resources.	No

Category	Task and Brief Description	Source	Responsible Branch/Staff	Action to Comply	Mitigation for significant impacts under CEQA?
Noise	PF-NOI-1, Public Outreach. Public outreach would be required before Project construction and throughout Project construction to update residents, businesses, and others with upcoming Project activities and timeframe. Public outreach could entail sending notices to nearby residents, notifying the City, and posting a notice on the Project website.	IS/ND	Office of Construction	Project Proponent would prepare and implement a public outreach plan which may entail sending notices to nearby residents, notifying the city, and posting a notice on the Project website.	No
Water Quality	PF-WQ-1, Construction and Implementation of Best Management Practices. Erosion control best management practices (BMPs) would be included in the final Project plans, and Standard Special Provisions would be included in the final construction package to comply with the conditions of the Caltrans National Pollutant Discharge Elimination System permit. The Caltrans BMP Guidance Handbook (Caltrans 2017) would provide guidance for provisions to be included in the construction contract for measures to protect environmentally sensitive areas and avoid or minimize stormwater and non-stormwater discharges. Construction BMPs for stormwater may include, but are not limited to, the following: • Construction tracking control practices • Job site management • Sediment control (fiber rolls and silt fencing) • Waste management and materials pollution control • Materials stockpile management • Dust and wind erosion controls • Non-stormwater management • Water quality monitoring • Maintaining and tuning construction vehicles and equipment approximately 50 feet away from known water features • Locating designated fueling areas approximately 50 feet from downslope drainage facilities	IS/ND	Office of Water Quality / Office of Construction	Contractor would implement Erosion Control Best Management Practices included in the Project Plans and Standard Special Provisions (SSPs) included in the final construction package to comply with the conditions of the Caltrans National Pollutant Discharge Elimination System (NPDES) permit. They shall implement BMPs to protect ESAs and avoid or minimize stormwater and nonstormwater discharges based on the Caltrans BMP Guidance Handbook (Caltrans 2017).	No
Water Quality	PF-WQ-2, Water Pollution Control Program. A Water Pollution Control Program would be prepared by the contractor and approved by Caltrans, pursuant to the 2023 Caltrans Standard Specifications Section 13, Water Pollution Control, and the Caltrans Water Pollution Control Program Preparation Manual (Caltrans 2021b). The Water Pollution Control Program would be implemented prior to the beginning of construction.	IS/ND	Office of Construction / Contractor / Office of Water Quality	The Contractor would prepare a Water Pollution Control Program prior to beginning of construction, which would be approved by the Project Proponent pursuant to the 2023 Caltrans Standard Specifications Section 13, Water Pollution Control, and the Caltrans WPCP Preparation Manual (Caltrans 2021a). Once approved, the Contractor would implement the WPCP prior to the beginning of construction.	No

Category	Task and Brief Description	Source	Responsible Branch/Staff	Action to Comply	Mitigation for significant impacts under CEQA?
Transportation	PF-TRF-1, Traffic Management Plan. A Traffic Management Plan would be prepared prior to the beginning of construction to minimize impacts on the public while traveling on SR 131 and ensure their safety. Lane closures and traffic control would maintain traffic operations throughout the Project footprint. Temporary traffic barriers or traffic cones would be used to separate the open lanes from the closed lanes.	IS/ND	Office of Construction / Contractor	The Contractor would prepare and implement a traffic management plan prior to the beginning of construction. The contractor would maintain traffic operations through all Project locations by using the lane that is not currently under construction. They would use flaggers to stop traffic at either end of the work area as well as access points along the lane-closure area.	No
Visual Resources	AMM-AES-3, Erosion Control. Application of erosion control seeding and similar measures would be made to areas of disturbance that are beyond paved areas.	IS/ND	Office of Construction / District Biologist	Contractor would use erosion control devices such as coconut coir matting or tackified hydroseeding compounds instead of plastic monofilament netting (i.e., erosion control matting) or similar material within the Project footprints.	No
Biology	AMM-BIO-1, Worker Environmental Awareness Training. Prior to the start of construction, a biologist would provide a training session for all work personnel to identify any sensitive species that may be in the area, their basic habits, how they may be encountered in their work area, and procedures to follow when they are encountered. Any personnel joining the work crew later would receive the same training before beginning work. Upon completion of the education program, employees would sign a form stating they attended the program and understand all protection measures. A pamphlet that contains images of sensitive species that may occur within the Project, notes key avoidance measures, and provides employee guidance would be given to each person who completes the training program.	IS/ND	Office of Construction / District Biologist	Construction personnel would attend a mandatory worker environmental awareness training (WEAT) delivered by a qualified biologist prior to beginning construction. WEAT would provide information on special-status species and the construction personnel's responsibility in reducing, avoiding, or minimizing impacts to special-status species during construction. Contractor would retain documentation of WEAT and sign-in sheets on file and available on request.	No

Category	Task and Brief Description	Source	Responsible Branch/Staff	Action to Comply	Mitigation for significant impacts under CEQA?
Biology	AMM-BIO-2, Pre-construction Nesting Bird Surveys. If Project activities occur between February 1 and September 30, then a pre-construction survey would be conducted for nesting birds no more than 3 days before construction. If active nests are found, then an appropriate buffer would be established, and the nest would be monitored for compliance with the Migratory Bird Treaty Act and CFGC Section 3503.	IS/ND	District Biologist	If clearing and grubbing vegetation should occur between February 1 and September 30, a biological monitor would conduct pre-construction surveys for nesting birds within the ground areas to be disturbed prior to beginning construction-related activities. Contractor would observe all nest avoidance requirements of the Migratory Bird Treaty Act, USFWS, and California Department of Fish and Wildlife (CDFW) codes. If an active nest is found, the Contractor would establish an appropriate protection buffer until the young fledge. Project Proponent would contact USFWS and/or CDFW if a special-status species is discovered within the Project footprints within 24 hours.	No
Biology	AMM-BIO-3, Active Nest Buffer. If an active bird nest is found during construction activities, then the following ESA buffers would be established: • If an active raptor nest is observed, a 300-foot ESA buffer would be implemented to avoid affecting the young until they have fledged. • If an active nest of non-raptor migratory birds is observed, a 50-foot ESA buffer would be implemented to protect the young until they have fledged, or as otherwise determined by consultation with CDFW regarding appropriate action to comply with the Migratory Bird Treaty Act and CFGC Section 3503.	IS/ND	District Biologist	If an active nest is identified within the Project footprint or buffer area then a qualified biologist will establish an appropriate buffer around the nest until it is no longer determined to be active.	No

Category	Task and Brief Description	Source	Responsible Branch/Staff	Action to Comply	Mitigation for significant impacts under CEQA?
Cultural Resources	AMM-CUL-1, Cultural Environmentally Sensitive Areas: Before starting construction, ESAs (defined as areas containing previously recorded archaeological sites located adjacent to or within construction work areas for which physical disturbance is not allowed) would be clearly delineated as needed using high-visibility orange fencing. The ESA fencing would remain in place at each location until work at that location is complete and would prevent construction equipment or personnel from entering these sensitive areas. The ESA fencing would also serve to delineate the Project footprint in which all construction activity would occur. The final Project plans would depict the locations where ESA fencing would be installed and how it would be assembled and constructed. The ESA fencing would be removed following completion of construction activities.	IS/ND	Office of Construction/ Qualified Archaeologist	Caltrans Qualified Archaeologist and Caltrans Design would delineate construction areas, ESAs, and equipment and storage materials storage sites on final construction plans. Contractor would install approved ESA fencing prior to start of construction. Contractor would remove ESA fencing when construction activities are complete in the delineated areas.	No
Utilities	AMM-UT-1, Utility Notifications. Caltrans would notify all affected utility companies of the construction schedule for the Project so that relocations can be conducted by each utility company as necessary prior to the start of construction.	IS/ND	Office of Construction	Caltrans would notify all affected utility companies of the construction schedule for the Project.	No
Water Quality	PF-WQ-4, Permanent BMPs. To minimize and avoid potential post-construction impacts on water quality, the Project would consider design pollution prevention BMPs. Design pollution prevention BMPs would be used to minimize runoff, maximize infiltration, maximize vegetation (depending on the location), and reduce erosion.	IS/ND	Office of Construction/ Office of Design	The Caltrans Office of Design and Office of construction would consider inclusion of permanent pollution prevention BMP design elements into the Project.	No

CONSTRUCTION

Category	Task and Brief Description	Source	Responsible Branch/Staff	Action to Comply	Mitigation for significant impacts under CEQA?
Air Quality	PF-AQ-2, Construction Vehicles and Equipment. Construction vehicles and equipment would be maintained and tuned in accordance with manufacturer's specifications. In addition, solar-powered traffic control lights would be used if feasible.	IS/ND	Office of Construction / Contractor	Contractor would adhere to manufacturer's specifications for maintenance of construction vehicle and equipment. They would use solar-powered traffic control lights if feasible.	No
Air Quality	PF-AQ-3, Minimize Idling. Idling times would be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes.	IS/ND	Office of Construction / Contractor	Contractor would minimize idling time to less than 5 minutes	No
Air Quality	PF-AQ-4, Recycle Waste and Materials. If practicable, non-hazardous waste and excess material would be recycled. If recycling is not practicable, dispose of material according to applicable regulations.	IS/ND	Office of Construction / Contractor	Contractor would minimize idling time to less than 5 minutes recycle nonhazardous waste and excess material if practical.	No

Category	Task and Brief Description	Source	Responsible Branch/Staff	Action to Comply	Mitigation for significant impacts under CEQA?
Biology	PF-BIO-3, Vegetation Removal. Vegetation would be cleared only where necessary and would be cut above soil level, except in areas that would be permanently affected or excavated. This would allow plants that reproduce vegetatively to resprout after construction. Vegetation removed by construction operations within the Project limits would be replaced according to Caltrans policy. Appropriate native species would be used to the maximum extent possible. Shrubs and groundcover would be selected for drought tolerance and disease resistance. Mulch would be applied to planted areas to reduce weed growth, conserve moisture, and minimize maintenance operations.	IS/ND	Office of Biological Science and Permits/Office of Environmental Analysis/Office of Landscape Architecture/ Contractor	The Landscape Architect and Biologist would revegetate disturbed areas with a regionally appropriate native species and/or seed mix following construction.	No
Biology	PF-BIO-5, Night Lighting. Nighttime work would be avoided to the maximum extent practicable. For unavoidable nighttime work, all lighting would be shielded and directed downward toward the active construction area to avoid exposing nocturnal wildlife to excessive glare.	IS/ND	Office of Construction / Resident Engineer	The Contractor would ensure that the lighting and shielding utilized for the Project minimize night lighting and glare.	No
Biology	PF-BIO-6, Invasive Weed Control. To reduce the spread of invasive, non-native plant species and minimize the potential decrease of palatable vegetation for wildlife species, Caltrans would comply with Executive Order 13112. This order is provided to prevent the introduction of invasive species and provide for their control to minimize the economic, ecological, and human health effects. If noxious weeds are disturbed or removed during construction-related activities, the contractor would be required to contain the plant material associated with these noxious weeds and dispose of them in a manner that would not promote the spread of the species. The contractor would be responsible for obtaining all permits, licenses, and environmental clearances for the proper disposal of materials. Areas subject to noxious weed removal or disturbance would be replanted with fast-growing native grasses or a native erosion control seed mixture. Where seeding is not practical, the target areas within the Project footprint would be covered to the extent practicable with heavy black plastic solarization material until the end of the Project.	IS/ND	Office of Construction/ District Biologist	Contractor would control noxious weeds controlled as per methods approved by a Caltrans approved landscape architect.	No
Cultural Resources	PF-CUL-1, Unanticipated Archaeological Discovery. If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find in consultation with the State Historic Preservation Officer.	IS/ND	Office of Construction / Contractor / Office of Cultural Resources	If an unanticipated archaeological discovery is made, Contractor would halt all construction and inform the Project Proponent. A qualified archaeology would assess the find in consultation with SHPO at the time of discovery. Contractor would resume construction activities only after this assessment.	No
Cultural Resources	PF-CUL-2, Unanticipated Human Remains Discovery. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities would cease in any area or nearby area suspected to overlie the remains and the county coroner would be contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission, which would then notify the Most Likely Descendant. At that time, the person who discovered the	IS/ND	Office of Construction / Contractor / Office of Cultural Resources	If human remains are discovered during construction, the Contractor shall immediately inform the Project Proponent and cease any further disturbances and	No

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	remains would contact the Environmental Senior and Professionally Qualified Staff, who would work with the Most Likely Descendant to ensure respectful treatment and disposition of the remains. Further provisions of Public Resources Code Section 5097.98 would be followed, as applicable.			activities in the area as per State Health and Safety Code Section 7050.5. The Project Proponent would immediately contact the county coroner. If the remains are thought to be Native American, the coroner would notify the NAHC, which would then notify the MLD. At that time, the person who discovered the remains would contact the Environmental Senior and PQS, which would work with the MLD to ensure respectful treatment and disposition of the remains.	
Noise	PF-NOI-2, Construction Noise Levels. The following measures would be implemented to reduce noise levels during construction where feasible: • Any operation exceeding 86 decibels (A-weighted) would not be allowed at nighttime from 9:00 p.m. to 6:00 a.m. • Schedule noisy operations within the same timeframe where feasible. The total noise level would not be significantly greater than the level produced if operations are performed separately. • If feasible, use solar or electricity as a power source instead of diesel generators. • Avoid unnecessary idling of internal combustion engines. • Locate all stationary noise-generating construction equipment as far as practicable from noise-sensitive receptors or provide baffled housing or sound aprons for equipment when sensitive receptors adjoin or are near a Project construction area. • Equip all internal combustion engine-driven equipment with manufacturer-recommended intake and exhaust mufflers that are in good condition and appropriate for the equipment. • Use “quiet” air compressors and other “quiet” equipment where such technology exists. • No construction equipment would be delivered and dropped off before 6:00 a.m. • Maintain all internal combustion engines properly to minimize noise generation.	IS/ND	Office of Construction	Contractor would implement Noise Monitoring and Noise Control measures as specified in the contract specifications, only operate a combustion engine equipped with a manufacturer-recommended muffler, not idle construction equipment unnecessarily, maximize the distance between stationary noise generating construction equipment and noise sensitive receptors, locate staging and storage areas away from residential areas, reduce the impact of detours, use quieter alternative methods of equipment, use solar or electricity as a power sources instead of diesel, and ensure that all construction equipment confirms to Section 14-8.02, Noise Control, of the latest Caltrans Standard Specifications.	No

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Water Quality	PF-WQ-3, Temporary Stream Diversions. Temporary stream diversions would be used when necessary for culvert replacements. If needed, stream diversions would be determined during the design phase of the Project.	IS/ND	Office of Water Quality /Resident Engineer	Caltrans Office of Water Quality to determine if stream diversions are necessary during design phase of Project	No
Biology	AMM-BIO-4, Work Period in Dry Weather Only. Work would only be conducted during periods of dry weather. Forecast precipitation would be monitored. When 0.25 inch or more of precipitation is forecast to occur, work would stop before precipitation commences. No Project activities would be started if their associated erosion control measures cannot be completed prior to the onset of precipitation. After any storm event, all sites currently under construction and all sites scheduled to begin construction within the next 72 hours would be inspected for erosion and sediment problems, and corrective action would be taken as needed. In addition, 72-hour weather forecasts from National Weather Service would be consulted, and work would not start back up until runoff ceases and there is a less than 50% forecast for precipitation for the following 24-hour period.	IS/ND	Office of Construction / District Biologist	Contractor would ensure that ground-disturbing activities are restricted to the dry season (i.e., between April 15 and October 20), while, work within jurisdictional waters is further restricted to between June 15 and October 31. They would ensure that construction events don't occur during rain events or within 24 hours following a rain event. A USFWS-approved biological monitor would inspect the construction area, vehicles, equipment, and materials stored onsite for the presence of CRLF before work removes. Any CRLF discovered would be allowed to move away from the construction area of their own volition or would be moved by the biological monitor.	No
Biology	AMM-BIO-5, Prevent Inadvertent Entrapment. To prevent inadvertent entrapment of animals during construction, all excavated, steep-walled holes or trenches more than 1 foot deep would be covered at the close of each working day with plywood or similar materials or provided with one or more escape ramps constructed of earthen fill or wooden planks at an angle no greater than 30 degrees. Before such holes or trenches are filled, they would be thoroughly inspected for trapped animals. Pipes, culverts, or similar structures stored in the Project footprint overnight would be inspected before they are subsequently moved, capped, or buried.	IS/ND	Office of Construction / District Biologist/ Contractor	The Office of Construction would work with the Contractor to ensure that construction best management practices are implemented to prevent inadvertent entrapment.	No

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Cultural Resources	AMM-CUL-2, Archaeological Monitoring. Caltrans is preparing an Archaeological Monitoring Plan to be implemented during construction. This would include establishing an archaeological monitoring area and having an archaeologist and tribal representative monitor job site activities within the archaeological monitoring area to reduce the Project's impacts to the resource within the Project limits. No work can be conducted within the archaeological monitoring area unless the archeological monitor is present. Reference Caltrans Standard Specification 14-2.03.	IS/ND	Office of Cultural Resource Studies/ Contractor / Caltrans Qualified Archaeologist	An approved Caltrans qualified archaeologist would be present onsite during construction-related activities that have the potential to affect know areas of cultural sensitivity. The Caltrans qualified archaeological monitor would stop work if deemed necessary for any reason to identify or protect cultural resources and would advise the resident engineer or designee on how to proceed accordingly.	No
Cultural Resources	AMM-CUL-3, Post-review Discovery Plan: If archaeological resources cannot be avoided, a Post-review Recovery Plan would be implemented by a qualified archaeologist for the significant archaeological site that is directly affected. Data recovery would only occur in the portion of the site being directly affected.	IS/ND	Office of Cultural Resource Studies/ Contractor / Caltrans Qualified Archaeologist	In the event that any archaeological resources cannot be avoided, the Office of Cultural Resource Studies and Caltrans Qualified Archaeologist shall prepare and implement a Post-review Recovery Plan for the resource.	No
Paleontological Resources	AMM-GEO-1, Unanticipated Paleontological Resources. As outlined in Standard Specifications 14-7.03, Discovery of Unanticipated Paleontological Resources, if unanticipated paleontological resources are discovered at the job site in the native Pleistocene terrace deposits, the following measures would be implemented: 1. Stop all work within a 60-foot radius of the discovery. 2. Secure the area. 3. Notify the Project engineer. The Caltrans Department of Geology Services would investigate the discovery and modify the dimensions of the secured area if needed. Paleontological resources would not be moved or taken from the job site until appropriate coordination and consultation has been completed. Work within the radius of discovery would not resume until authorized by a qualified paleontologist.	IS/ND	Office of Construction / Contractor / Caltrans Department of Geology Services	If an unanticipated paleontological discovery is made, Contractor would halt all construction and inform the Project Proponent. The Caltrans Department of Geology Services would assess the find at the time of discovery. Contractor would resume construction activities only after this assessment.	No

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Noise	AMM-NO1-1, Noise Control and Monitoring. The Contract Specifications would include a Special Provision requiring Noise Monitoring and Control, which would include providing public outreach or a communication plan for residents, businesses, and others regarding upcoming construction-related activities and Project schedule.	IS/ND	Office of Construction	Contractor would implement Noise Monitoring and Noise Control measures as specified in the contract specifications, only operate a combustion engine equipped with a manufacturer-recommended muffler, not idle construction equipment unnecessarily, maximize the distance between stationary noise generating construction equipment and noise sensitive receptors, locate staging and storage areas away from residential areas, reduce the impact of detours, use quieter alternative methods of equipment, use solar or electricity as a power sources instead of diesel, and ensure that all construction equipment confirms to Section 14-8.02, Noise Control, of the latest Caltrans Standard Specifications.	No

POST-CONSTRUCTION

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Biology	PF-BIO-4, Replant, Reseed, and Restore Disturbed Areas. Temporarily disturbed areas would be restored to the maximum extent practicable. Exposed slopes and bare ground would be reseeded with native vegetation or other methods to stabilize and prevent erosion. Where disturbance includes the removal of trees and woody shrubs, native species would be replanted, based on the local species composition.	IS/ND	Office of Biological Science and Permits/Office of Environmental Analysis/Office of Landscape Architecture/ Contractor	The Landscape Architect and Biologist would revegetate disturbed areas with a regionally appropriate native species and/or seed mix following construction.	No