

Sonoma State Route 116 Capital Preventive Maintenance Project

SONOMA COUNTY, CALIFORNIA
DISTRICT 4 – SON –116 (PM 7.74-25.05)
04-4Q910/0419000496

Initial Study with Mitigated Negative Declaration



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

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this Project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.



June 2026

General Information About This Document

(There has been a substantive change to the document, which is noted here for reader reference)

The California Department of Transportation (Caltrans) has prepared this Initial Study with Mitigated Negative Declaration for the Project in Sonoma County. Caltrans is the lead agency under the California Environmental Quality Act (CEQA). The document tells you why the Project is being proposed; what alternatives have been considered for the Project; how the existing environment could be affected by the Project; the potential impacts of each of the alternatives; and the avoidance, minimization, and/or mitigation measures.

The Initial Study circulated to the public for 31 days between April 3 and May 4, 2026. Comments received during this period and Caltrans responses to those are included in Appendix F. Substantive changes made to the document since the draft document circulation are shown by a gray bar to the left of the sentence where the change occurred, and the statement, "There has been a substantive change to the document, which is noted here for reader reference" is shown in parentheses. Minor editorial changes and clarifications are not shown. Additional copies of this document and the related technical studies are available for review at Caltrans District 4 office at 111 Grand Avenue, Oakland CA. 94612. This document may be downloaded at the following website: <https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs>.

Alternative Formats Accessibility Assistance:

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans District 4 mailing address, Attn: Christopher Pincetich, 111 Grand Avenue Oakland, California; (408) 590-4167 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.

State Clearinghouse # 2026040222
04-SON-116 (PM 7.74/25.05)
EA No. 04-4Q910
Project No. 0419000496

Resurface State Route 116 in Sonoma County from post mile (PM) 7.74 in Monte Rio to PM 25.05 near Sebastopol and install/replace streetlights, replace guard rails, repair or replace culverts, widen shoulders to provide Class II bike lanes and bike pull outs, add sidewalks and crosswalks, and upgrade the existing pedestrian infrastructures to current Americans with Disabilities Act standards.

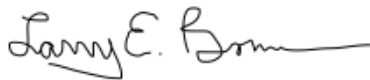
Initial Study with Mitigated Negative Declaration

Submitted pursuant to: Division 13, California Public Resources Code

THE STATE OF CALIFORNIA Department of Transportation

Responsible Agencies:

California Department of Fish and Wildlife, California Transportation Commission,
Regional Water Quality Control Board, National Marine Fisheries Service, United States
Army Corps of Engineers, and United States Fish and Wildlife Service



Larry E. Bonner
Office Chief, Office of Environmental Analysis
California Department of Transportation, District 4
CEQA Lead Agency

06/26/2026

Date of Approval

The following individual may be contacted for more information about this document:

Caltrans District 4, Office of Environmental Analysis
Attn: Christopher Pincetich
P.O. Box 23660, MS-8B
Oakland, CA 94623-0660
christopher.pincetich@dot.ca.gov
(408) 590-4167

Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The Sonoma State Route 116 Capital Preventive Maintenance Project (Project) will resurface the existing roadway from Church Street (PM 7.74) in Monte Rio to Mill Station Road (PM 25.05) near Sebastopol on State Route 116 in Sonoma County. This Project will also install/replace streetlights, replace guard rails, repair or replace culverts, widen narrow shoulders to provide Class II bicycle lanes and bicycle pull outs, add sidewalks and crosswalks, and upgrade the existing pedestrian infrastructures to current Americans with Disabilities Act standards.

Determination

(There has been a substantive change to the document, which is noted here for reader reference)

Caltrans has prepared an Initial Study for this Project and, following public review, has determined that the Project will not have a significant effect on the environment for the following reasons:

- The Project will have no effects on cultural or Tribal cultural resources, geology and soil, hydrology and water quality, mineral resources, land use and planning, population and housing, public services, recreation, or wildfire.
- In addition, the Project will have less-than-significant effects on aesthetics, air quality, agriculture and forest resources, energy, greenhouse gas emissions, hazards and hazardous materials, noise, traffic, utilities and service systems, and transportation.

With the following mitigation measure MM-BIO-1, the Project will have less-than-significant effects on biological resources, specifically wetlands and other waters.

Christopher Caputo

Christopher Caputo
Deputy District Director
Division of Environmental Science and Engineering
California Department of Transportation

06/26/2026

Date

Table of Contents

General Information About This Document	i
Mitigated Negative Declaration	iii
Chapter 1 Project.....	1
1.1 Introduction.....	1
1.1.1 Project Location	1
1.1.2 Purpose.....	1
1.1.3 Need	1
1.1.4 Project Background.....	3
1.2 Project Description.....	3
1.2.1 Project Alternatives and Identification of a Preferred Alternative	3
1.2.2 Build Alternative – Project	4
1.2.3 No-Build (No-Action) Alternative	22
1.3 Proposed Permits and Approvals Needed.....	23
Chapter 2 CEQA Evaluation	24
2.1 CEQA Environmental Checklist	24
2.1.1 Aesthetics	24
2.1.2 Agriculture and Forestry Resources.....	29
2.1.3 Air Quality	32
2.1.4 Biological Resources.....	33
2.1.5 Cultural Resources.....	46
2.1.6 Energy.....	47
2.1.7 Geology and Soils.....	49
2.1.8 Greenhouse Gas Emissions	50
2.1.9 Hazards and Hazardous Materials.....	51
2.1.10 Hydrology and Water Quality	53
2.1.11 Land Use and Planning.....	55
2.1.12 Mineral Resources	55
2.1.13 Noise.....	56
2.1.14 Population and Housing.....	67
2.1.15 Public Services	68
2.1.16 Recreation.....	69
2.1.17 Transportation.....	69

2.1.18	Tribal Cultural Resources.....	70
2.1.19	Utilities and Service Systems.....	72
2.1.20	Wildfire	73
2.1.21	Mandatory Findings of Significance	74
2.2	Climate Change	81
2.2.1	Regulatory Setting	82
2.2.2	Environmental Setting	82
2.2.3	Project Analysis	85
2.2.4	Greenhouse Gas Reduction Strategies.....	87
2.2.5	Adaptation.....	87
Chapter 3	Coordination.....	90
3.1	Community Outreach.....	90
3.2	Consultation and Coordination with Public Agencies.....	90
Chapter 4	List of Preparers.....	92
Chapter 5	Distribution List	94
5.1	State Agencies	94
5.2	Local Agencies and Organizations	94
5.3	Elected Officials.....	94

List of Appendices

Appendix A	Title VI/Non-Discrimination Policy Statement
Appendix B	Avoidance and Minimization, and/or Mitigation Summary
Appendix C	List of Abbreviations and Acronyms
Appendix D	List of Technical Studies and References
Appendix E	Project Mapping
Appendix F	Responses to Comments

List of Tables

Table 1	Drainage System Design Details	5
Table 2	Pedestrian Facility Locations	9
Table 3	Bicycle Pullout Locations	11
Table 4	Maintenance Vehicle Pullout Locations	11
Table 5	Midwest Guard Rail Locations	12
Table 6	Guard Rail Concrete Barrier Transition Locations	14
Table 7	Staging Locations	14
Table 8	Proposed Right-of-Way Acquisitions.....	15
Table 9	Proposed Permanent Drainage Easements.....	15
Table 10	Proposed Temporary Construction Easements	16
Table 11	Proposed Permits to Enter and Construct.....	17
Table 12	Permits and Approvals.....	23
Table 13	Proposed Farmland Acquisition	30
Table 14	Construction Equipment and Vehicles Fuel Consumption	48
Table 15	Summary of Construction-Related Greenhouse Gas Emissions	51
Table 16	Summary Construction Noise Results from Roadway Construction Noise Model.....	58
Table 17	Guideline Vibration Damage Potential Threshold Criteria.....	61
Table 18	Guideline Vibration Annoyance Potential Criteria	61
Table 19	Summary of Representative Structures and Vibration Sources	66
Table 20	Project Considered in Cumulative Impacts Analysis.....	77
Table 21	Regional and Local Greenhouse Gas Reduction Plans	85
Table 22	Agency Coordination Meetings and Contacts	91

List of Figures

Figure 1	Project Location	2
Figure 2	Proposed Acquisition of Unique Farmland.....	31
Figure 3	Proposed Acquisition of Farmland of Local Importance.....	31
Figure 4	Noise Receptors 1 through 4	59
Figure 5	Noise Receptors 5 through 8	59
Figure 6	Noise Receptor 9	60
Figure 7	Vibration Study Area A1.....	62
Figure 8	Vibration Study Area A2.....	62
Figure 9	Vibration Study Area A3.....	63
Figure 10	Vibration Study Area A4.....	63
Figure 11	Vibration Study Area A5.....	64
Figure 12	Vibration Study Area A6.....	64
Figure 13	Vibration Study Area A7.....	65
Figure 14	U.S. Greenhouse Gas Emissions	83
Figure 15	California 2023 Greenhouse Gas Emissions by Economic Sector	83
Figure 16	Change in California Gross State Product and Greenhouse Gas Emissions Since 2000.....	84

Chapter 1 Project

1.1 Introduction

State Route (SR) 116 extends 46 miles through Sonoma County, from SR 1 on the Pacific Coast to the intersection with SR 121 south of the City of Sonoma. SR 116 is a designated Scenic Highway from east of SR 1 to Sebastopol city limit. Within the Sonoma SR 116 Capital Preventive Maintenance Project (Project) limits, SR 116, known as the “Gravenstein Highway,” is a two-lane conventional highway, serving as a primary route for communities, tourism, and agricultural areas in West Sonoma County and the Russian River Valley.

The Project will resurface the existing roadway from Church Street in Monte Rio to Mill Station Road near Sebastopol on State SR 116 in Sonoma County. This Project will also install or replace streetlights, replace guard rails, repair culverts, widen narrow shoulders to provide Class II bicycle lanes and bicycle pull outs, add sidewalks and crosswalks, and upgrade the existing pedestrian infrastructure to current Americans with Disabilities Act (ADA) standards.

1.1.1 Project Location

The Project is on SR 116 in Sonoma County from Church Street, post mile (PM) 7.74 in Monte Rio to Mill Station Road, PM 25.05, near Sebastopol (Figure 1). SR 116 is a two-lane highway without a median. It includes left-turn lanes at intersections, two-way left-turn lanes in some residential areas and towns, and parking along the highway in Guerneville and Forestville. The travel lanes range from 10 to 12 feet wide, and the shoulders range from 0 to 11 feet wide. The posted speed limits vary from 25 miles per hour (mph) to 45 mph.

1.1.2 Purpose

The purpose of this Project is to preserve, repair, and extend the service life of the existing pavement with well-timed, cost-effective repair strategies, and to improve the ride quality for the traveling public. The Project will also improve drainage facilities and the pedestrian and bicycle infrastructure in compliance with Complete Streets Guidance.

1.1.3 Need

The Pavement Condition Report indicates that the existing pavement within the Project limits exhibits signs of distress and deterioration and is currently in “fair” condition. The California Department of Transportation (Caltrans) Culvert Inspection Program has identified cross culverts and drainage infrastructure in 52 locations that are in poor condition, undersized or in need of replacement. If not addressed, further deterioration will affect the structural integrity of the highway and require major roadway rehabilitation. In addition, there are various deficiencies and gaps in the pedestrian and bicycle infrastructure that, if not addressed, will continue to be barriers for and/or impeding the nonmotorized traffic.



Figure 1 Project Location

(There has been a substantive change to the document, which is noted here for reader reference.)

1.1.4 Project Background

Caltrans and Sonoma Public Infrastructure (SPI) are coordinating on both Caltrans' Sonoma SR 116 Capital Maintenance Project, a pavement project that proposes no active transportation elements in Forestville, and SPI's The Front Street (Highway 116) Active Transportation project, which proposes to add sidewalks, bike facilities, and traffic-calming features in the downtown Forestville area. Caltrans acknowledges that parking is important to the community and is working with SPI to minimize loss of parking spaces, including exploring layout modifications and off-street parking.

1.2 Project Description

This section provides a detailed description of the Project alternatives, components, and construction needs. The components, such as culverts and guard rails, will be modified or removed during the detailed design phase (the next phase of the development of this Project) due to considerations such as cost, environmental impact, and public comment.

1.2.1 Project Alternatives and Identification of a Preferred Alternative

This section describes the Project and the alternatives that have been developed to meet the purpose and need while avoiding or minimizing adverse environmental impacts. For this Project, there are only two alternatives: the Build and No Build Alternative.

(There has been a substantive change to the document, which is noted here for reader reference.)

The Caltrans Project Development Team (PDT) has made a final determination of the Project's effect on the environment and selected a preferred alternative after considering all comments from the public and reviewing agencies received during the public circulation period of the Initial Study (IS)/Mitigated Negative Declaration (MND). The PDT identified the Build Alternative as the preferred alternative on May 28, 2025.

The PDT considered the information in the formal comments received during the public review period for the IS/MND (Appendix F), technical studies completed for the Project, and the information in the IS/MND. No new substantive information was received during the public review period that would result in the identification of new alternatives meeting the purpose and need of the Project. New information led to the identification of new or more severe environmental impacts than those disclosed in the IS/MND, and revisions were completed and are noted. In conclusion, the Build Alternative would meet the Project's purpose and need to preserve, repair, and extend the service life of the existing pavement and drainage facilities; and improve the pedestrian and bicycle infrastructure to ensure the future structural integrity of the highway and improve

experiences for all users in the vicinity of the SR 116 corridor within the Project limits. The No Build Alternative would not meet the purpose and need.

1.2.2 Build Alternative – Project

The Build Alternative will repave the roadway surface of SR 116; install or replace streetlights, guardrails, and cross culverts; widen narrow shoulders and bicycle pullouts; add missing sidewalks and crosswalks; restripe existing crosswalks; upgrade the existing pedestrian infrastructure to current ADA standards; add rumble strips; construct shoulder backing; add or replace bus and pedestrian landing pads; construct maintenance vehicle pullouts (MVPs); and resurface West County Rodota Trail throughout the Project limits.

It is estimated that constructing this alternative will require 360 working days and cost \$34 million. Construction is anticipated to occur over approximately two construction seasons, from winter 2028 through summer 2030. Construction timing may also be adjusted, as needed, to comply with permit conditions from regulatory agencies that may affect the allowable construction seasons, and to avoid or minimize disruption during local events. The Project components are described in more detail in the following sections.

1.2.2.1 Repaving

The Project will repave SR 116 throughout the Project limits. Repaving will consist of flexible pavement and shoulder backing. The road surface will be prepared by grinding off the top surface layer, or cold planing, 0.25 feet from edge of pavement to edge of pavement for the entire Project limits (PM 7.74 and PM 25.05). The repaving will consist of an overlay of 0.10 foot of hot-mix asphalt and 0.15 foot of rubberized hot-mix asphalt. Before the overlay, any areas of failed pavement will be removed by digging out the pavement and underlying base layers as needed, rebuilding those, and repairing them using a minimum of 0.25 foot of hot-mix asphalt. This strategy will maintain the existing profile grade of the highway. Shoulder-line rumble strips and potentially center-line rumble strips will be added to the pavement in locations where accidental lane departures are documented or estimated. Shoulder backing consists of placing compacted gravel along the highway at the edge of the pavement and will be used to fill any drop-off at the edge of the pavement.

Repaving will be carried out in segments to keep travel lanes open as much as feasible and minimize traffic disruption. One-way traffic control will be implemented using traffic cones and temporary railings to protect the construction work zones. The repaving work will require lane closures (during off-peak hours, with possible night work) with one-way traffic control, flaggers, and pilot cars to direct traffic.

Equipment will include a pavement milling machine, a pavement recycling unit, asphalt/emulsion trailers, a distributor truck, an asphalt paver, a pickup machine, rollers, a water truck, backhoes, excavators, dump trucks, and sweeper trucks.

1.2.2.2 Cross Culvert Replacement

Caltrans hydraulics engineers have identified 52 cross culvert or drainage facility locations within the Project limits that require replacement and/or upsizing due to their damaged or otherwise compromised conditions. Details of each location can be found in Table 1. A definition of the acronyms used in this table can be found in a note at the end of the table.

Table 1 Drainage System Design Details

Culvert Post Mile	Existing Culvert Diameter (inches)	Existing Culvert Length (feet)	Material	Scope of Work
7.88	18	45	CSP	Replace with 18-inch by 45-foot CSP.
8.13	16	40	CSP	Replace with 18-inch by 40-foot RCP.
8.56	18	48	RCP	Replace with 24-inch by 48-foot RCP.
8.61	18	38	RCP	Replace with 24-inch by 48-foot RCP.
8.69	24	55	CSP	Replace with 24-inch by 55-foot CSP.
9.16	18	80	CSP	Replace with 24-inch by 80-foot RCP.
9.63	18	50	CSP	Replace with 24-inch by 50-foot RCP.
10.16	24	70	CSP	Replace with 36-inch by 70-foot RCP.
10.47	24	69	CSP	Replace with 36-inch by 70-foot RCP.
11.08	20	58	CSP	Lower existing DI.
11.29	18	60	CSP	Replace with 18-inch by 60-foot CSP.
12.60	12	46	RCP	Replace with 24-inch by 46-foot RCP.
12.65	8	39	RCP	Replace with 24-inch by 39-foot RCP.
12.87	15	57	CSP	Replace with 24-inch by 57-foot RCP.
12.88	18	57	CSP	Replace with 32-inch by 57-foot RCP.
12.99	29 x 19 elliptical	42	CSP	Replace with 34-inch by 24-inch by 42-foot elliptical CSP.
13.06	12	34	CSP	Replace with 24-inch by 34-foot RCP.
13.13	12	32	CSP	Replace with 32-inch by 32-foot RCP.
13.45	18	34	RCP	Replace with two 18-inch by 34-foot RCP.
13.59	18	60	CSP	Replace with two 18-inch by 60-foot RCP.
13.69	12	28	CSP	Replace with 32-inch by 28-foot RCP and with 18-inch overside drain.

Culvert Post Mile	Existing Culvert Diameter (inches)	Existing Culvert Length (feet)	Material	Scope of Work
13.94	24	33	CSP	Existing culvert in two sections. Replace second section with 24-inch by 33-foot CSP.
14.03	12	33	CSP	Replace with 18-inch by 33-foot CSP.
14.37	24	40	N/A	Add 36-inch by 40-foot CSP.
14.41	18	23	CSP	Replace 18-inch by 23-foot CSP.
14.91	12	32	CSP	Replace with 18-inch by 32-foot CSP. Possible inlet relocation for widening.
14.96	12 x 12 box	32	RCP	Replace box culvert with 18-inch by 32-foot CSP and replace existing 18-inch by 52-foot CSP.
15.16	18	49	CSP	Replace with 18-inch by 49-foot CSP.
15.31	12	42	CSP	Replace with 18-inch by 42-foot CSP.
15.65	12	36	CSP	Replace with 18-inch by 36-foot CSP.
15.75	12	30	CSP	Replace with two 24-inch by 30-foot RCP.
16.24	12	40	CSP	Replace with 18-inch by 40-foot CSP.
16.44	18	48	CSP	Replace with 24-inch by 48-foot RCP. Widening operation could result in the length being extended even if culvert not replaced.
17.05	36	30	CSP	Replace with two 36-inch by 30-foot RCP.
17.60	15	32	RCP	Replace with 24-inch by 32-foot RCP.
17.67	18	32	CSP	Replace with 36-inch by 32-foot RCP and add RSP.
17.80	18	60	CSP	Replace with 36-inch by 60-foot RCP, replace existing rock headwall with standard headwall, and add RSP.
17.84	15	30	CSP	Replace with 24-inch by 30-foot RCP.
17.96	12	53	CSP	Replace with 24-inch by 53-foot RCP.
18.05	18	45	CSP	Replace with 36-inch by 45-foot RCP.
18.15	12	13	RCP	Replace with 24-inch by 13-foot RCP.
18.23	12	28	RCP	Replace with 18-inch by 28-foot RCP and replace existing sacked concrete headwall with standard headwall.
18.32	32	72	CSP	Replace with 32-inch by 72-foot RCP.
18.34	12	24	CSP	Replace with 24-inch by 24-foot RCP.

Culvert Post Mile	Existing Culvert Diameter (inches)	Existing Culvert Length (feet)	Material	Scope of Work
18.56	12	32	RCP	Replace with 18-inch by 32-foot RCP.
18.62	N/A	N/A	N/A	Install 18-inch by 36-foot RCP with a DI end treatment.
18.80	12	37	CSP	Replace with 18-inch by 37-foot CSP, add flared end section.
18.88	12	54	CSP	Replace with 24-inch by 54-foot RCP with a concrete flare end. Possible extension of replaced culvert with widening.
19.82	18	10	CSP	Add junction box and extend culvert approximately 15 feet.
19.82	18	10	CSP	Install new DI at new widening location; replace existing DI grate with bicycle-friendly grate.
19.82	N/A	N/A	N/A	Install two DIs. Connect to existing system w/ 18-inch by 32-foot – RCP ~ 200 feet away
19.93	N/A	N/A	N/A	Repair existing headwall.
20.20	N/A	N/A	N/A	Add 18-inch by 32-foot RCP with end treatment.
20.22	N/A	N/A	N/A	Install two 18-inch by 32-foot RCP.

Notes:

There are 52 locations with 55 issues to be addressed.

- DI = drainage inlet
- CSP = corrugated steel pipe
- N/A = not applicable
- RCP = reinforced concrete pipe
- RSP = rock slope protection

Cross culvert replacements will primarily be constructed using a cut-and-cover method. The cut-and-cover method entails cutting through the pavement surface to remove the existing culvert, placing the new culvert in the emptied space, and covering the excavated area and new culvert with new road base material and pavement. In some locations, the new culverts will be larger than the existing culvert. Similar to repaving, the cut-and-cover culvert replacement can be carried out in segments to keep one travel lane open and minimize traffic disruption. One-way traffic control will be implemented using traffic cones and temporary railings to protect the construction work zones, resulting in approximately 5- to 10-minute delays.

Two culvert locations will require rock slope protection (RSP). RSP consists of a layer of rocks used to stabilize slopes and prevent erosion. RSP will be installed at the outlets of culverts at PM 17.67 and PM 17.8. To install RSP, loose rock and sediment will be

removed and the slope graded to a depth of relatively stable sediment. Fabric or gravel will then be placed over the sediment and covered with RSP. Rock used in RSP will be sized to serve the intended purpose and prevent erosion. The area covered by RSP will be approximately 360 square feet.

New culvert headwalls are to be installed at four culvert locations (PMs 14.91, 17.8, 18.23, and 19.93). Headwalls are concrete walls built on the inlet side of a culvert to prevent the creation of an overly steep side slope; improve water flow; provide anchoring support for the culvert to prevent dislodging under excessive pressures; control erosion and scour from high water velocities; and prevent adjacent soil from eroding into the waterway. Approximate headwall dimensions are 13.5 feet wide by 4.5 feet high, with a 10-inch-thick wall and a 1-foot-deep foundation.

Some vegetation removal, including trees and shrubs, could be required to complete drainage improvement work, culvert replacements, and RSP placement. Where feasible, tree or shrub pruning will be completed to avoid the need for removal.

1.2.2.3 Americans with Disabilities Act and Complete Streets Improvements

The Project will upgrade the existing pedestrian infrastructure to comply with current ADA standards and pedestrian and bicycle infrastructure, in accordance with Caltrans' current Complete Streets Guidance.

The design of the Project currently includes upgrades, additions, or replacements of 40 ADA curb ramps, three pedestrian landings, six streetlights, eight bicycle pullouts, four MVPs, eight driveways, three bus pads, 12 crosswalk locations, three sidewalk locations, two pedestrian hybrid beacons and 30 additional accessible pedestrian signals (APS).

Pedestrian and Transit Facilities

The Project will upgrade the existing pedestrian infrastructure within the Project limits to comply with current ADA standards. Missing sections of sidewalks will be constructed, new crosswalks will be added, and existing crosswalks will be restriped. Curb ramps will be upgraded to standard as necessary. Additionally, new detectable warning surfaces, also known as pedestrian landing pads, will be installed at curb ramps, providing a bright yellow warning surface with raised bumps to alert pedestrians to potential hazards such as vehicle traffic at the intersection. New APS will be installed at pedestrian crossings as required, and existing APS will be upgraded to the new standard. New and upgraded pedestrian facility details and locations are in Table 2.

Table 2 Pedestrian Facility Locations

Post Mile	Location along SR 116	Type of Improvements
7.740	Church Street, northwestern and southwestern corners	<ul style="list-style-type: none"> • Two pedestrian landing pads • Crosswalk restriping • Two detectable warning surfaces
7.760	F Street	<ul style="list-style-type: none"> • Pedestrian landing pad
7.850	E Street, northwestern and southwestern corners	<ul style="list-style-type: none"> • Crosswalk restriping • Two detectable warning surfaces
8.860	Westbound	<ul style="list-style-type: none"> • Two curb ramps • Two detectable warning surfaces • Curb and gutter
11.164	Hulbert Creek Bridge	<ul style="list-style-type: none"> • Crosswalk restriping • Detectable warning surface
11.750	Guerneville Park and Ride	<ul style="list-style-type: none"> • Four curb ramps • Bus stop pad • Curb and gutter
11.818	Fife Creek Bridge	<ul style="list-style-type: none"> • Sidewalk • Curb and gutter
11.900	Mill Street, northwestern and southwestern corners	<ul style="list-style-type: none"> • Two curb ramps • Crosswalk restriping • Two accessible pedestrian signal systems • Two detectable warning surfaces
11.980	Church Street, northeastern and southeastern corners	<ul style="list-style-type: none"> • Two curb ramps • Crosswalk restriping • Two accessible pedestrian signal systems • Two detectable warning surfaces
R12.067	Armstrong Woods Road	<ul style="list-style-type: none"> • Bus stop pad
R12.377	SR 116 Eastbound	<ul style="list-style-type: none"> • Two curb ramps • Detectable warning surface • Curb and gutter • Driveway
R12.466	Neeley Road, southwestern corner	<ul style="list-style-type: none"> • Curb ramps • Detectable warning surface • Curb and gutter
19.429	SR 116 Westbound	<ul style="list-style-type: none"> • Curb and gutter • Driveway
19.518	SR 116 Eastbound	<ul style="list-style-type: none"> • Sidewalk • Driveway

Post Mile	Location along SR 116	Type of Improvements
19.544	SR 116 Eastbound	<ul style="list-style-type: none"> • Driveway
19.614	SR 116 Eastbound	<ul style="list-style-type: none"> • Curb and gutter • Driveway
19.810	Travis Road, northeastern corner and southwestern corner	<ul style="list-style-type: none"> • Two curb ramps • New crosswalk • Two accessible pedestrian hybrid beacons • Two detectable warning surfaces
19.810	Packinghouse Road, northwestern corner and southeastern corner	<ul style="list-style-type: none"> • Two curb ramps • New crosswalk • Two detectable warning surfaces
R22.524	Meuller Road	<ul style="list-style-type: none"> • Five curb ramps • Crosswalk restriping • Six accessible pedestrian signal systems • Four detectable warning surfaces • Curb and gutters • Replace streetlights
23.050	Graton Road	<ul style="list-style-type: none"> • Seven curb ramps • Crosswalk • Eight accessible pedestrian signal systems • Four detectable warning surfaces • Bus stop pad • Curb and gutters
R23.395	Oak Grove Avenue	<ul style="list-style-type: none"> • Replace streetlights
R24.054	Occidental Road	<ul style="list-style-type: none"> • Four curb ramps • Crosswalk restriping • Sidewalk • Six accessible pedestrian signal systems • Four detectable warning surfaces • Curb and gutters • Driveway
25.050	Mill Station Road	<ul style="list-style-type: none"> • Six curb ramps • Crosswalk restriping • Six accessible pedestrian signal systems • Four detectable warning surfaces • Curb and gutters

Note:
SR = State Route

Bicycle Facilities

The Caltrans District 4 Bike Plan and the Sonoma County Bicycle and Pedestrian Plan (Sonoma County 2010) includes Class II bicycle lanes on SR 116 in the Project corridor. As listed in Table 3, the Project will widen narrow shoulders to provide bicycle pullouts at eight locations, from Church Street (PM 7.74) to Green Valley Road (PM R22.13); and Class II bicycle lanes from Green Valley Road (PM R22.13) to Mill Station Road (PM 25.05). In addition, the Project will repave the West County and Rodota Trail, which is an off-street, Class I bicycle facility. During repaving work, the trail will be temporarily closed between Occidental Road and Mill Station Road. A detour will be provided on the westbound shoulder of SR 116 adjacent to the trail, protected by a continuous temporary railing, with temporary crash cushion modules added at each access opening and intersection.

Table 3 Bicycle Pullout Locations

Bicycle Pull-Out No.	Post Mile	Direction	Anticipated Length (feet)
1	14.000	Eastbound	410
2	14.900	Westbound	660
3	16.400	Eastbound	1,770
4	17.160	Eastbound	1,819
5	18.600	Westbound	2,505
6	21.050	Westbound	1,980
7	21.850	Westbound	1,317
8	R23.395	Westbound	370

Maintenance Vehicle Pullouts

The Project will construct four MVPs (Table 4). The MVPs will be adjacent to the shoulder, allowing maintenance and operations personnel to park off the road and safely access work sites. MVPs will be in previously disturbed areas.

Table 4 Maintenance Vehicle Pullout Locations

MVP No.	Post Mile	Direction	Anticipated Length (feet)
1	R12.55	Eastbound	780
2	13.55	Eastbound	780
3	13.8	Westbound	780
4	17.15	Eastbound	780

1.2.2.4 Guard Rails

There are 11,803 linear feet of metal beam guard railing (MBGR) on this Project that require replacement because they do not meet current standards. MBGR will be replaced using the Midwest guardrail system (MGS), which is slightly taller and deemed safer than the MBGR design. The existing treated wood posts will be replaced with metal posts, and the treated wood removed from the guardrails will be disposed of at a Class 1 recycling facility. Guard rails will be replaced at 49 locations in the Project area: 32 at locations along eastbound SR 116, and 17 at locations along westbound SR 116 (see Table 5 and Appendix E). In total, 11,964 linear feet of new MGS will replace 11,803 linear feet of MBGR.

A reinforced concrete barrier transition is needed to provide a secure attachment of the new MGS when performing guard rail replacements on structures such as bridges and viaducts. The Project will construct 15-foot-long concrete barrier transitions at six locations, as detailed in Table 6.

Removal of some vegetation, including trees and shrubs, will be necessary to complete guard rail replacements. Where feasible, tree or shrub pruning will be completed to avoid any unnecessary need for removal.

Table 5 Midwest Guard Rail Locations

Direction	Post Mile	Existing MBGR (feet)	Anticipated MGS (feet)
Eastbound	8.15	480.0	480.0
Westbound	8.16	90.0	150.0
Eastbound	8.28	480.0	480.0
Westbound	8.35	210.0	212.5
Eastbound	8.43	140.0	150.0
Eastbound	10.33	88.0	150.0
Westbound	10.43	209.0	212.5
Eastbound	10.48	1590.0	1590.0
Eastbound	11.11	75.0	75.0
Westbound	11.15	55.0	56.25
Eastbound	11.26	900.0	900.0
Westbound	11.60	53.0	56.25
Eastbound	11.67	155.0	162.5
Eastbound	11.78	25.0	25.0
Westbound	R12.31	80.0	81.25
Westbound	R12.33	236.0	237.5
Westbound	R12.41	82.0	82.0

Direction	Post Mile	Existing MBGR (feet)	Anticipated MGS (feet)
Westbound	R12.42	200.0	200.0
Eastbound	R12.44	475.0	475.0
Eastbound	R12.54	295.0	295.0
Eastbound	R12.60	269.0	275.0
Eastbound	13.69	160.0	162.5
Westbound	13.73	75.0	150.0
Eastbound	13.81	250.0	250.0
Eastbound	14.46	315.0	325.0
Eastbound	14.61	120.0	150.0
Eastbound	14.64	205.0	212.5
Eastbound	14.87	100.0	150.0
Eastbound	15.02	320.0	325.0
Eastbound	15.19	150.0	150.0
Eastbound	15.26	140.0	150.0
Eastbound	15.41	152.0	150.0
Eastbound	15.52	155.0	150.0
Westbound	15.53	120.0	150.0
Westbound	15.95	60.0	62.5
Eastbound	15.95	110.0	150.0
Westbound	16.45	145.0	150.0
Eastbound	16.46	195.0	200.0
Eastbound	16.75	140.0	150.0
Westbound	16.76	140.0	150.0
Westbound	19.70	200.0	200.0
Westbound	19.73	345.0	350.0
Westbound	21.39	470.0	475.0
Eastbound	21.39	560.0	562.5
Eastbound	R22.14	184.0	187.5
Eastbound	R23.38	180.0	180.0
Eastbound	R24.16	137.0	150.0
Eastbound	24.83	125.0	150.0
Eastbound	24.86	25.0	25.0

Notes:

MBGR = metal beam guard railing
MGS = Midwest guardrail system

Table 6 Guard Rail Concrete Barrier Transition Locations

Bridge No.	Post Mile	Bridge Name	Anticipated Length (feet)
20-0071	10.38	Russian River sidehill viaduct (#2)	15
20-0072	10.46	Russian River sidehill viaduct (#1)	15
20-0049	11.16	Hulbert Creek	15
20-0089	11.82	Fife Creek	15
20-0254	12.19	Russian River	15
20-0255	12.42	Drake Road undercrossing	15

1.2.2.5 Equipment and Materials Staging

The Project will use various existing pullout locations as staging areas to store and park equipment and materials at the end of each shift, reducing the need for and cost of hauling large pieces of equipment to and from Contractor storage facilities. Staging areas identified in the Project footprint are listed in Table 7. Staging areas will be in locations that do not require the removal of trees or other native species vegetation, and they must not cause any permanent damage to these areas.

Long-term staging for materials and equipment being stored by the contractor will be beyond the direct view of the motoring public.

Table 7 Staging Locations

Staging Area No.	Staging Area Approximate location (Post Mile)	Direction
1	8.16	Westbound
2	8.69	Westbound
3	10.47	Westbound
4	10.63	Westbound
5	11.45	Westbound
6	18.68	Westbound
7	R23.7	Eastbound

1.2.2.6 Proposed Right-of-Way Requirements

The Project will require access to areas outside Caltrans right-of-way. It is estimated that up to 17 partial acquisitions of private properties will be needed for the ADA-compliant upgrades and shoulder-widening features of this Project (Table 8). Approximately five permanent drainage easements will be needed to preserve permanent access for maintenance of culverts (Table 9). Additionally, 33 temporary construction easements (Table 10) and several permits to enter and construct will be required to build the Project (Table 11).

Table 8 Proposed Right-of-Way Acquisitions

Parcel/Property	Proposed Area of Acquisition (square feet)
085-150-010-000	400
085-150-009-000	641
083-090-079-000	657
084-010-004-000	1581
130-110-023-000	815
130-180-045-000	691
130-110-026-000	358
130-180-048-000	443
130-261-027-000	395
130-262-033-000	276
061-050-062-000	198
130-263-004-000	186
060-400-071-000	172
083-080-023-000	169
083-080-032-000	210
083-080-026-000	210
083-080-027-000	191

Table 9 Proposed Permanent Drainage Easements

Parcel/Property	Proposed Area of Permanent Drainage Easements (square feet)
071-150-005-000	560
071-150-010-000	220
085-060-002-000	600
085-160-008-000	340
084-220-009-000	580

Table 10 Proposed Temporary Construction Easements

Parcel/Property	Proposed Area of Temporary Construction Easements (square feet)
094-125-004-000	300
094-160-007-000	220
094-180-018-000	280
071-150-021-000	260
071-290-039-000	240
071-150-005-000	764
071-150-010-000	320
071-300-012-000	280
085-060-002-000	800
085-070-002-000	260
085-150-009-000	600
085-150-002-000	230
085-150-016-000	230
085-160-008-000	440
085-160-007-000	200
085-170-011-000	240
085-170-010-000	120
085-180-007-000	120
085-190-003-000	140
083-240-019-000	80
083-240-016-000	200
083-220-020-000	400
083-210-003-000	200
083-210-012-000	200
083-210-013-000	840
084-220-009-000	140
083-210-019-000	260
083-130-082-000	100
084-031-001-000	600
083-130-078-000	460
084-031-009-000	60
084-070-027-000	260
084-070-001-000	200

Table 11 Proposed Permits to Enter and Construct

Parcel/Property	Proposed Area of Permits to Enter and Construct (square feet)
Sonoma County land	22,207
083-080-023-000	113
083-080-032-000	140
083-080-026-000	140
083-080-027-000	128

1.2.2.7 Project Features

Project features (PFs) are integral to the Project and can include design elements of the Project and/or standardized measures that are applied to all or most Caltrans projects, measures included in the standard plans and specifications, or standard special provisions (SSPs) (such as best management practices [BMPs]). Such PFs have been considered prior to any significance determinations.

PF-AQ-1. Implement Caltrans Standard Specifications – These standard specifications require compliance with air pollution control rules, regulations, ordinances, statutes, and BMPs that apply to work performed under the Contract. Implementation of these specifications will result in reducing greenhouse gas (GHG) emissions from construction activities by requiring regular vehicle and equipment maintenance; limiting idling of vehicles and equipment onsite; if practicable, recycling nonhazardous waste and excess material or, if recycling is not practicable, disposing of materials in certified disposal facilities; and using solar-powered signal boards, if feasible.

PF-BIO-1. Documentation at Project Site – A Permit Compliance Binder will be maintained at the construction site at all times and presented to resource agency (e.g., United States Army Corps of Engineers [USACE], United States Fish and Wildlife Service [USFWS], San Francisco Bay Regional Water Quality Control Board [RWQCB], and/or California Department of Fish and Wildlife [CDFW]) personnel upon request. The Permit Compliance Binder will include a copy of all original permits and agreements, and any extensions and amendments to the permits and agreements.

PF-BIO-2. Work According to Documents – Except as they are contradicted by measures in the permits and agreements, all work will be conducted in conformance with the Project description in the permits and agreements and the avoidance and minimization measures (AMMs) provided in the permits and agreements.

PF-BIO-3. Work Period in Dry Weather Only – Work in bed, bank, or channel of aquatic resources, and in any associated riparian habitat, will only be conducted during periods of dry weather. Forecast precipitation will be monitored. When 0.25 inch or more precipitation is forecast to occur, work will stop before precipitation commences.

No Project activities will 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 will be inspected for erosion and sediment problems, and corrective action will be taken as needed; 72-hour weather forecasts from the National Weather Service will be consulted, and work will not start back up until runoff ceases and there is less than a 50 percent forecast for precipitation for the following 24-hour period.

PF-BIO-4. Environmental Training – Prior to the start of construction, a biologist will provide a training session for all work personnel to identify any sensitive species that may be in the area, their basic habitats, how they may be encountered in their work area, and procedures to follow when they are encountered. Any personnel joining the work crew later shall receive the same training before beginning work. Upon completion of the education program, employees shall sign a form stating they attended the program and understand all protection measures. A pamphlet that contains images of sensitive species that may occur in the Project area, environmentally sensitive areas (ESAs) in the Project area, key avoidance measures, and employee guidance will be given to each person who completes the training program. These forms will be made available to the resource agencies upon request.

PF-BIO-5. Mark Environmentally Sensitive Areas – Before construction begins, ESAs will be clearly delineated using high-visibility orange fencing, flagging, or similar marking to delineate sensitive habitats, including rare plants. The ESA marking will remain in place throughout construction. It may be removed during the wet season (and subsequently reinstalled) if needed to prevent materials from being washed away. The final Project plans will depict all locations where ESA markings will be installed and the manner of installation. The bid solicitation package special provisions will clearly describe acceptable marking material and prohibited construction-related activities, vehicle operation, material and equipment storage, and other surface-disturbing activities in ESAs. ESA markings will be maintained in good condition throughout the Project as needed.

PF-BIO-6. Nesting Bird Surveys – If Project activities occur between February 1 and September 30, then a preconstruction survey will be conducted for nesting birds no more than 3 days before construction. If active nests are found, then an appropriate buffer will be established, and the nest will be monitored for compliance with the Migratory Bird Treaty Act and California Fish Game Code Section 3503.

PF-BIO-7. Active Nest Buffers – If an active bird nest is found during construction activities, then the following ESA buffers will be established: If an active raptor nest is observed, a 300-foot ESA buffer will be implemented to avoid affecting the young until they have fledged; if an active nest of a migratory bird other than a raptor is observed, a suitable ESA buffer will be determined by a qualified biologist and implemented to protect the young until they have fledged, or as otherwise determined by consultation with USFWS and CDFW regarding appropriate action to comply with the Migratory Bird Treaty Act and California Fish and Game Code Section 3503.

PF-BIO-8. Stormwater Best Management Practices – Water pollution control and erosion control BMPs will be developed and implemented to avoid wind- or water-related erosion. They will follow the requirements of the RWQCB and standards outlined in Construction Site Best Management Practices Manual (Caltrans 2024). At a minimum, protective measures will include the following:

- a. Prohibit discharge of pollutants from vehicle and equipment cleaning into storm drains or watercourses.
- b. Maintain equipment to prevent the leakage of vehicle fluids, such as gasoline, oils, or solvents. Hazardous materials such as fuels, oils, solvents, etc. will be stored in sealable containers in a designated location that is at least 50 feet from aquatic habitats.
- c. Service vehicles and construction equipment, including fueling, cleaning, and maintenance, at least 50 feet from aquatic habitat unless separated by a topographic or engineered drainage barrier.
- d. Collect and dispose of concrete wastes and water from curing operations in appropriate washouts, at least 50 feet from watercourses.
- e. Maintain spill containment kits on site at all times during construction operations, staging, and fueling of equipment.
- f. Use water trucks and dust palliatives to control dust in unvegetated areas and cover temporary stockpiles when weather conditions require.
- g. Protect graded areas from erosion using a combination of silt fences, fiber rolls, or straw wattles along toes of slopes or along edges of designated staging areas; erosion control netting (jute or coir); hydraulic mulch; temporary cover; drainage inlet protection; or other appropriate sediment control methods. To prevent wildlife from becoming entangled or trapped in erosion control materials, plastic monofilament netting (i.e., erosion control matting) or similar material will not be used. Acceptable substitutes include coconut coir matting or tackifying hydroseeding compounds.

PF-BIO-9. Construction Site Management Practices – The following BMPs will be implemented to biological resources:

- a. Enforce a speed limit of 15 mph for Project vehicles in unpaved portions of the site to reduce dust and excessive soil disturbance.
- b. Locate construction access, staging, storage, and parking areas in the Caltrans right-of-way and outside of any designated ESA to the extent practicable. Access routes, staging and storage areas, and contractor parking will be limited to the minimum necessary to construct the Project. Routes and boundaries of roadwork will be clearly marked before initiating construction.

- c. Certify that borrow material is nontoxic and weed free.
- d. Enclose food and food-related trash items in sealed trash containers and remove them from the site at the end of each day.
- e. Prohibit pets from entering the Project area during construction.
- f. Prohibit firearms in the Project site, except for those carried by authorized security personnel or local, state, or federal law enforcement officials.

PF-BIO-10. Invasive Weed Control – To reduce the spread of invasive, nonnative plant species and minimize the potential decrease of palatable vegetation for wildlife species, Caltrans will 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 will be required to contain the noxious weed plant material and dispose of it in a manner that will not promote the spread of the species. The contractor will be responsible for obtaining all permits, licenses, and environmental clearances for properly disposing of materials. Areas subject to noxious weed removal or disturbance will be replanted with fast-growing native grasses or a native erosion control seed mixture. Where seeding is not practical, the target areas in the Project area will be covered to the extent practicable with heavy black plastic solarization material until the end of the Project. If work occurs in sensitive habitat, vehicles and equipment will be thoroughly cleaned before arriving on the site to prevent the spread of noxious weeds from other locations.

PF-BIO-11. Minimize Vegetation and Tree Removal – Vegetation will be cleared only where necessary and will be cut above soil level, except in areas that will be permanently affected or excavated. This will allow plants that reproduce vegetatively to resprout after construction.

PF-BIO-12. Restore Disturbed Areas – Temporarily disturbed areas will be restored. Exposed slopes and bare ground will be reseeded with native grasses to stabilize and prevent erosion. Where disturbance includes the removal of trees and woody shrubs, native species will be replanted, based on the local species composition.

PF-BIO-13. Night Lighting – For unavoidable nighttime work, all lighting will be shielded and directed downward toward the active construction area to avoid exposing nocturnal wildlife to excessive glare.

PF-CUL-1. Unanticipated Discovery – If archaeological resources (sites, features, or artifacts) are exposed during construction activities, all construction work occurring within 60 feet of the discovery must immediately stop. A qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications for Archaeology will evaluate the find's significance in consultation with the Tribe to determine whether further study is warranted. Additional archaeological survey will be needed if the Project limits are extended beyond the present survey limits. Contact the Lead Caltrans Archaeologist in the Office of Cultural Resource Studies.

If any tribal cultural resources (TCR) as defined by the Tribe and the California Environmental Quality Act (CEQA) are found during construction, a Professionally Qualified Staff archaeologist will assess the find. The Office of Cultural Resource Studies will notify local consulting Tribes if the resource is a TCR and consult with the contractor and Tribe to determine avoidance. If avoidance is not possible, further consultation with the Tribe will determine treatment.

PF-CUL-2. Human Remains – If Caltrans Professionally Qualified Staff determines that cultural materials contain human remains, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains. Caltrans' Cultural Resources Studies Office will contact the Sonoma County Coroner. Pursuant to Public Resources Code (PRC) Section 5097.98, if the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), which will then notify the Most Likely Descendant. Caltrans, District 4, Cultural Resource Studies Office will work with the Most Likely Descendant on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

PF-HAZ-01. Caltrans Standard Specifications and Hazardous Waste Regulations – The current Caltrans Standard Specifications Section 13-4, Job Site Management, will be implemented to prevent and control spills or leaks from construction equipment and from storage of fuels, paints, cleaners, solvents, and lubricants. Handling and management of hazardous materials will comply with the current Caltrans Standard Specification Section 14-11, Hazardous Waste and Contamination, which outlines handling, storing, and disposing of hazardous waste.

PF-HYD-1. Implementation of Construction-Site Best Management Practices – BMPs will be included in the final Project plans, and SSPs will be included in the final construction package to comply with the conditions of the Caltrans National Pollutant Discharge Elimination System permit. The Caltrans Best Management Practice Guidance Handbook will provide guidance for provisions to be included in the construction contract for measures to protect ESAs and avoid or minimize stormwater and non-stormwater discharges. Construction-site BMPs for stormwater may include, but are not limited to, the following:

- construction tracking control practices
- job site management
- temporary sediment control (fiber rolls and silt fencing)
- temporary soil stabilization
- waste management and construction materials pollution control
- construction materials stockpile management
- dust and wind erosion controls
- drainage inlet protection
- non-stormwater management
- water quality monitoring
- earth-disturbing construction activities should not be made during anticipated rain events

PF-HYD-2. Stormwater Pollution Prevention Plan (SWPPP) – A SWPPP will be prepared by the contractor and approved by Caltrans, pursuant to 2025 Caltrans Standard Specifications Section 13, Water Pollution Control, and the Caltrans SWPPP Preparation Manual, and implemented prior to the beginning of construction.

PF-NOI-1. Schedule Noisy Operations in the Same Time Frame – The total noise level will not be significantly greater than the level produced if operations are performed separately.

PF-NOI-2. Avoid Unnecessary Idling – Internal combustion engines within 100 feet of sensitive receptors must be shut off to reduce noise and exhaust fumes.

PF-NOI-3. Stationary Noise-Generating Construction Equipment – All such equipment must be kept as far as practical from noise-sensitive receptors or baffled housing or sound aprons must be provided for equipment when sensitive receptors adjoin or are near a construction Project area.

PF-NOI-4. Intake and Exhaust Mufflers for Combustion Engines – Equip all equipment driven by internal combustion engines with manufacturer-recommended intake and exhaust mufflers that are in good condition and appropriate for the equipment.

PF-NOI-5. Use of “Quiet” Equipment – “Quiet” air compressors and other “quiet” equipment must be used where such technology exists.

PF-NOI-6. Delivery of Construction Equipment Restriction – No construction equipment will be delivered and dropped off before 6:00 a.m.

PF-NOI-7. Combustion Engine Maintenance – Maintain all internal combustion engines properly to minimize noise generation.

PF-VIS-1. Vegetation Removal – Revegetate disturbed soil areas with native and climatically appropriate species.

PF-TRANS-1. Traffic Management Plan – A Final Traffic Management Plan (TMP) will be prepared by Caltrans prior to the beginning of construction and in consultation with the appropriate agencies to aid in coordinating and providing further safety measures for those accessing the Project corridor during construction. The TMP will identify traffic delays and alternative routes for emergency and medical vehicles associated with essential services, thereby avoiding or minimizing short-term, localized traffic congestion and delays. Notifications and instructions for rapid response or evacuation in the event of an emergency will be provided.

1.2.3 No-Build (No-Action) Alternative

The “No-Build” alternative will take no actions, and the Project will not be constructed. If no action is taken, further deterioration of the roadway pavement will affect the

structural integrity of the highway and require major roadway rehabilitation at a future date. A major roadway rehabilitation will result in an increase in costs, take longer to construct, and require a commitment of more irretrievable resources. In addition, as identified in the Transportation Planning Scoping Information Sheet, there are various deficiencies and gaps in the pedestrian and bicycle infrastructure that, if not addressed, will continue to be barriers for and/or impediments to the nonmotorized traffic. As a result, the existing pavement will continue to deteriorate, resulting in costly future repairs and risk to the public’s safety. Therefore, the “No-Build” alternative will not meet the Project’s purpose and need.

1.3 Proposed Permits and Approvals Needed

The permits, licenses, agreements, and certifications listed in Table 12 are required for Project construction:

Table 12 Permits and Approvals

Agency	Permit/License/Agreement/ Certification	Status
California Department of Fish and Wildlife	Lake and Streambed Alteration Agreement	Application will be submitted during detailed design phase.
North Coast Regional Water Quality Control	Water Quality Certification (Clean Water Section 401)	Application will be submitted during detailed design phase.
United States Army Corps of Engineers	Clean Water Act Section 404 Nationwide Permit	Application will be submitted during detailed design phase.
United States Fish and Wildlife Service	Section 7 Consultation Biological Opinion request	Technical Assistance with USFWS was conducted on January 16, 2026, and March 4, 2026, for the California red-legged frog and northern spotted owl. Formal Section 7 consultation will begin with the drafting and submittal of a Biological Assessment during the detailed design phase.

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the Project. Potential impact determinations include Significant and Unavoidable Impact, Less-than-Significant Impact with Mitigation Incorporated, Less-than-Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A “No Impact” answer reflects this determination. The questions in this checklist are intended to encourage thoughtful assessment of impacts and do not represent thresholds of significance.

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 impact that will be mitigated with the implementation of a mitigation measure (MM) to a level of less than significant.

Significant and Unavoidable Impact: Indicates the potential for a significant and unavoidable environmental impact.

PFs are integral to the Project and can include design elements of the Project and/or standardized measures that are applied to all or most Caltrans projects, measures included in the standard plans and specifications, or SSPs (such as BMPs). Such PFs have been considered prior to any significance determinations. Refer to Section 1.2.2.7 for the complete list and details of the PFs.

Caltrans is the lead agency under CEQA for this Project.

2.1.1 Aesthetics

Except as provided in Public Records Code (PRC) 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

Question	CEQA Determination
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

2.1.1.1 CEQA Significance Determinations for Aesthetics

The following is summarized from the Visual Impact Assessment (VIA) conducted by the Office of Landscape Architecture (Caltrans 2025a). Scenic resource and visual resource identification was first conducted based on a desktop review of available maps, regional and local plans, and other databases. Field visits were then conducted to verify key information about the landscape after the initial desktop review. In the context of the VIA, “scenic resources” are those officially designated by federal, state, regional, tribal, or local authorities; “visual resources” are those that exist in the Project Area of Visual Effect without being officially recognized.

The Project is on the section of SR 116 that was officially designated as a State Scenic Highway in 1988. The Project corridor travels through several different landscape types. The Project spans both the Coastal Franciscan Redwood Forest and the Napa-Sonoma-Russian River Valleys ecoregions of Northern California. The landscape in the northern area of the Project is characterized by hilly steep ravines around the Russian River and “Pocket Canyon” areas with mature forests. Approaching Forestville, the corridor broadens as it continues into the relatively flat and open area of the Santa Rosa Plain to the southeast. The landcover of the northern portion of the Project corridor is characterized by dense vegetation and established forests, with trees that often overhang the roadway. The landcover in the southern portion of the Project corridor is more open, with a mix of agricultural plantings and intermittent stretches of wildland, cultivated trees, and patches of forest and shrubs lining the corridor. Though the corridor passes through the small communities of Monte Rio, Guerneville, and Forestville as well as more suburban areas north of Sebastopol, most of the land along the corridor is rural, with a mix of agricultural, residential, and commercial uses.

a) Less-than-Significant Impact

There are scenic vistas of the Russian River, forested hillsides, and the historic Russian River Bridge area in the Project corridor. The main visible elements of the Project will be the newly resurfaced roadway, widened shoulders in multiple locations for bicycle pull-outs and MVPs, guardrail installation, additional pedestrian infrastructure, and vegetation removal to accommodate the new work.

The resurfaced roadway will initially appear darker; with the new roadway striping, the visual contrast will be prominent at first. The asphalt and paint will fade over time, however, reducing visual contrast in the long term.

The bicycle pull-out locations and MVP locations are already paved with gravel and do not contain trees or tall vegetation. At other locations, the wider paved asphalt area will slightly increase the visual dominance but will not have a significant effect on the Area of Visual Effect.

The Project will also replace standard metal beam guardrail (MBGR) with Midwest guardrail system (MGS). MGS is 3 inches taller than MBGR, but this difference is negligible to the average viewer. There are no new locations of guardrail along the corridor, though the length of guardrail at some locations will be several feet longer in the Build Alternative. Guardrail replacement will have concrete vegetation control below, which will increase the amount of paved area, slightly increasing the dominance of the roadway. Guardrails are common along the highway, however, and the scale and form will be in keeping with the existing condition.

Crosswalks, curb ramps, flashing beacons, and other pedestrian infrastructure are in or near the small urban centers of Guerneville and Forestville, as well as in the southern, more suburban area of the corridor south of Green Valley Road. In addition, six streetlights will be replaced/upgraded over two intersections near the communities of Sousa Corners and Graton. These elements are common in these more suburban and urban areas and will be in keeping with the scale and form of other such infrastructure along the corridor. No foundation work for the replacements is expected.

The most noticeable permanent visual change will be vegetation removal, particularly around culvert replacement and repair locations. The exact details of tree and vegetation removal are not known at this stage. Tree removals, especially in the northern portion of the Project corridor where dense stands of mature redwoods line the roadway, will be avoided to the greatest extent practicable during final Project design. Should a mature tree be removed in this section of the Project, the visual effect will be negligible due to the density of the surrounding stands.

Eight ornamental street trees have been identified as possibly being removed in downtown Forestville to accommodate pedestrian upgrades in the area. Through the implementation of AMM-VIS-1 (below, Appendix B), the trees will be replaced as practicable in conjunction with community input. Tree removals in downtown Forestville will result in changes to the landscape until the trees mature, although the overall character and quality of the visual environment will remain largely the same due to the urbanized quality of the environment. Views of the small-scale buildings beyond are typical of the downtown corridor; other existing trees visible in the distance and on the opposite side of the street will remain.

Based on the data and analysis provided in the VIA, in conjunction with AMM-VIS-1 through AMM-VIS-7, the impacts to scenic vistas will be less than significant.

b) Less-than-Significant Impact

SR 116 through the Project limits is a designated Scenic Highway with scenic resources that include trees, rock outcroppings, rivers, and creeks. The Project does not have historic buildings that will be impacted by the work.

Preliminary assessments estimate that approximately 52 trees may need to be removed to complete construction. The individual trees include redwoods (*Sequoia sempervirens*), California bay laurels (*Umbellularia californica*), oaks (*Quercus* sp.), and nonnative ornamental tree species. One strategy the Project will employ to avoid and minimize tree removal at culvert locations will be to relocate the culvert slightly at some locations. Relocations are possible for those culverts identified for repair or replacement that only facilitate the flow of stormwater under the roadway, collected from sheet flow into roadside ditches, and are not used to facilitate the flow of creek or river waters. When culverts are not specifically at a creek or river crossing, engineers can relocate them along a roadside ditch to avoid construction impacts requiring tree removals, thus maintaining the function of drainage facilities. Trees are the primary scenic resource impacted by Project construction. Because most tree impacts occur in forested areas, the visual effect of removing one or two trees at a specific work location will be negligible, given the density of the surrounding stands. Implementation of AMM-VIS-1 will involve replanting any removed trees at a one-to-one ratio wherever feasible in downtown Forestville. Tree removals in riparian areas may be subject to CDFW permitting that will require tree replacements.

With the implementation of AMM-VIS-1 through AMM-VIS-7, the impacts to scenic resources will be less than significant.

c) Less-than-Significant Impact

In nonurbanized areas, various Project actions, such as shoulder widening, vegetation removal, new drainage elements, and new guardrails will result in very low adverse impacts to the visual character or quality of the highway corridor. Additionally, tree removal in the highway foreground, increased roadway dominance from increased paving, and visual clutter from added drainage elements will result in some decline in the overall corridor visual quality.

In urbanized areas, the Project will not conflict with applicable zoning or other regulations that govern scenic quality. The Project is consistent with the Sonoma County General Plan, complying with Section 2.3, Policy for Scenic Corridors, by minimizing tree impacts, avoiding removals where feasible, and providing tree replanting in Forestville to preserve the scenic quality of the corridor. The Project also supports the Sonoma County General Plan, Section 2.5, Policy for Urban Design, by incorporating elements that encourage pedestrian and bicycle activity, specifically through the replanting of street trees that maintain shade, enhance comfort, and reinforce a pedestrian-scaled streetscape.

The Project will implement AMM-VIS-1 through AMM-VIS-7, and the resulting impacts to the existing visual character or quality of public views will be reduced to less than significant.

d) Less-than-Significant Impact

The Project will install new pedestrian-activated rectangular flashing beacons at the intersection of Travis Road and SR 116. Flashing overhead yellow warning lights are already present at this location. The new beacons will only illuminate when triggered by a pedestrian. These additional lights are not expected to be a substantial source of

illumination. Temporary lighting used by construction crews during necessary nightwork will be shielded and directed toward the area of work and will not constitute a substantial source of light outside the work area. The six streetlights that will be replaced/upgraded in two of the more urban locations will not constitute a new source of substantial light or glare because streetlights already exist at these locations. The Project will not create a new source of light or glare that will adversely affect day or nighttime views, so the impacts will be less than significant

2.1.1.2 Avoidance and Minimization Measures for Aesthetics

AMM-VIS-1 through AMM-VIS-7 will avoid or minimize impacts to aesthetics.

AMM-VIS-1, Minimize Vegetation Removal. Preserve existing trees, vegetation, and associated root systems to the maximum extent practicable. Use temporary fencing to protect existing trees abutting or in work areas. In downtown Forestville, replant any removed trees at a one-to-one ratio wherever feasible, considering utility conflicts and required clearance areas. The Project team will seek community input on tree species and placement.

AMM-VIS-2, Drainage Facilities Visual Contrast. Conceal the inlet and outlet of drainage pipes from view where feasible. Pipes that cannot be hidden will be colored with earth-tone coating to conceal them. Color exposed concrete drainage structures to match adjacent earth tones. Color drainage rock used as dissipators with earth tones and bury them with soil and cover with vegetation where feasible.

AMM-VIS-3, Concrete Vegetation Control. Avoid the use of concrete strips under MGS to block vegetation growth under the MGS at locations along SR 116 north of the Russian River. Install narrow vegetation-control concrete strips at new MGS in the remainder of the corridor.

AMM-VIS-4, Concrete Visual Contrast. Minimize visual contrast by adding lamp black integral color (typically 0.25 pound of color to each 94-pound sack of concrete) to new concrete for curb ramps, sidewalks, and vegetation control.

AMM-VIS-5, Lighting and Glare. Limit construction lighting to the area of work and avoid light trespass with the use of directional screening.

AMM-VIS-6, Equipment and Materials Staging Areas. To preserve existing vegetation to the maximum extent practicable, locate staging areas on existing paving and unvegetated surfaces.

AMM-VIS-7, Screen Equipment and Materials Staging Areas. Minimize the visibility of construction equipment and staging areas. Screen the staging area from views to the extent practicable. Visual impacts should be minimized by installing woven vinyl screens or similar material attached to chain-link fencing surrounding these areas. All equipment and unsightly materials should be stored behind such screens and beyond direct view of the motoring public and residences wherever possible, and beyond the dripline of trees.

2.1.2 Agriculture and Forestry 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 (CAL FIRE) regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the Project:

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?	Less-than-Significant 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

2.1.2.1 CEQA Significance Determinations for Agriculture and Forestry Resources

The Office of Environmental Analysis, following regulations in CEQA, the Farmland Protection Act, the Williamson Act, the Sonoma County 2022 Census of Agriculture, and the Farmland Conversion Impact Rating worksheet, conducted an analysis of potential impacts to farmland. This analysis was used to make the following significance determinations for potential impacts of the Project (Caltrans 2026a) to agriculture or forestry resources.

a) Less-than-Significant Impact

The Project proposes to acquire two very small areas of right-of-way in the corners of two Sonoma County parcels identified as Unique Farmland or Farmland of Local Importance (Table 13). This acquisition is proposed to accommodate the necessary space for ADA-compliant curb ramps. There is no acquisition of Prime Farmland or Farmland of State Importance in the Project. Sonoma County contains 466,810 acres of farmland (USDA 2026), of which only 0.0571 acre are to be converted for this Project. This will equate to a <0.0001 percent change to existing Farmland in Sonoma County.

There are two affected parcels, described in Table 13. The calculation of combined impacts from the Project results in 0.0571 acre of farmland loss due to proposed Project acquisition, which represents <0.1 percent of the area of both parcels. These farmland conversions are needed to facilitate ADA curb ramp construction in compliance with the Complete Streets Directive (Caltrans 2021). Neither of these parcels appear to be currently providing agriculture or range use. This Project will not impede the future use of the remainder of either parcel, given the small size of acquisitions and each acquisition location at the corner of the existing parcels. Considering the low percentages of acquisition area compared to the total parcel size, along with the current lack of agricultural production, the impact to designated Unique Farmland and Farmland of Local Importance is deemed to be less than significant.

Table 13 Proposed Farmland Acquisition

Assessor's Parcel Number and Location	Parcel Size (Acres)	Proposed Acquisition Amount (Acres)	% of Total Parcel	Current Designation and Use	Proposed Use
130-110-026-000 Northwestern corner of Mueller Road/SR 116	9.2003	0.0082	0.09	Unique Farmland No crops/forest production	ADA curb ramps
130-262-033-000 Southwestern Corner of Occidental Road/ SR 116	7.4922	0.0063	0.08	Farmland of Local Importance/No crops/forest production	ADA curb ramps
Totals	16.6925	0.0571	0.0343	—	—

Notes:

ADA = Americans with Disabilities Act

SR = State Route

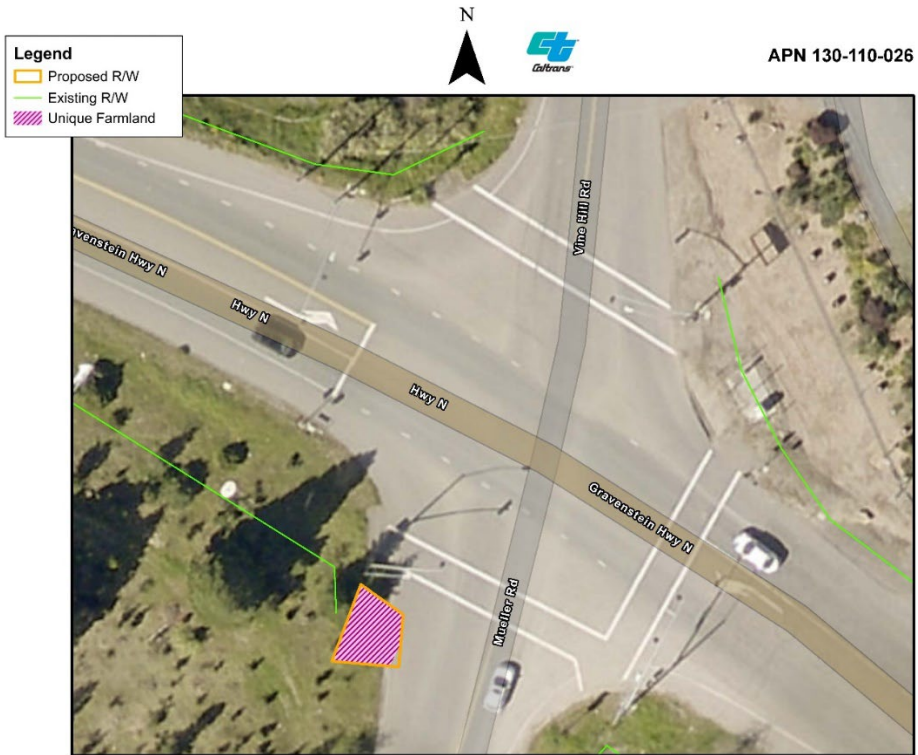


Figure 2 Proposed Acquisition of Unique Farmland

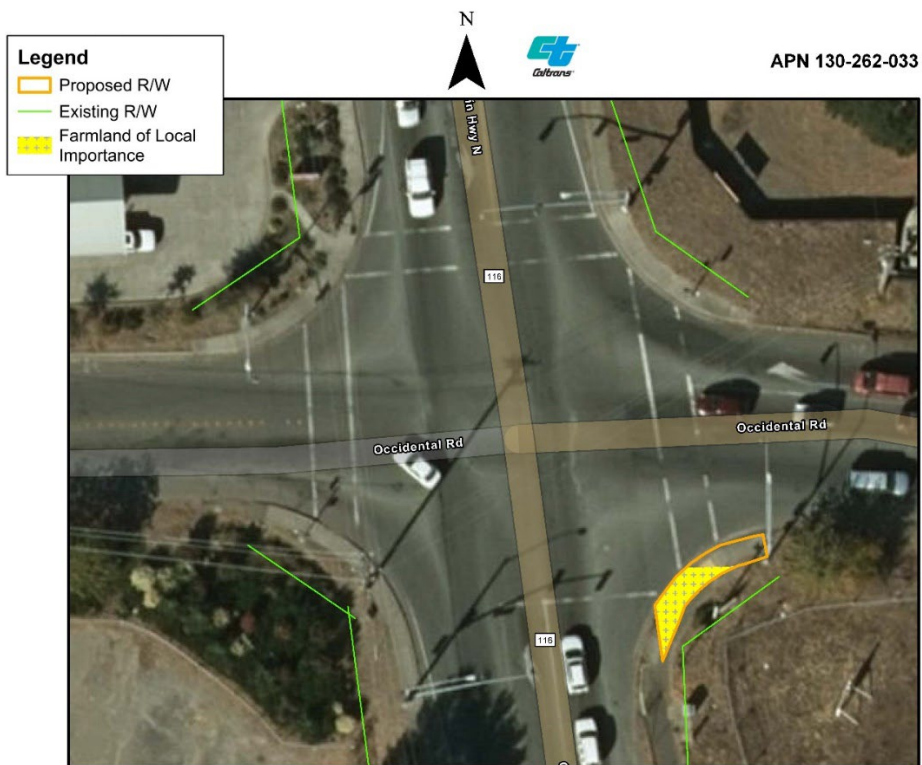


Figure 3 Proposed Acquisition of Farmland of Local Importance

b, c, d, and e) No Impact

There are no Williamson Act properties in the footprint that will be impacted, and there are no conflicts with local zoning. The Project area does not contain land zoned as forest land, timber land, or timberland production. There will be no loss or conversion of forest land to non-forest land, or other changes to the existing environment that could result in conversion. Therefore, the Project will have no impact on these resources.

2.1.3 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

2.1.3.1 CEQA Significance Determinations for Air Quality

This Project is exempt from the requirement to determine air quality conformity, in accordance with 40 Code of Federal Regulations (CFR) 93.126 Table 2, Safety – Pavement resurfacing and/or rehabilitation. Therefore, an air quality study is not required (Purandar [Caltrans], pers. comm. 2025). However, the Project will be required to comply with Caltrans Standard Specification 14-9, Air Quality, which requires compliance with air-pollution control rules, regulations, ordinances, and statutes that apply in the Project area.

The Project footprint is in Sonoma County, which is in the San Francisco Bay Area Air Basin and within the jurisdiction of the San Francisco Bay Area Air Quality Management District (BAAQMD) and Northern Sonoma County Air Pollution Control District. 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.

The Project area is designated as nonattainment for ozone and in attainment for particulate matter with aerodynamic diameter equal to or less than 2.5 micrometers

(PM_{2.5}) and 10 micrometers (PM₁₀) under National Ambient Air Quality Standards (CARB 2024); and as nonattainment for ozone, PM_{2.5}, and PM₁₀ under California Ambient Air Quality Standards (CARB 2024).

a) No Impact

No long-term impacts to air quality in the Project vicinity are anticipated, because the Project will not increase capacity on SR 116 or alter vehicle operations on the roadway once construction is complete. The Project will generate temporary construction emissions; and construction-related activities will comply with federal, state, and local regulations and policies. Emission reduction measures will be implemented as discussed under PF-AQ-1 to reduce temporary construction emissions. With this implementation of emission reduction measures, the Project will not conflict with or obstruct implementation of an applicable air quality plan, and there will 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 116 corridor. Construction activities will be temporary; therefore, Project related air pollutants resulting from construction will be minimal. Potential impacts to air quality, including emissions of pollutants, odors affecting nearby sensitive receptors, and exposure of sensitive receptors, will be less than significant based on the temporary nature of the Project construction-related activities. Additionally, the Project will implement BMPs, which will further reduce potential air quality impacts.

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

2.1.4 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, 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

Question	CEQA Determination
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 with Mitigation Incorporated
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?	Less-than-Significant Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No 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

2.1.4.1 CEQA Significance Determinations for Biological Resources

The Caltrans Office of Biological Sciences and Permits prepared a Natural Environment Study (NES) to evaluate the effects of the Project on biological resources, including sensitive habitats, plants, and wildlife species (Caltrans 2026b). A summary of the findings is presented here.

The Biological Study Area (BSA), which is defined as the entire area of potential direct and indirect Project impacts, is 172.54 acres. The BSA includes the Project area and up to 100 feet outside of the Project area. A BSA larger than the Project area was chosen to evaluate resources in the Project vicinity that could experience direct and indirect effects. The BSA is the area that was surveyed to evaluate, identify, and quantify the natural resources associated with the Project.

Upland habitats in the BSA consist of developed areas, commercial agriculture, landscaped/nonnative forest, mixed evergreen forest, redwood forest, oak woodlands, mesic meadow, nonnative annual grasslands, and ruderal disturbed vegetation. Developed portions of the BSA include SR 116, roads, paved trails, parking lots, buildings, and barren areas.

In the BSA, wetland habitats include palustrine emergent wetlands; other waters, including the Russian River and tributaries; developed culverted waters; and ditches. A total of 2.176 acres of wetlands and other waters were delineated in the BSA; this includes 0.716 acre of wetlands, 1.380 acre of non-wetland waters, and 0.080 acre of culverted waters.

Databases were used to query for sensitive biological resources that could occur in the BSA to evaluate potential impacts that could occur from the Project. Database searches included the California Natural Diversity Database (CDFW 2025), the USFWS

Information for Planning and Consultation Database (USFWS 2025), the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California (CNPS 2025), and the National Marine Fisheries Service database (NMFS 2025).

In addition to database queries, the following technical studies were conducted for the Project: habitat assessment and vegetation characterization, rare plant habitat assessment, aquatic resource delineation, and tree surveys.

a) Less-than-Significant Impact

Special-Status Plant Species

Based on the literature and database review, 90 special-status plant species were determined to have a potential occurrence in the BSA. There were no observations of special-status plant species or suitable habitat found during the field studies conducted from August 18 through 21, 2025. Furthermore, most special-status plant species were determined to have no potential to occur due to a lack of suitable habitat.

Seventeen species of special-status plants were identified as having a moderate or high potential to occur in the BSA. Rare plants, identified with a CNPS Rank of 1 through 4, with a medium likelihood to occur in the BSA are listed below:

- Baker's manzanita (*Arctostaphylos bakeri* ssp. *bakeri*, CNPS 1B.1, Critically Rare)
- Rincon Ridge manzanita (*Arctostaphylos stanfordiana* ssp. *decumbens*, CNPS 1B.1)
- Rincon Ridge ceanothus (*Ceanothus confuses*, CNPS 1B.1)
- Vine Hill ceanothus (*Ceanothus foliosus* var. *vineatus*, CNPS 1B.1)
- Glorybush (*Ceanothus gloriosus* var. *exaltatus*, CNPS 4.3)
- Swamp harebell (*Eastwoodiella californica*, CNPS 1B.2)
- Fragrant fritillary (*Fritillaria liliacea*, CNPS 1B.2)
- Congested-headed hayfield tarplant (*Hemizonia congesta* ssp. *congesta*, CNPS 1B.2)
- Thin-lobed horkelia (*Horkelia tenuiloba*, CNPS 1B.2)
- Golden bristly leptosiphon (*Leptosiphon aureus*, CNPS 4.2)
- Green monardella (*Monardella viridis*, CNPS 4.3)
- White-flowered rein orchid (*Piperia candida*, CNPS 1B.2)
- Sonoma Alopecurus (*Alopecurus aequalis* var. *sonomensis*, CNPS 1B.1)
- Methuselah's beard lichen (*Usnea longissima*, CNPS 4.2)

Rare plants with a high likelihood to occur in the BSA are Napa false indigo (*Amorpha californica* var. *napensis*, CNPS 1B.2) and Harlequin lotus (*Hosackia gracilis*, CNPS 4.2).

In consideration of the disturbed nature of the BSA, lack of suitable habitat, and lack of positive detection during the surveys carried out in August 2025, and with

implementation of Project AMMs, potential impacts to special-status plant species will be less than significant.

Special-Status Wildlife Species

The following are the special-status wildlife species that have suitable habitat and a potential to occur in the BSA:

- California red-legged frog (*Rana draytonii*) – federally threatened, California species of special concern
- Foothill yellow-legged frog (*Rana boylei* pop. 1) – California species of special concern
- California giant salamander (*Dicamptodon ensatus*) – California species of special concern
- Northern spotted owl (*Strix occidentalis caurina*) – federally threatened, state threatened
- Sonoma tree vole (*Arborimus pomo*) – California species of special concern
- Northwestern pond turtle (*Actinemys marmorata*) – federally proposed threatened, California species of special concern
- Coho salmon, Central California Coast evolutionarily significant unit (*Oncorhynchus kisutch*) – federally endangered, state endangered
- Steelhead, Central California Coast distinct population segment (*Oncorhynchus mykiss irideus*) – federally threatened, California species of special concern
- Chinook salmon, California Coastal evolutionarily significant unit (*Oncorhynchus tshawytscha*) – federally threatened
- Russian River tule perch (*Hysterothorax traskii pomo*) – California species of special concern
- Bat species
- Migratory bird species

No special-status wildlife species were observed during field visits by biologists in the BSA. Suitable habitat for each special-status species varies due to the length of this Project and the various habitat types the Project traverses.

California Red-Legged Frog

The Project will result in direct temporary and permanent impacts on both suitable upland dispersal and aquatic nonbreeding habitats for California red-legged frog from culvert replacement and drainage improvements, shoulder widening, staging, and access activities. Up to 1.22 acres of upland dispersal may be temporarily disturbed and 0.036 acre permanently lost due to Project activities. An estimated 0.127 acre of aquatic nonbreeding habitat for California red-legged frog may be temporarily disturbed and 0.003 acre permanently lost due to Project activities. No designated critical habitat will be affected. All areas of temporary disturbance will be restored to pre-Project conditions following construction. The implementation of the specific AMMs focused on biological resources, specifically AMM-BIO-2, Preconstruction California Red-Legged Frog Surveys; AMM-BIO-3, Wildlife Exclusion Fencing; AMM-BIO-4, Biological Monitor;

AMM-BIO-5, Protocol for Species Reporting; and AMM-BIO-13, Prevent Inadvertent Entrapment, will reduce the likelihood of take to occur. The overall assessment of potential impacts, development of AMMs, and preliminary effects determination to this species was completed in coordination with USFWS through technical assistance (see Chapter 3, Coordination). Due to the foreseeable presence of this species in the Project area and the possibility that Project activities could impact it, Caltrans has concluded that this Project may affect and is likely to adversely affect California red-legged frog.

Foothill Yellow-Legged Frog and California Giant Salamander

Field surveys did not detect foothill yellow-legged frog or California giant salamander, and there were no recent observations of these species in biological databases in the vicinity of the BSA. The aquatic habitat for these species is generally marginal at individual Project work sites, and the planned timing of construction in aquatic habitat during the dry season will avoid these species. Foothill yellow-legged frog and California giant salamander are not expected to be encountered by Project activities. The Project is expected to result in no impacts to foothill yellow-legged frog and California giant salamander individuals; potential habitat impacts will be similar to those described for aquatic nonbreeding habitat for California red-legged frog, and habitats will be restored to pre-Project conditions after construction.

Northern Spotted Owl

Project construction activities will occur in mature forest habitat suitable for northern spotted owl. When possible, vegetation and tree removal activities will be performed outside of the February 1 to September 30 active nesting season for this species. Work in potentially suitable northern spotted owl nesting habitat will be limited to daylight hours to limit disturbance to this nocturnal species. Preconstruction surveys for nesting birds will be conducted prior to the start of any Project activities occurring during the active nesting season. If a nesting bird is discovered, appropriate buffers will be applied to avoid disturbances to northern spotted owl from Project work until all birds have fledged. With the implementation of the Project AMMs, specifically AMM-BIO-7, Preconstruction Northern Spotted Owl Surveys; AMM-BIO-8, Noise Minimization; and AMM-BIO-9, Avoidance of Night Work in Northern Spotted Owl Habitat, individual northern spotted owl will not be adversely affected by noise and visual disturbance from the Project, and nesting behavior and success will not be adversely affected. The overall assessment of potential impacts, development of AMMs, and preliminary effects determination to this species was completed in coordination with USFWS through technical assistance (see Chapter 3, Coordination). Caltrans has determined the Project may affect but is not likely to adversely affect this species.

Sonoma Tree Vole

There is suitable evergreen conifer forest with Douglas fir (*Pseudotsuga menziesii*) trees for foraging and nesting Sonoma tree voles present in the BSA. Individual trees may need to be removed for excavating the existing culverts or accommodating shifts to culvert locations. Removal of Douglas fir trees could remove potential habitat for the species, and tree removal could adversely impact individual Sonoma tree voles. Each individual tree requiring trimming or removal will be assessed by the Project biologist in

coordination with Caltrans construction personnel to see if the work can be performed without affecting the trees. Tree removal will be performed in a two-step process, allowing time for Sonoma tree voles (and bats) to relocate before tree removal. Tree removal from the Project could directly harm, injure, or kill Sonoma tree voles, and Project AMMs AMM-BIO-4, Biological Monitor; AMM-BIO-8, Noise Minimization; and AMM-BIO-14, Preconstruction Sonoma Tree Vole Surveys will reduce these impacts.

Northwestern Pond Turtle

The Russian River and Pocket Canyon Creek provide suitable aquatic habitat for northwestern pond turtle in the BSA. These aquatic habitats have deep pools for foraging and large rocks and woody debris for basking. The area immediately surrounding Pocket Canyon Creek lacks suitable nesting habitat. Areas along the Russian River, in the BSA but outside of the Project limits, have open, friable soils suitable for northwestern pond turtle nesting. Construction activities such as vehicle operation, foot traffic, vegetation clearing, grubbing, ground disturbance, and removal and installation of new culverts could directly harm, injure, or kill northwestern pond turtle. Impacts could include reduced water quality from increased erosion and sedimentation. In addition, because suitable habitat is present in the Project footprint, and northwestern pond turtle have been observed near the BSA, AMM-BIO-6, Preconstruction Northwestern Pond Turtle Surveys, will be implemented to avoid potential impacts on northwestern pond turtle. The overall assessment of potential impacts, development of AMMs, and preliminary effects determination to this species was completed in coordination with USFWS through technical assistance (see Chapter 3, Coordination). The Project may affect individual northwestern pond turtle but is not expected to affect the overall population and continued existence of this species.

Salmonids and Russian River Tule Perch

Some suitable spawning and rearing conditions may exist in the BSA for all anadromous salmonids and Russian River tulle perch. It is unlikely that any life stage of salmon, steelhead, or Russian River tulle perch will be found in the BSA and Project culvert work areas during the in-water work window, which will allow in-water work to occur between June 1 and October 31. Many culvert work locations in the BSA are ephemeral drainages, and work will be scheduled to occur under dry conditions when aquatic habitat is not present.

The culvert replacements will not create or maintain an existing fish passage barrier, and the culverts associated with the Project are in most conditions inaccessible to anadromous fish. Grading, clearing, and grubbing at three culvert locations (PM 9.6, PM 10.5, PM 11.3), where the culverts empty onto the slope above the Russian River, could result in temporary indirect impacts to aquatic resources for these fish species. These impacts could include reduced water quality from increased erosion and sedimentation. The implementation of the biological resource AMMs described at the end of this section are designed to limit these impacts to the maximum extent possible. Caltrans has concluded that this Project will have no effect on state or federally listed salmonids because no work activities that have effects would be reasonably certain to reach these species in the Russian River.

Bat Species

Special-status bat species have potential to occur in the BSA, including western red bat (*Lasiurus blossevilli*), Townsend's big-eared bat (*Corynorhinus townsendii*), and pallid bat (*Antrozous pallidus*). The western red bat, Townsend's big-eared bat, and pallid bat are all California species of special concern (CDFW 2025). All three bat species are expected to roost, migrate through, or forage in riparian woodland and forest habitats present in the BSA. Potential project impacts include injury or mortality to bats from tree removal. In addition, vibration from ground disturbance could cause roosting individuals to flee from roosting sites near the Project footprint.

The following AMMs will be implemented to avoid and/or minimize potential impacts on bats: AMM-BIO-8, Noise Minimization; AMM-BIO-10, Preconstruction Bat Surveys; AMM-BIO-11, Two-Step Tree Removal; and AMM-BIO-12, Bat Protection.

Migratory and Nesting Birds

Preliminary assessments estimate that approximately 52 trees may need to be removed to complete construction for the Project. The individual trees include redwoods, California bay laurels, oaks, and nonnative ornamental tree species. One strategy the Project will employ to avoid and minimize tree removal at culvert locations will be to relocate the culvert slightly along the existing roadside drainage ditches, where feasible, to avoid tree impacts. Tree removal, vegetation removal, and other Project construction activities have the potential to result in the take of nests, eggs, young, or individuals of protected migratory bird species. Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings or otherwise lead to the abandonment of nests. Where possible, vegetation and tree removal activities will be performed outside the active bird nesting season from February 1 to September 30. When work occurs during nesting season, preconstruction surveys for nesting birds will be conducted. If a nesting bird is discovered, appropriate distance buffers will be applied to avoid Project work disrupting nesting until all birds have fledged. Implementation of the Project AMM-BIO-8, Noise Minimization, will avoid and/or minimize impacts on migratory and nesting birds, so that impacts will be less than significant.

b) Less-than-Significant Impact

Critical Habitat and Essential Fish Habitat

The Russian River is designated critical habitat for California Coast Chinook salmon, California Central Coast distinct population segment steelhead, and Central California Coast coho salmon. Because the Russian River has historically supported coho and Chinook salmon, it is designated as essential fish habitat (EFH) under the Pacific Coast Salmonid Fisheries Management Plan. Construction activities at three culvert locations (PM 9.6, PM 10.5, PM 11.3) on the slope above the Russian River could result in temporary indirect impacts to these sensitive natural communities identified for these fish species. The implementation of Project AMMs is designed to avoid these impacts to the maximum extent possible. Caltrans has concluded that this Project will have no

effect on salmonid critical habitat or EFH because the adverse impacts of work activities are not likely to impact the Russian River.

Sensitive Vegetation Communities

Big leaf maple forest and woodland (*Acer macrophyllum* Forest and Woodland Alliance) is a sensitive natural community with a State Rarity ranking of S3. This community consists of bigleaf maple as a dominant or co-dominant species, typically with white alder (*Alnus rhombifolia*), Douglas fir, valley oak (*Quercus lobata*), California bay, and coast redwood. This vegetation community occurs along the riparian corridor in the eastern edge of the BSA, approximately 600 feet east from Martinelli Road and just north of SR 116.

California bay forest and woodland (*Umbellularia californica* Forest and Woodland Alliance) is a sensitive natural community with a State Rarity ranking of S3. This alliance is characterized by its dominance of California bay in the canopy layer and is typically co-dominated by other trees, including bigleaf maple, Douglas fir, California buckeye, and coast redwood. California bay forest and woodland is among the most prevalent vegetation communities in the BSA and is widespread throughout the BSA.

Fremont cottonwood forest and woodland (*Populus fremontii* – *Fraxinus velutina* – *Salix gooddingii* Forest and Woodland Alliance) is classified with a State Rarity ranking of S3.2 and is considered a sensitive natural community. This vegetation community is typically characterized by Fremont cottonwood (*Populus fremontii*) as a dominant or co-dominant species and willow species, boxelder maple (*Acer negundo*), and Oregon ash as co-dominants or associated species. This vegetation community occurs in Guerneville, approximately 150 feet east of the Local Ish General Store, just south of SR 116.

Oregon ash groves (*Fraxinus latifolia* Forest and Woodland Alliance) have a State Rarity ranking of S3.2 and are classified as a sensitive natural community. They are commonly dominated or co-dominated by Oregon ash and intermixed with bigleaf maple, white alder, or California incense cedar (*Calocedrus decurrens*). In the BSA, Oregon ash is the dominant species in this community and intermixes with bigleaf maple, arroyo willow, red willow (*Salix laevigata*), and California bay. An Oregon ash grove occurs in two stands in a streamside riparian corridor: one stand is just north of and adjacent to Mays Canyon Road and west of SR 116; another stand is also adjacent to Mays Canyon Road to the south and west of SR 116.

Oregon white oak woodland and forest (*Quercus garryana* [tree] Forest and Woodland Alliance) has a State Rarity ranking of S3 and is considered a sensitive natural community. It is distinguished by the presence of Oregon white oak (*Quercus garryana*) as a dominant or co-dominant species and typically includes Douglas fir, Jeffrey pine (*Pinus jeffreyi*), coast live oak (*Quercus agrifolia*), and California black oak (*Quercus kelloggii*) as associated or co-dominant species. Oregon white oak is the dominant tree in this community in the BSA, commonly intermixing with Douglas fir and California bay. Oregon white oak woodland and forest communities in the BSA occur in large stands

mainly in the eastern side of the BSA; communities are approximately bound by Hidden Lake Road to the east and Skyline Ranch Road to the west.

Redwood forest and woodland (*Sequoia sempervirens* Forest and Woodland Alliance) has a State Rarity ranking of S3 and is classified as a sensitive natural community. It is among the most prominent woodland communities in the BSA. This vegetation community is most prevalent in the western area of the BSA, with occurrences scattered throughout the area. Redwood forest and woodlands are characterized primarily by the presence of coast redwood as a dominant or co-dominant species, commonly intermixing with grand fir (*Abies grandis*), bigleaf maple, Douglas fir, and red alder.

Tanoak forest (*Notholithocarpus densiflorus* Forest Alliance) has a State Rarity ranking of S3.2 and is listed as a sensitive natural community. Tanoak forest is defined by the prominence of tanoak as a dominant or co-dominant species, commonly with other trees such as bigleaf maple, oaks, California nutmeg (*Torreya californica*), and Douglas fir. Tanoak forest in the BSA typically includes tanoak as a dominant in the tree canopy, co-occurring with Douglas fir, coastal redwood, and California bay. This vegetation community occurs in two stands in the western area of the BSA in Monte Rio: one stand is between PM 8.5 and PM 8.6, just north of SR 116; another stand is about 110 feet southwest of PM 20.

Valley oak woodland and forest (*Quercus lobata* Woodland Alliance) has a State Rarity ranking of S3 and is therefore considered a sensitive natural community. Valley oak woodland and forest are commonly dominated by valley oak in the tree canopy, either as a dominant or co-dominant, and include associate species such as Jeffrey pine, ponderosa pine (*Pinus ponderosa*), and California bay. Stands mainly occur in the eastern edge of the BSA; however, this vegetation community intermixes intermittently throughout the BSA with Douglas fir – tanoak forest – madrone forest and woodland and Oregon white oak woodland and forest.

Slough sedge – water-parsley – small-fruited bulrush marsh (*Carex obnupta* – *Oenanthe sarmentosa* – *Scirpus microcarpus* Herbaceous Alliance) is found in one location in the BSA, in a small patch on the northwestern side of SR 116 at BSA-PM 18.88. Small-fruited bulrush (*Scirpus microcarpus*) is dominant in the herbaceous layer, co-occurring with other graminoids such as common velvet grass, spreading rush (*Juncus patens*), and creeping bentgrass (*Agrostis stolonifera*). This vegetation community occurs in freshwater to slightly brackish marshes and low-elevation valleys where soils are seasonally saturated. This vegetation community has a State Rarity ranking of S3 and is considered a sensitive natural community.

The BSA includes 3.474 acres of riparian forest habitat that is a sensitive natural community and considered vulnerable. The Project will result in 0.080 acre of temporary and <0.001 acre of permanent impacts to riparian forest habitat along intermittent riverine features and the Russian River, primarily due to necessary clearing of vegetation around guard rail replacements, guard rail extensions, and replacement of culverts for construction and construction access. Permanent impacts to riparian habitat will be minimized as much as possible. Temporarily impacted riparian areas will be

recontoured to match the re-established riparian corridor and revegetated with native plants where appropriate. Additional Project impacts to sensitive vegetation communities are due to replacement of guardrails and the addition of pavement for safety pullouts, and the clearing of vegetation around them for construction and access. Initial surveys indicate that many of the estimated 52 trees that need removal throughout the Project footprint are redwoods, California bay laurel, and oak species that constitute sensitive natural communities. Impacts to trees will be avoided and minimized to the maximum extent practicable during the later detailed design phase of the Project, following AMM-VIS-1. With the implementation of AMM-VIS-1 and AMM-BIO-1 to avoid and minimize potential impacts on sensitive natural plant and forest communities, there will be less-than-significant impacts to riparian forest and the sensitive natural plant and forest alliances described above.

c) Less-than-Significant Impact with Mitigation Incorporated

As stated in the NES and aquatic resource delineation, the Project will result in temporary impacts to wetlands and waters and a small area of permanent impact to other waters. This includes 0.003 acre of temporary impacts to perennial riverine habitat, 0.022 acre of temporary impacts to intermittent riverine habitat, 0.010 acre of temporary impacts to ephemeral riverine habitat, and 0.014 acre of temporary impact to wetland habitat due to construction activities for culvert replacements. Temporary impacts will include, but not be limited to, access to construction areas and temporarily dewatered areas; and grading, clearing, and grubbing of upland areas that could result in erosion and sedimentation. Permanent impacts are estimated to include 0.001 acre to intermittent riverine habitat and <0.001 acre to ephemeral riverine habitat due to culvert replacements. PFs that will protect aquatic resources include working in dry weather only, implementing water pollution control and erosion control BMPs to minimize any potential erosion and sedimentation entering waters or wetlands from upland areas, and restricting construction staging areas to locations in the Project footprint outside any designated ESA. With implementation of Project AMMs and MM-BIO-1, the Project will result in less-than-significant impacts on protected wetlands and riverine habitats.

Mitigation Measure

MM-BIO-1, Impacts to Wetlands. Caltrans will mitigate for permanent impacts to aquatic resources at a ratio determined appropriate in coordination with the regulatory agencies with jurisdiction, which are anticipated to be USACE and RWQCB. The mitigation credit, in-lieu fee contribution, or mitigation site will be chosen in consultation with regulatory agencies with jurisdiction.

c) Less-than-Significant Impact

The BSA does contain suitable habitat for a migration corridor for terrestrial wildlife or wildlife with aquatic life stages. The Project does have the potential to affect movement of wildlife if they are in the BSA during construction. Culverts are used by wildlife to cross under SR 116, and individual culvert locations will not be accessible to wildlife during culvert replacement work, temporarily reducing wildlife movement. The completion of the Project may improve wildlife migration potential in areas where

culverts are upsized. The Project will therefore have a less-than-significant effect on movement of wildlife species.

e) No Impact

This Project will not conflict with any local policies or ordinances protecting biological resources. There will be no impact.

f) No Impact

This Project will not conflict with the provisions of an adopted Habitat Conservation Plan or other approved local, regional, or state habitat conservation plan. There will be no impact.

2.1.4.2 Avoidance and Minimization Measures for Biological Resources

AMM-BIO-1 through AMM-BIO-14 will avoid or minimize impacts to biological resources.

AMM-BIO-1, Rare Plant Surveys and Rare Plant Salvage and Transplantation Plan.

During the spring season prior to construction, Caltrans will conduct focused preconstruction surveys for the rare plants identified as having potential to occur in the Project area. If found, the extent and abundance of the rare plants will be mapped and flagged in the field for future relocation, salvage, and transplantation. These surveys will be conducted three times—once during the season that the rare plants are detectable and in the correct phenological stage of development for correct identification (typically late spring), and again mid- and late-season. If a rare plant is identified in the Project area during the preconstruction survey, a rare plant transplantation plan will be prepared. The transplantation plan will be submitted to the regulatory agencies for approval prior to the beginning of construction. The rare plant salvage and transplantation plan will include salvage and replanting methods, success criteria, the establishment of photo points, and monitoring methods. The rare plant salvage and transplantation plan will be prepared and approved by the regulatory agencies prior to the beginning of construction.

AMM-BIO-2, Preconstruction California Red-Legged Frog Surveys.

Preconstruction surveys for California red-legged frog will be conducted by the USFWS-approved biologist(s) no more than 24 hours prior to any initial ground disturbance and immediately prior to ground-disturbing activities (including vegetation removal) beyond the existing pavement. These efforts will consist of walking surveys of the Project footprint, focusing on the wetland areas at the existing culvert intake and outfall and, if possible, on accessible adjacent areas of upland habitat within at least 50 feet of the Project footprint. The biologist(s) will investigate potential cover sites when it is feasible and safe to do so. This includes a thorough investigation of mammal burrows, rocky outcrops, appropriately sized soil cracks, tree cavities, and debris. Native vertebrates found in the cover sites in the project footprint will be documented and relocated to an adequate cover site in the vicinity. Safety permitting, the biologist(s) will investigate

areas of disturbed soil for signs of frogs within 30 minutes following initial disturbance of the given area.

AMM-BIO-3, Wildlife Exclusion Fencing (WEF). Prior to the start of construction, WEF will be installed along the Project footprint in areas where California red-legged frog could enter the Project site. The WEF location will be surveyed and included on the Project plans. The final Project plans will show where and how the WEF will be installed. The special provisions in the bid solicitation package will clearly describe acceptable fencing material and proper WEF installation and maintenance. The WEF will remain in place throughout the duration of the Project and will be regularly inspected and maintained.

AMM-BIO-4, Biological Monitor. The USFWS-approved biologist will appoint a biological monitor (e.g., the crew foreman) who will be responsible for ensuring that all crew members comply with permit guidelines. Environmental training will be conducted for new personnel before they can participate in construction activities. The approved biologist will notify the resident engineer, who will address any work stoppage, and the USFWS will be contacted if a California red-legged frog is encountered during Project activities.

AMM-BIO-5, Protocol for Species Reporting. If a California red-legged frog is encountered in the immediate work area, the following procedures will be followed:

- a. If a California red-legged frog is discovered during surveys or work activities, the resident engineer and USFWS-approved biologist(s) will be immediately informed. If a California red-legged frog gains access to a construction zone, work will be halted immediately within 50 feet until the animal leaves the construction zone.
- b. The USFWS-approved biologist(s) will have the authority to halt work through coordination with the resident engineer if a California red-legged frog is discovered in the Project footprint. The resident engineer will ensure construction activities remain suspended in any construction area where the qualified biologist(s) has determined that a potential take of the California red-legged frog could occur. Work will resume once the animal leaves the site voluntarily, or it is determined that the California red-legged frog is not being harassed by construction activities.
- c. Caltrans will submit post-construction compliance reports prepared by the biologist to USFWS within 60 calendar days following completion of Project activities or within 60 calendar days of any break in construction activity lasting more than 60 calendar days. This report will detail (1) dates that relevant Project activities occurred; (2) pertinent information concerning the success of the Project in implementing AMMs for listed species; (3) an explanation of failure to meet such measures, if any; (4) known Project effects on the California red-legged frog, if any; (5) documentation of employee environmental education; and (6) other pertinent information.

AMM-BIO-6, Preconstruction Northwestern Pond Turtle Surveys. An approved biologist will conduct preconstruction surveys for northwestern pond turtle, as needed. A visual encounter survey will be conducted immediately before ground-disturbing activities. Suitable habitat in the Project footprint will be visually inspected. If northwestern pond turtle is found in the Project footprint and at risk of harm, then it will be relocated outside of the Project footprint by the approved biologist.

AMM-BIO-7, Preconstruction Northern Spotted Owl Surveys. To ensure that potential impact effects on northern spotted owl are avoided and/or minimized, a preconstruction survey will be conducted during the northern spotted owl breeding season in areas of potential northern spotted owl habitat within a 330-foot visual line of sight from the Project work sites. The focus of the survey should be on the detection of the species and potential active nest sites that could be affected by the Project. If an active nest is found in the survey area, the start of construction will be delayed, and it will be monitored by a USFWS-approved biologist to document when the young have left the nest and construction can start.

AMM-BIO-8, Noise Minimization. To minimize noise generated from the Project to the degree possible, all construction equipment, fixed or mobile, will be fitted with properly operating and maintained mufflers, consistent with manufacturers' standards.

AMM-BIO-9, Avoidance of Night Work in Northern Spotted Owl Habitat. No night work will be conducted in Project locations in suitable northern spotted owl habitat, to minimize impacts of construction related noise and lighting on northern spotted owl.

AMM-BIO-10, Preconstruction Bat Survey. If clearing and grubbing occurs between May 1 and September 1, an agency-approved bat biologist will conduct visual and acoustic bat surveys for roosting, or evidence of roosting. The bat biologist will visually inspect tree foliage, bark, cavities, and any other structures that could provide roosting habitat for bats. If a maternity colony is discovered, construction activity, including tree removal and vegetation trimming, will cease within 100 feet of the colony, and Caltrans will coordinate with CDFW for technical assistance.

AMM-BIO-11, Two-Step Tree Removal. Trees will be removed by a two-step process. On the first day, in the afternoon, limbs and branches are removed by a tree cutter using chainsaws or other hand tools. Limbs with cavities, crevices, or deep bark fissures are avoided, and only branches or limbs without those features are removed. On the second day, the entire tree will be removed. This two-step process allows bats to relocate during nocturnal movements to minimize take of bats and minimize potential disturbance to roosting habitat. If bats are observed during preconstruction surveys, ESA fencing will be installed to protect the roosting trees before construction begins, and the Project biologist will coordinate with USFWS and/or CDFW for technical assistance.

AMM-BIO-12, Bat Protection – A habitat assessment will be conducted for potentially suitable bat roosting habitat prior to construction activities. If the habitat assessment reveals that any structures are suitable roosting habitat for bats, then the appropriate

exclusionary measures will be implemented prior to construction during the period from March 1 to April 15 or August 31 to October 15. Potential avoidance may include exclusionary blocking or filling potential cavities with foam, visual monitoring, and/or staging Project work to avoid bats. If bats are known to use Project work sites for roosting, then exclusion netting will not be used.

If the habitat assessment reveals suitable bat habitat in trees, and tree removal is scheduled from April 16 through August 30 and/or October 16 through February 28, then presence/absence surveys will be conducted 2 to 3 days prior to any tree removal or trimming. If presence/absence surveys are negative, then tree removal will proceed following a two-phase tree removal system. If presence/absence surveys indicate bat occupancy, then the occupied trees will only be removed from March 1 through April 15 and/or August 31 through October 15 by following the two-step tree removal system. Bats will not be disturbed without specific notice to, and consultation with, CDFW.

AMM-BIO-13, Prevent Inadvertent Entrapment – To prevent inadvertent entrapment of animals during construction, all excavated, steep-walled holes or trenches more than 1 foot deep will be covered at the close of each workday by 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 will be thoroughly inspected for trapped animals. Pipes, culverts, or similar structures stored in the Project area overnight will be inspected before they are subsequently moved, capped, or buried.

AMM-BIO-14, Preconstruction Sonoma Tree Vole Surveys. An approved biologist will conduct preconstruction surveys for Sonoma tree vole, as needed. A visual encounter survey will be conducted immediately before tree removal or ground-disturbing activities. Suitable habitat in the Project footprint will be visually inspected.

2.1.5 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?	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

2.1.5.1 CEQA Significance Determinations for Cultural Resources

Caltrans District 4 Office of Cultural Resource Studies prepared a Section 106 Closeout Memo for the Project (Caltrans 2025b).

In accordance with Section 106 Programmatic Agreement Stipulation VIII.A, the area of potential effect (APE) for the Project was established in consultation with Caltrans' Professionally Qualified Staff and the Project Manager on June 27, 2025. Caltrans requested a review of the Sacred Lands File (SLF) and contact list from the NAHC on April 4, 2025. The NAHC responded on April 7, 2025, that a search of the SLF was negative and provided a list of indigenous groups and individuals for additional consultation. Consultation was initiated under the Section 106 Programmatic Agreement, and pursuant to Assembly Bill (AB) 52 and CEQA, with letters sent on June 13, 2025, to the following groups: Cloverdale Rancheria of Pomo Indians, Dry Creek Rancheria of Pomo Indians, Federated Indians of Graton Rancheria, Guidiville Rancheria of California, Kashia Band of Pomo Indians of the Stewarts Point Rancheria, Lytton Rancheria and Pinoleville Pomo Nation. On June 23, 2025, Lytton Rancheria responded, requesting additional information to inform a consultation decision. A cultural resource fact sheet was provided to Lytton Rancheria on July 7, 2025. On July 11, 2025, Lytton Rancheria responded by deferring consultation to other interested Tribes and requesting notification if any TCRs are identified during the Project. Follow-up calls to Cloverdale Rancheria of Pomo Indians, Dry Creek Rancheria of Pomo Indians, Guidiville Rancheria of California, and Pinoleville Pomo Nation were conducted on June 27, 2025. No responses have been received to date.

The Kashia Band of Pomo Indians of the Stewarts Point Rancheria responded on June 17, 2025, requesting formal consultation under Section 106/AB 52. A field visit to the APE was conducted with Kashia on August 13, 2025. During that field visit and follow up email on August 14, 2025, monitoring for ground disturbance was requested and Tribal monitoring areas were established.

On July 30, 2025, the Federated Indians of the Graton Rancheria (FIGR) responded, requesting formal consultation under Section 106 and AB 52. A cultural resource fact sheet was provided to FIGR on July 7, 2025. On August 18, 2025, a virtual consultation meeting was held, where the Tribe requested to review the Historic Property Survey Report, additional desktop and field survey information, and staging and pullout locations. On October 27, 2025, the draft Historic Property Survey Report, containing the information requested by FIGR regarding the staging and pullout location of work, was sent for review and comment. No response from FIGR has been received to date, and consultation is ongoing.

a, b, and c) No Impact

Although there are no known historical or archaeological resources or human remains previously identified in the Project's APE, Caltrans Office of Cultural Resource Studies will educate the contractor and review, consult, and monitor as detailed in AMM-TCR-1 and AMM-TCR-2 (Section 2.1.18 and Appendix B). Therefore, there is no impact.

2.1.6 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

2.1.6.1 CEQA Significance Determinations for Energy

The following paragraphs summarize the results of the Construction-Related Energy Analysis, which was completed in April 2025 (Caltrans 2025c).

Activities that consume energy generate byproducts. GHGs are the most extensively studied by products of energy consumption and are linked to climate change. To assess energy consumed by construction vehicles and equipment, the Caltrans Construction Emissions Tool 2021 (CAL-CET 2021), version 1.0.3, was used to quantify carbon dioxide (CO₂) emissions. CO₂ is the dominant GHG from automotive sources. The United States Environmental Protection Agency’s GHG equivalencies formulas were used to convert CO₂ emissions to fuel volumes. It was assumed that diesel fuel will be used for all construction vehicles and equipment, and gasoline and electricity will be used for worker commutes. The estimated fuel consumption of construction vehicles and equipment as well as worker commute vehicles is shown in Table 14.

Table 14 Construction Equipment and Vehicles Fuel Consumption

	Diesel (gallons)	Gasoline (gallons)	Electricity (kWh)
Total	31,936	9,585	9,118.668

Note:
kWh = kilowatt hour

a) Less-than-Significant Impact

During Project construction, operation of heavy-duty equipment, material deliveries, and debris hauling will require diesel consumption, and construction worker commutes to the Project site will require gasoline and electricity. Diesel, gasoline, and electricity use for construction is a one-time, temporary commitment of energy, necessary for any infrastructure improvement project. PF-AQ-1 (Section 1.2.2.7) will minimize energy consumption from construction activities. Therefore, Project construction will not result in the inefficient, wasteful, or unnecessary consumption of energy. This impact will be less than significant.

The Project is limited to pavement rehabilitation and culvert repair and will not increase the capacity of SR 116 or other roads in the Project area. There will be no permanent increase in motor vehicle travel or operational energy use. By repairing the pavement,

the Project is anticipated to reduce future maintenance needs. The Project will have no long-term effect on energy use.

b) No Impact

The Project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Pavement rehabilitation and culvert repair will have no impact on state or local plans for renewable energy or energy efficiency.

2.1.7 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.	No Impact
ii) Strong seismic ground shaking?	No Impact
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No 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?	No 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 wastewater 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?	No Impact

2.1.7.1 CEQA Significance Determinations for Geology and Soils

The Office of Geotechnical Design prepared a memorandum on their geologic, palaeontologic, and seismologic impact evaluation (Caltrans 2025d).

a, b, c, d, e, and f) No Impact

Although the Project area traverses three main geologic units—Franciscan Complex, Sandstone, and Wilson Grove Formation—the minor excavation will be in previously disturbed ground and will not expose the public to hazards due to strong ground shaking, fault rupture, liquefaction, slope instability, soft soils, or expansive soils. Any vertical foundation elements will be augured and may encounter native ground. However, the nature of the excavation will destroy the stratigraphic context of any significant finds. Seismicity of the Project area is dominated by the San Andreas fault, which runs offshore west of the Project site, and strong ground shaking could be expected during the life of the Project. However, there will be no impact associated with Project activities.

2.1.8 Greenhouse Gas Emissions

Would the Project:

Question	CEQA Determination
a) Generate GHG 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 GHGs?	No Impact

2.1.8.1 CEQA Significance Determinations for Greenhouse Gas Emissions

The following paragraphs summarize the results from the Construction-Related GHG Emission analysis, which was completed in July, 2025 (Caltrans 2025e).

a) Less-than-Significant Impact

The Project will not increase the motor vehicle capacity of SR 116. Therefore, the Project will not affect travel demand or travel patterns in a way that will contribute to a long-term increase in GHG emissions.

Project construction will result in temporary GHG emissions. Construction-generated GHGs include emissions from onsite construction equipment and worker and vendor vehicle trips. Construction-related GHG emissions were calculated using CAL-CET 2021 v1.0.3. GHG emissions considered in the calculation include CO₂, which is the dominant GHG due to its abundance when compared to other vehicle-emitted GHG (methane, nitrogen oxide, and hydrofluorocarbon); and carbon dioxide equivalents (CO₂e), a measure of how much energy the emissions of 1 ton of a gas will absorb over a given time, relative to the emissions of 1 ton of CO₂. Construction-related GHG emissions are summarized in Table 15.

Table 15 Summary of Construction-Related Greenhouse Gas Emissions

	CO ₂ (tons)	CH ₄ (tons)	N ₂ O (tons)	HFC (tons)	Total CO ₂ e ¹ (metric tons)
Total Emissions	455	0.010	0.023	0.011	467

Notes:

¹ Gases are converted to CO₂e by multiplying by their GWP. Specifically, GWP is a measure of how much energy the emissions of 1 ton of a gas would absorb over a given period of time, relative to the emissions of 1 ton of CO₂.

CH₄ = methane

CO₂ = carbon dioxide

CO₂e = carbon dioxide equivalent

GWP = global warming potential

HFC = hydrofluorocarbons

N₂O = nitrous oxide

Source: Caltrans 2025e.

GHG emissions during construction will be temporary, and the emission reduction measures included in PF-AQ-1 (Section 1.2.2.7) will limit unnecessary GHG emissions to the extent feasible. Because the Project will not contribute to a long-term change in GHG emissions, and the GHG reduction measures will be implemented during construction, the impact will be less than significant.

b) No Impact

Plans and policies adopted for the purposes of reducing GHG emissions in California include multiple Senate Bills, ABs, 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 will not contribute to a long-term increase in GHG emissions. Therefore, the Project will not conflict with applicable plans, policies, or regulations adopted for the purposes of reducing the emissions of GHGs. There will be no impact.

2.1.9 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

Question	CEQA Determination
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 nautical 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?	No Impact

2.1.9.1 CEQA Significance for Hazards and Hazardous Materials

The Caltrans Office of Hazardous Waste provided a preliminary study of frequently encountered contaminants, waste streams, and construction-related hazards (Caltrans 2026c). Investigation of these routine issues, when required, is typically conducted during the Project design phase. SSPs have been developed for the proper handling, treatment, and disposal, if needed, of such routine hazardous materials and waste during construction to protect the health of workers, the public, and the environment. Typical issues included in the preliminary study include aerially deposited lead, yellow thermoplastic or yellow-painted traffic stripe, naturally occurring asbestos, lead-containing paint, asbestos-containing materials, treated wood waste, and electrical equipment.

a, b, c) Less-than-Significant impact

Typical contaminants or hazards may be encountered during construction, but will be appropriately handled, treated, and disposed of (if required) with implementation of Caltrans Standard Specifications and Special Provisions. No adverse impacts to human health or the environment are expected. Therefore, there will be less-than-significant impacts.

d, e) No Impact

Because the Project is not listed pursuant to Government Code Section 65962.5, nor within 2 miles of an airport, there will be no impact to the public or environment.

f) Less-than-Significant Impact

The Project will have lane closures and one-way traffic control, which could temporarily slow emergency response services. However, there will be no complete closures and, with traffic control implemented, the impact should be less than significant.

g) No Impact

The Project does not have permanent components that will expose people or structures to risk of loss, injury, or death involving wildland fires; therefore, there will be no impact.

2.1.10 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?	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that 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;	No Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	No 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	No Impact
(iv) impede or redirect flood flows?	No 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?	No Impact

2.1.10.1 CEQA Significance Determinations for Hydrology and Water Quality

The Caltrans District 4 Office of Water Quality and the District 6 Office of Hydraulics Engineering both prepared studies (Caltrans 2025f and Caltrans 2025g) that were consulted for this review. The disturbed soil area is greater than 1 acre, so coverage under the Construction General Permit is required. This requires implementation of a SWPPP during the construction phase to address the temporary water quality impacts resulting from the construction activities. The Project is anticipated to require post-construction stormwater treatment measures for the new impervious surfaces. Measures that are to be considered for this Project will be detailed during the design phase.

a) and e) No Impact

With implementation of standard water pollution control BMPs, PF-HYD-1, and PF-HYD-2, the Project will not conflict with, or obstruct, implementation of a water quality control plan or suitable groundwater management plan. There will be no impact.

b) No Impact

Water will be used temporarily during construction, potentially at staging area entrances and exits. Water for construction-related activities will be brought in by the contractor via water trucks, and groundwater will not be used. Therefore, the Project will not affect groundwater supplies or groundwater recharge areas and there will be no impact.

c) i, ii, iii, iv) No Impact

The Project will not alter the drainage pattern, and no permanent increases in erosion or siltation are anticipated. Implementation of BMPs to control water pollution under PF-HYD-1 and a SWPPP under PF-HYD-2 will minimize temporary, construction-related erosion, siltation, and the discharge of polluted runoff on or off site. Construction of the Project will result in 0.69 acre of new impervious surface, the Project; however, with treatment BMPs installed, there will be no increase in permanent runoff, and therefore no impact.

d) Less-than-Significant Impact

This Project is not in a tsunami or seiche zone. Although some shoulder widening and sidewalk installations are included in the Project, the work is minor and is not expected to impact the floodplain. Therefore, this Project will not contribute to pollutants due to inundation beyond what already transpires during normal rainfall, and the effects will be less than significant.

2.1.11 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?	No Impact

2.1.11.1 CEQA Significance Determinations for Land Use and Planning

The Project is in the Russian River, Sebastopol, and Environs Planning Areas of the Sonoma County General Plan (Sonoma County 2016).

a and b) No Impact

The Project will not physically divide an established community. It complies with the stated goals of the Sonoma County General Plan, including goals for the land use element and the circulation and transit element (Sonoma County 2016). Therefore, there will be no impact.

2.1.12 Mineral Resources

Would the Project:

Question	CEQA Determination
a) Result in the loss of availability of a known mineral resource that would be a 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

2.1.12.1 CEQA Significance Determinations for Mineral Resources

The California Geological Survey designates the Project as occurring in mineral resource zone (MRZ) Categories 1, 2, and 3. The three zones present on this Project are defined as follows (Miller and Busch 2013):

- MRZ-1 (No Significance): Geologic information shows little likelihood of significant deposits.
- MRZ-2 (Identified Resources): Contains significant mineral deposits, further divided by data quality (MRZ-2a/2b).

- MRZ-4 (Unknown): These are areas of no known mineral occurrences, where geologic information does not rule out either the presence or absence of significant mineral resources.

On this Project, MRZ-2 identifies the Canyon and Blue Rock Quarries.

a, b) No Impact

Construction-related activities are limited to previously disturbed areas; are not expected to disturb mineral resources, if present; and will not result in the loss of availability of a known mineral resource or locally important mineral resource recovery site. Therefore, no impact will occur.

2.1.13 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 nautical 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

2.1.13.1 CEQA Significance Determinations for Noise

The information in this section is summarized from the construction-related noise analysis and the construction-related vibration analysis (Caltrans 2025h and Caltrans 2025i). Because the Project is not a Type I project as defined in 23 CFR 772, noise abatement does not need to be considered. Accordingly, a traffic noise study is not required.

a) Less-than-Significant Impact

The Project will not increase the capacity of SR 116 and will not result in a permanent increase in ambient noise levels in the Project vicinity. Project construction will result in short-term, temporary increases in noise levels.

Caltrans used the Federal Highway Administration Roadway Construction Noise Model to assess potential construction noise impacts from the loudest anticipated Project activities: pavement rehabilitation, upgrading sidewalks and curb ramps, and culvert replacement and repair. The study measured the maximum hourly noise levels (L_{max}) and the average hourly noise levels (L_{eq}) that receptors could hypothetically experience at 50 feet, 100 feet, and 200 feet from each construction activity. The study also estimated the construction noise for a mix of residential and commercial properties and a school. Table 16 summarizes the construction noise estimates for locations R1 through R9, as well as the general distances of 50, 100, and 200 feet (represented by hypothetical receptor in Table 16). Figure 4 through Figure 6 show aerial photographs and identify the individual noise study areas and receptors presented in Table 16.

Project construction will result in elevated noise levels and result in temporary adverse impacts, primarily during daytime work hours. Some residents and businesses may experience a maximum of 103.5 A-weighted decibels (dBA) during the day when the loudest construction activities occur. These noise levels will be temporary. Residents or businesses that are 50 feet or more away from the construction activities are not expected to experience noise levels above 89.5 dBA.

There will also be some nighttime construction necessary for this Project. The specific timing, duration, and locations of the nighttime construction activities will be determined during the detailed design and preconstruction phases. Caltrans's standard for temporary construction noise impacts is to not exceed an L_{max} of 86 dBA at 50 feet from the construction site during night work from 9:00 p.m. to 6:00 a.m. The Project will implement AMM-NOI-1, requiring the contractor to develop a plan that is approved by Caltrans to ensure construction noise impacts are not exceeded during this time, and this noise control plan will be reinforced with required noise monitoring.

AMM-NOI-1 also requires the contractor to develop a plan that is approved by Caltrans to ensure construction noise impacts are minimized during the daytime and not exceeded during night work, including minimizing noise experienced in the interior of the school that preliminary modeling indicates may exceed limits established by California Streets and Highway Code, Section 216 (Table 16).

With the implementation of AMM-NOI-1 (below, Appendix B) the increase in ambient noise resulting from the Project will be reduced to less than significant.

Table 16 Summary Construction Noise Results from Roadway Construction Noise Model

Map Label	Address	Receptor Distance (feet)	Pavement Rehab L _{max} (dBA)	Pavement Rehab L _{eq} (dBA)	Curb Ramps and Sidewalk L _{max} (dBA)	Curb Ramps and Sidewalk L _{eq} (dBA)	Culvert Work L _{max} (dBA)	Culvert Work L _{eq} (dBA)
R1	20359 CA-116, Monte Rio	12	<u>101.9</u>	<u>94.9</u>	<u>102</u>	<u>95</u>	<u>97.4</u>	<u>94.4</u>
R2	Inn on the Russian River	25	<u>95.5</u>	<u>88.9</u>	<u>95.6</u>	<u>88.6</u>	<u>91</u>	<u>88</u>
R3	20385 CA-116, Monte Rio	17	<u>98.9</u>	<u>91.9</u>	<u>99</u>	<u>92</u>	<u>94.4</u>	<u>91.4</u>
R4	20266 CA-116, Monte Rio	10	<u>103.5</u>	<u>96.5</u>	<u>94.9</u>	<u>71.9</u>	<u>99</u>	<u>96</u>
R5	Casa Secoya	42	<u>91</u>	<u>84</u>	<u>91</u>	<u>84</u>	<u>86.5</u>	<u>83.5</u>
R6	17532 CA-116, Monte Rio	12	<u>101.9</u>	<u>94.9</u>	<u>101.9</u>	<u>94.9</u>	<u>97.4</u>	<u>94.4</u>
R7	Leslie McGarvey DDS, Inc	35	<u>92.6</u>	85.6	<u>92.6</u>	85.6	<u>88.1</u>	85.1
R8	Saucy Mama's Restaurant	16	<u>99.4</u>	<u>92.4</u>	<u>99.4</u>	<u>92.4</u>	<u>94.6</u>	<u>91.9</u>
R9	Playhouse preschool – exterior	51	<u>89.3</u>	82.3	<u>89.3</u>	82.3	84.8	81.8
R9	Playhouse preschool – interior	51	<u>69.3</u>	<u>62.3</u>	<u>69.3</u>	<u>62.3</u>	<u>64.8</u>	<u>61.8</u>
—	Hypothetical receptor at 50 feet	50	<u>89.5</u>	82.5	<u>89.5</u>	82.5	85	82
—	Hypothetical receptor at 100 feet	100	83.5	76.5	83.5	76.5	79	76
—	Hypothetical receptor at 200 feet	200	77.5	70.5	77.5	70.5	73	69.9

Notes:

Bold underline indicates locations and readings exceeding 86 dBA.

dBA = A-weighted decibel

L_{eq} = average hourly noise level

L_{max} = maximum hourly noise level

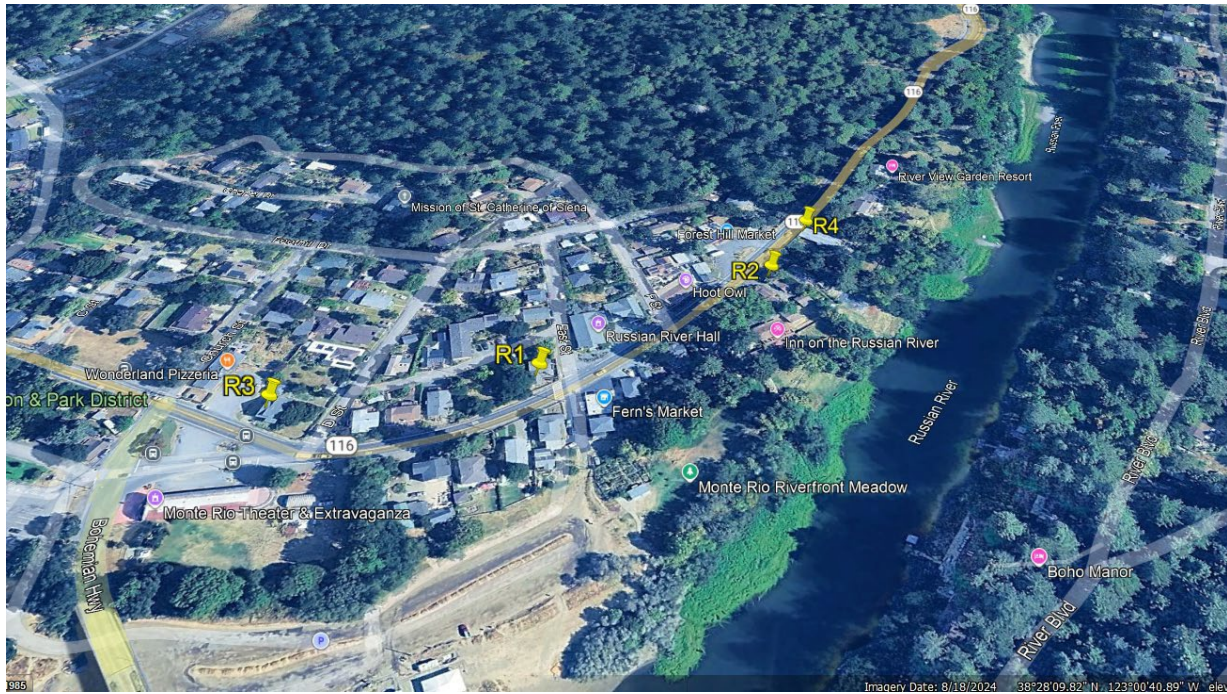


Figure 4 Noise Receptors 1 through 4

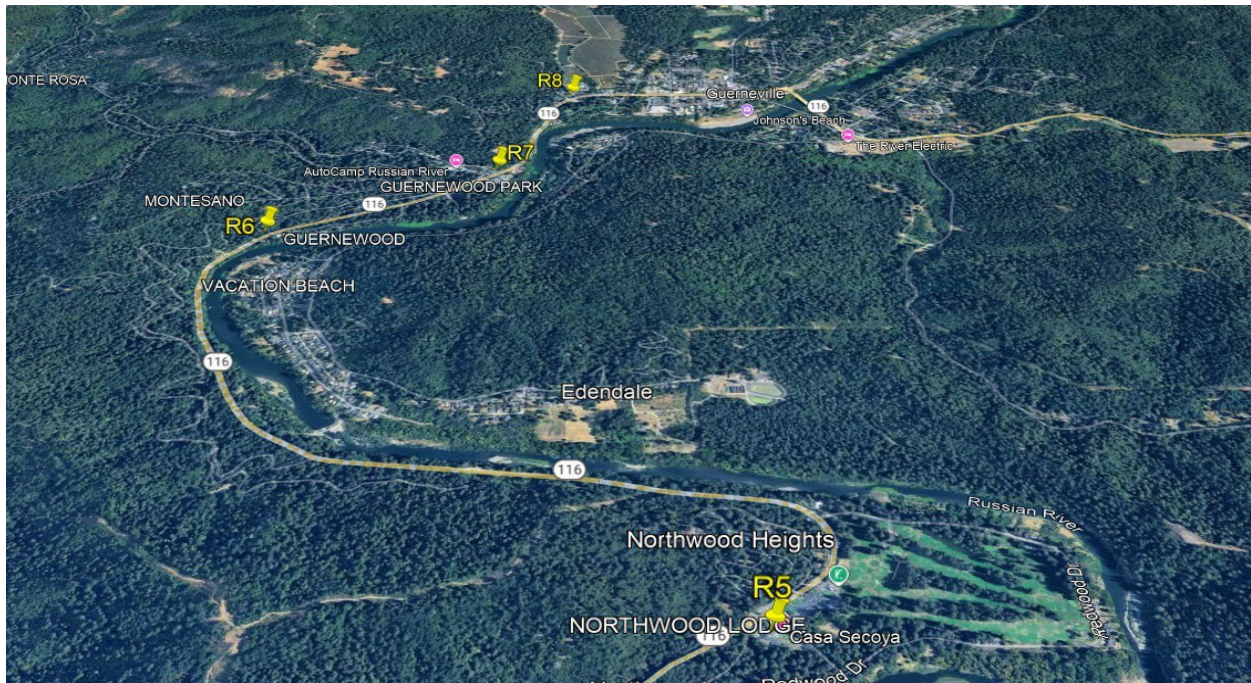


Figure 5 Noise Receptors 5 through 8



Figure 6 Noise Receptor 9

b) Less-than-Significant Impact

The Project will not result in long-term excessive groundborne vibration or groundborne noise because it will not increase road capacity or include features that will generate appreciable ground vibration. No permanent impacts will occur.

Project construction has the potential to temporarily generate groundborne vibration in the vicinity of residences. The Caltrans Transportation and Construction Vibration Guidance Manual (Caltrans 2020) provides guidance criteria for potential structural damage and human annoyance. Table 17 and Table 18 present the criteria considered for the Project. Vibration sources anticipated to be used during Project construction include vibratory rollers, which compact the new pavement.

Table 17 Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Continuous Sources Maximum PPV (in/sec)
Older residential structures	0.3
Modern industrial/commercial buildings	0.5

Notes:

in/sec = inches per second

PPV = peak particle velocity

Table 18 Guideline Vibration Annoyance Potential Criteria

Human Response	Continuous Sources Maximum PPV (in/sec)
Barely perceptible	0.01
Distinctly perceptible	0.04
Strongly perceptible	0.10
Severe	0.4

Notes:

in/sec = inches per second

PPV = peak particle velocity

Because there were several residential and commercial properties very close to SR 116 within the Project limits, the entire Project area was divided into seven sub areas where there are structures that may exceed the threshold criteria for potential vibration damage (Figure 7 through Figure 13). Vibrations due to vibratory rollers (peak particle velocity, inches per second [in/sec]) were also calculated for hypothetical distances at 10, 12, 25, 50, and 100 feet.

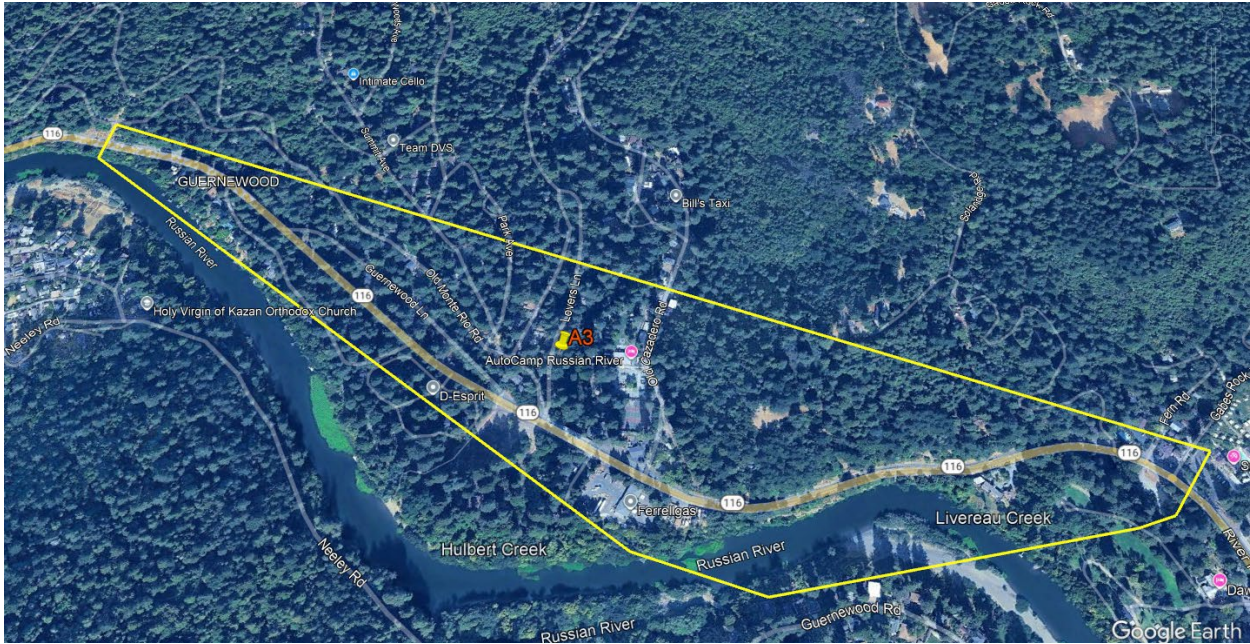


Figure 9 Vibration Study Area A3



Figure 10 Vibration Study Area A4



Figure 11 Vibration Study Area A5



Figure 12 Vibration Study Area A6



Figure 13 Vibration Study Area A7

Large vibratory rollers are represented in the data presented in Table 19 to estimate a maximum potential impact during construction. When construction equipment that produces groundborne vibration is working adjacent to structures, cracks and other damage to the structures can occur. The values in Table 19 are used as estimates and are not exact thresholds that predict actual damage to structures and buildings in all cases (Caltrans 2020). According to the threshold estimates in Table 19, for structures that are up to 18 feet away from the vibratory operation, vibrations greater than the damage threshold criteria of 0.50 in/sec could be experienced by new residential and commercial buildings, and vibrations greater than the damage threshold criteria of 0.30 in/sec could be experienced by older residential structures.

Caltrans will implement AMM-NOI-2 (below, and Appendix B) to require construction vibration control; the construction contractor will be required to submit a plan to Caltrans for approval prior to start of construction, detailing how groundborne vibration near sensitive receptors will be avoided and minimized to below the thresholds of damage and annoyance. The contractor will be required to perform vibration monitoring, crack monitoring, and photographic and video documentation during construction for any activity that may increase groundborne vibration, such as use of a vibratory roller to compact pavement. If vibration monitoring results in measurements that indicate the damage threshold may be exceeded, then work will be halted, and vibration control measures detailed in the approved plan will be implemented. Common options used by contractors to reduce groundborne vibrations include the use of smaller vibratory rollers that minimize vibration, and of nonvibratory rollers that compact pavement without producing measurable vibrations.

Table 19 Summary of Representative Structures and Vibration Sources

Receptor Areas	Approximate Distance between the Nearest Structure and the Construction Activity (feet)	Vibration Due to Vibratory Roller (PPV, in/sec)	Vibration Damage Potential Threshold Criteria PPV (in/sec) (From Table 17)	Vibration Annoyance Potential Criteria PPV (in/sec) (From Table 18)
A1	5- O R	<u>1.233</u>	0.3	S
A1	5-C	<u>1.233</u>	0.5	S
A2	12-O R	<u>0.471</u>	0.3	S
A3	8-O R	<u>0.735</u>	0.3	S
A3	7-C	<u>0.852</u>	0.5	S
A4	7-C	<u>0.852</u>	0.5	S
A5	10- C	<u>0.575</u>	0.5	S
A6	13- O R	<u>0.431</u>	0.3	S
A6	5-C	<u>1.233</u>	0.5	S
A7	18- O R	<u>0.301</u>	0.5	S
A7	13-C	<u>0.431</u>	0.5	S
Hypothetical	10	0.575	N/A	S
Hypothetical	12	0.471	N/A	S
Hypothetical	25	0.210	N/A	SP
Hypothetical	50	0.098	N/A	SP
Hypothetical	100	0.046	N/A	DP

Note:

Bold underline indicates vibration levels exceeding the vibration damage potential threshold criteria.

Notes:

in/sec = inches per second

PPV = peak particle velocity

Depending on their location, people in the Project vicinity could experience annoyance from construction vibration (Table 19). AMM-NOI-2 will avoid and minimize the potential for vibration impacts from Project construction to reach levels that would cause annoyance. Under AMM-NOI-2, Caltrans will require the construction contractor to avoid construction vibrations exceeding the thresholds of damage and annoyance to sensitive receptors by monitoring vibrations, monitoring cracks, and stopping work if thresholds are exceeded.

Impacts associated with the generation of excessive groundborne noise or groundborne vibration from the Project will be reduced to less than significant with the implementation of AMM-NOI-1 and AMM-NOI-2.

c) No Impact

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

2.1.13.2 Avoidance and Minimization Measures for Noise

AMM-NOI-1 and AMM-NOI-2 will avoid or minimize impacts to noise and vibration.

AMM-NOI-1. Noise Control and Noise Monitoring. Noise control and noise monitoring will be required during construction to avoid and minimize construction noise. The contractor will be required to submit a Noise Control Plan to Caltrans for approval to demonstrate compliance with construction noise limits, which require the contractor to limit construction noise levels to 86 dBA L_{max} from 9:00 p.m. to 6:00 a.m. The contractor must also comply with California Streets and Highway Code, Section 216, which requires interior noise not to exceed 52 dBA L_{eq} in classrooms, library, multipurpose rooms, medical facilities, places of worship, or spaces used for pupil personnel services. Compliance with noise control will be aided by required noise monitoring.

AMM-NOI-2. Vibration Control and Crack Monitoring. Vibration control, vibration monitoring, crack monitoring, and photo and video documentation will be required during construction to avoid and minimize the impacts from groundborne vibration. The contractor will be required to submit a Vibration Control Plan to Caltrans for approval prior to the start of construction activities. It must identify specific sensitive receptors, such as older residential structures, and specific plans for reducing vibration to stay under damage and/or annoyance thresholds. Monitoring will be required for any activity that may increase groundborne vibration, such as use of a vibratory roller to compact pavement. The contractor will be required to halt construction if monitoring demonstrates that thresholds may be exceeded and must implement approved measures to avoid or minimize vibrations prior to restarting.

2.1.14 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

2.1.14.1 CEQA Significance Determinations for Population and Housing

The Office of Environmental Analysis reviewed this subject matter. Its determinations are discussed in the following paragraph.

a, b) No Impact

The Project will not induce population growth because it does not increase the capacity of SR 116, remove barriers to future growth, or increase population or housing growth (or demand for new housing, utilities, or public services). The Project will not induce substantial population growth, displace housing, or displace people; therefore, there will be no impact.

2.1.15 Public Services

Would the Project:

Question	CEQA Determination
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 following public services: a) Fire protection?	No Impact
b) Police protection?	No Impact
c) Schools?	No Impact
d) Parks?	No Impact
e) Other public facilities?	No Impact

2.1.15.1 CEQA Significance Determinations for Public Services

a, b, c, d, and e) No Impact

The Project will not result in the substantial alteration of government facilities in the Project corridor, such as fire and police protection, schools, parks, or other public facilities, nor trigger the need for new government facilities or alter the demand for public services. A TMP will be prepared (PF-TRANS-1, as presented in Section 1.2.2.7). Therefore, police, fire, and medical services will not be adversely affected by the Project. There will be no impact.

2.1.16 Recreation

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?	No Impact
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?	No Impact

2.1.16.1 CEQA Significance Determinations for Recreation

There are several small recreational facilities along the Project limits, mostly in the towns of Monte Rio, Guerneville, and Forestville.

a and b) No Impact

The Project will not directly or indirectly increase use of existing recreational facilities to the extent that substantial deterioration of the facilities will occur. Although the Project does include the resurfacing of a small portion of West County Rodota Trail, it will not require construction or expansion of additional recreational facilities. There will be no impact.

2.1.17 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?	No Impact
b) 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

2.1.17.1 CEQA Significance Determinations for Transportation

SR 116 is a two-lane conventional highway that serves as a primary route for communities, tourism, and agricultural areas along the Russian River Valley. The

existing SR 116 roadway consists of two 11-foot-wide to 12-foot-wide lanes, with shoulders ranging from 1 foot to 8 feet wide depending on location. The Project will not increase the transportation capacity of SR 116, nor will it permanently alter the circulation system, and it will have no temporary or permanent impact on vehicle miles traveled.

a, b, and c) No Impact

This Project will include upgrades and replacement of transportation facilities. It will not conflict with any transportation program, plan, or ordinance, or policy; conflict with CEQA guidelines; or increase hazards. It will therefore have no impact on these aspects of transportation.

d) Less-than-Significant Impact

The Project will not result in inadequate emergency access. However, due to one-lane traffic control, some minor delays of emergency vehicle response times could result. With implementation of PF-TRANS-1, medical and emergency vehicles will be able to continue to use SR 116 and will receive priority for fire, medical, emergency, and law enforcement purposes. The Project has the potential to cause short-term, localized traffic congestion and delays resulting from temporary one-lane closures and rolling one-lane closures during construction that could have a measurable adverse effect on emergency services response times. One-way traffic control will be required, but detours are not anticipated to be required during construction. Therefore, impacts will be less than significant.

2.1.18 Tribal Cultural Resources

Would the Project:

Question	CEQA Determination
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: 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	No Impact

Question	CEQA Determination
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.	No Impact

2.1.18.1 CEQA Significance Determinations for Tribal Cultural Resources

Caltrans District 4 Office of Cultural Resource Studies prepared a Section 106 Closeout Memorandum for the Project (Caltrans 2025b). Please note that many state and federal laws limit the disclosure of sensitive cultural and tribal resource information to the public. Additional information regarding confidentiality of these resources can be found in the Standard Environmental Reference (SER) Volume 2, Cultural Resources, in Section 3.4.13 and Section 5.3.6.

a, b) No Impact

Because these resources are not in the Project footprint, and to ensure construction personnel are aware of what to do if such resources are uncovered, Caltrans has determined there is no impact.

2.1.18.2 Avoidance and Minimization Measures for Tribal Cultural Resources

AMM-TCR-1 and AMM-TCR-2 will avoid or minimize impacts to TCRs.

AMM-TCR-1, Tribal Cultural Resource Sensitivity Training. During the preconstruction meeting, a qualified archaeologist and Tribal representative will discuss TCRs with construction personnel. It will be emphasized that cultural monitoring will occur at specific Project areas. The Resident Engineer will notify the Caltrans Archaeologist at least 2 weeks prior to construction. The Caltrans Archaeologist will then inform consulting Tribes. Before construction begins, the Caltrans Project Archaeologist and the consulting Tribes will identify the monitoring areas in the field with the contractor. Monitoring will be conducted by a qualified archaeologist and the consulting Tribes.

AMM-TCR-2, Monitoring Areas. The Caltrans Archaeologist will collaborate with all responsible parties to ensure Environmental Monitoring Areas are accurately represented in plans, specifications, and estimates, and the Resident Engineer Pending File. During the preconstruction meeting, a qualified archaeologist and consulting Tribal representatives will discuss monitoring areas with construction personnel. It will be emphasized that Tribal and archaeological monitoring will occur at specific Project

areas. The Resident Engineer will notify the Caltrans Archaeologist at least 2 weeks prior to construction. The Caltrans Archaeologist will then inform the consulting Tribes. Monitoring will be conducted by a qualified archaeologist and the consulting Tribes.

2.1.19 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?	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

2.1.19.1 CEQA Significance Determinations for Utilities and Service Systems

The nearest landfill to the Project corridor is the Republic Services of Sonoma County Guerneville Transfer Station (13450 Pocket Drive, Guerneville, CA 95446). The need for potholing and relocation of existing utilities, if any, will be ascertained during the Project's design phase, following the completion of the verification process. Utility relocations will occur prior to the beginning of construction and in consultation with the utility providers.

a) Less-than-Significant Impact

The Project will not require or result in the relocation or construction of new or expanded water, wastewater treatment, electrical power, or natural gas facilities. The Project is not anticipated to require utility relocations for gas, water, and sewer systems. Utility verification is anticipated to be required for the Project and construction and in consultation with utility providers (AMM-UTIL-1, below and Appendix B). Temporary

relocation of some communication and electrical transmission lines may be required, and localized, temporary disruptions may result. The Project includes replacement of stormwater drainage culverts to improve their function and increase their service life, and these replacements could result in minor temporary and permanent adverse effects to the environment, as described in Section 1.2.2.2. Therefore, impacts to utilities will be less than significant.

b, c, d, and e) No Impact

The Project will not require the services of a landfill where the Project will impact its capacity. The Project will not exceed wastewater treatment requirements. The Project will not require water supplies from existing entitlements and will not impact new or expanded entitlements. The Project will not require the services of a wastewater treatment provider that would impact the provider’s capacity. All construction-related waste will be properly disposed of or recycled at an approved facility in compliance with both Caltrans Standard Specification 14-11, Hazardous Waste and Contamination (PF-HAZ-1 [Section 1.2.2.7]), and the requirements of the facility to which the construction-related waste is hauled. Construction-related activities will comply with all federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore, there will be no impact.

2.1.19.2 Avoidance and Minimization Measures for Utilities and Services Systems

AMM-UTIL-1 will avoid or minimize impacts to utilities.

AMM-UTIL-1, Utility Notifications. During the plans, specifications, and estimates phase, Caltrans will coordinate with all affected utility companies regarding the construction schedule for the Project so that relocations can be conducted by each utility company as necessary prior to the start of construction.

2.1.20 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?	No 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?	No Impact

Question	CEQA Determination
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?	No 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

2.1.20.1 CEQA Significance Determinations for Wildfire

The Project area is partially in the CAL FIRE SRA, which contains moderate and high fire hazard severity zones. A local responsibility area (LRA) is also present for approximately 5.5 miles between Forestville and Mills, California. The LRA consists mostly of a no fire hazard severity zone, but there are three small sections where high and moderate zones exist. There are no very high fire hazard severity zones in or near the Project footprint (CAL FIRE 2025).

a, b, c, and d) No Impact

Because the Project does not have any very high fire hazard severity zones, there are no impacts.

2.1.21 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 with Mitigation Incorporated
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

2.1.21.1 CEQA Significance Determinations for Mandatory Findings of Significance

Studies provided by Caltrans' specialists have been evaluated by the Office of Environmental Analysis for mandatory findings of significance.

a) Less-than-Significant Impact with Mitigation Incorporated

The Project will result in direct temporary and permanent impacts on both suitable upland dispersal and aquatic nonbreeding habitats for California red-legged frog as a result of culvert replacement and drainage improvements, shoulder widening, staging, and access activities. Caltrans will request a formal consultation for the Project from USFWS, and any additional conservation measures required for California red-legged frog will be coordinated during this consultation. As required under the federal Endangered Species Act, Caltrans is implementing PFs and AMMs to avoid and minimize take. By implementing these measures, impacts and potential take of California red-legged frog habitat and individuals will be minimized. Restoration of temporarily disturbed areas includes efforts to remove invasive plants and reseed with local native plants. Refer to Section 2.1.4 a) for the detailed discussion of these impacts.

Project activities will result in small, localized, permanent and temporary impacts to aquatic resources, including emergent wetlands and ephemeral, intermittent, and perennial riverine features. Permanent impacts are expected to occur at one ephemeral drainage and one intermittent drainage. Section 2.1.4 c) discusses in detail the potential impacts and the measures that will be employed to address them. The Project is anticipated to require implementation of MM-BIO-1 to address loss of wetlands and other waters.

The Project will result in small, localized areas of temporary and permanent impacts to riparian forest habitat along intermittent riverine features and the Russian River. Temporary impacts are anticipated during guardrail replacement, pavement rehabilitation, and minor tree pruning for equipment staging. Permanent impacts are anticipated with a culvert replacement that will occur to arroyo willow thicket. Permanent impacts to riparian habitat will be minimized to the degree possible. Impacted riparian areas will be recontoured to match the re-established riparian corridor and revegetated where appropriate.

The Project will result in some permanent and temporary construction-related impacts. Project AMMs and MMs (refer to Appendix B) will avoid, minimize, and/or mitigate impacts to less than significant with mitigation.

(There has been a substantive change to the document, which is noted here for reader reference)

b) Less-than-Significant Impact

Under CEQA (Guidelines Section 15355), “cumulative impacts” refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the Project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

The following cumulative impacts analysis follows the Caltrans six-step process established in the May 2025 interim guidance on cumulative impact analysis under CEQA (Caltrans 2025j), as follows:

1. Determine which environmental resources to include in the cumulative impact analysis.
2. Determine the resource study area.
3. Describe the existing cumulative condition.
4. Discuss whether the project’s impacts are cumulatively considerable.
5. If the project’s contribution is cumulatively considerable, discuss any additional proposed mitigation for Caltrans’ contribution to cumulative condition.
6. State post-mitigation conclusion (if additional mitigation was added to address cumulative impacts).

This analysis determines whether the Project, in combination with projects that are planned, approved, or under construction, would result in cumulatively considerable impacts; and, if so, whether the Project’s contribution to the cumulative effect would be considerable. Resources that are typically considered in a cumulative impact analysis are those that are considered to be in poor health or those that are significantly impacted by a project and projects in the same general vicinity. Table 20 below provides information about current and planned projects that are being evaluated for potential cumulative impacts in this analysis.

Resources Considered for Cumulative Impact Analysis

The Project is anticipated to have no impact, less-than-significant impacts, or less-than-significant impacts with mitigation incorporated on all resources identified in this document. It has also been determined that many of the resources that are less than significantly impacted are not in poor or declining health. Not all CEQA resources will be addressed individually in the cumulative impacts analysis because most are not adding to the effects of the projects included in this assessment and listed in Table 20. The following resources have been included in the cumulative impact analysis:

- Aesthetics
- California Red-Legged Frog (Biological Resources)
- Transportation

Table 20 Project Considered in Cumulative Impacts Analysis

Project Proponent and Title	County and Route (postmiles)	Description	CEQA Document Type	Current Status
Caltrans Director's Order (EA 04-0V510)	Sonoma 116 (6.77)	Emergency repair – soldier wall and drainage installation	Categorical Exemption	In Construction
Caltrans Sonoma 116 Slide Repair (EA 04-2K360)	Sonoma 116 (9.6)	Soldier pile retaining wall with anchor blocks and upgrade the drainage system	Initial Study/ Negative Declaration	In Construction
Caltrans Major Storm Damage (EA 04-4AA90)	Sonoma 116 (10.45)	Soldier wall with drainage work	Categorical Exemption	Design Phase
Caltrans Sonoma 116 Guerneville ADA (EA 04-4J460)	Sonoma 116 (11.8-12.17)	Downtown Guerneville, ADA, sidewalks, bike, parking and bus infrastructure, lights, Fife Creek Bridge rails	Categorical Exemption	Completed
Caltrans Green Valley Road Intersection Control Installation (EA 04-3Q640)	Sonoma 116 (21.6-22.6)	Signalized Intersection or Roundabout	Initial Study/ Negative Declaration	Design Phase
Sonoma Public Infrastructure Front Street Active Transportation Project	Sonoma 116 (19.39-19.66)	ADA, bike lane, curb ramps, etc.	Categorical Exemption	Design Phase
Sonoma Public Infrastructure Mirabel Road Corridor Improvements and West County Trail Project	Sonoma County Mirabel Road	Pavement Widening, Bike Lanes, Left Hand Turn Lanes	Initial Study/ Mitigated Negative Declaration	Design Phase

Notes:

ADA = Americans with Disabilities Act

Caltrans = California Department of Transportation

CEQA = California Environmental Quality Act

Projects considered that have a completed CEQA Categorical Exemption have been determined to have no impacts to resources and would not contribute to cumulative effects. Therefore, this analysis will focus on the projects that will be or are in the individual resource study areas used for each resource and where a project's environmental analysis determined there would be impacts that are less than significant or less than significant with mitigation incorporated to a resource.

Aesthetics Resource Study Area

The resource study area for aesthetics encompasses the viewshed around the SR 116 corridor that comprises the proposed Project limits, plus a surrounding area that stretches for 100 feet to 1,400 feet, determined by topography and dense stands of vegetation that limit views from the roadway. The resource study is the Area of Visual Effect, defined as the project's viewshed or corridor, developed for the Project's Visual Impact Analysis (Caltrans 2025a).

Aesthetics Existing Cumulative Condition

The existing cumulative condition of the aesthetics resources study area is defined as within the Central California Foothills and Coastal Mountains ecoregion of northern California. The land that is visible from and adjacent to SR 116, as determined by topography, vegetation, and viewing distance, consists of an agricultural valley between the eastern and western portions of the coast range mountains and coast range segments, the riparian corridor of the Russian River, and riparian corridors of tributaries to the Russian River in the resource study area. Landcover consists of a mix of vineyards and orchards, with intermittent stretches of wildland forest and cultivated trees and shrubs lining the corridor. In general, the project is in a semi-rural environment, with more urbanized communities to the east and more rural communities to the west. SR 116 is in an *Officially Designated State Scenic Highway* that extends from Sebastopol to SR 1 in Jenner, Sonoma County. Due to ongoing development in the resource study area, aesthetic conditions are declining in some locations. Due to the Scenic Highway designation and local laws and regulations to preserve aesthetics, these resources are relatively stable across the resource study area.

Aesthetics Cumulative Impacts Analysis

Aesthetics is an area of concern when in reference to cumulative impacts. AMMs are implemented to prevent any impact from rising to the status of significant. Several of the projects include tree removal. Caltrans and other responsible agencies will avoid and minimize the impacts to trees and restore removed trees whenever possible to maintain the scenic aspects of this corridor. For this Project, as discussed in Section 2.1.1, most of the trees that will be impacted are in an area of dense forest; removal of individual roadside trees will have a minimal impact to aesthetics because other trees behind will maintain the aesthetics of the forest. The improvements in downtown Guerneville entailed removing trees to accommodate sidewalk improvements; these trees were replaced, restoring the aesthetics. Green Valley Road Intersection Control Installation

could remove approximately 58 trees, but no trees were identified as a scenic resource, the tree removals would allow for increased views of hills to the west, and tree removal minimization includes replanting trees. Tree removal is the most obvious aesthetic impact to all the listed projects. However, the tree removals occurring on the Project will not be cumulatively considerable.

California Red-Legged Frog Resource Study Area

The resource study area for the analysis of cumulative impacts for biological resources focuses on the special-status species California red-legged frog. The resource study area was determined by using a combination of California red-legged frog range and observational data from the California Natural Diversity Database in relation to the Project area. Areas of designated critical habitat for this species exist in Sonoma County, but neither CDFW nor USFWS has identified any specific population management units in Sonoma County. Using the spatial and biological data, combined with geographic landforms that would likely serve as natural dispersal barriers, the resource study area was established as the defined watersheds that the Project passes through, and include the Dutch Bill Creek-Russian River watershed (55 square miles), Lower Green Valley Creek watershed (38 square miles), and Lower Laguna de Santa Rosa watershed (31 square miles). The resource study area for California red-legged frog totals 125 square miles and has areas of designated critical habitat for California red-legged frog.

California Red-Legged Frog Existing Cumulative Condition

The California red-legged frog inhabits lowlands and foothills in or near permanent sources of deep water with dense, shrubby, or emergent riparian vegetation. This species requires 11 to 20 weeks of permanent water for larval development, and it must have access to upland estivation habitat. California red-legged frog is distributed throughout the resource study area, primarily in Sonoma County toward the Coast Ranges in aquatic freshwater habitat, riparian corridors, and uplands within an approximately 2-mile dispersal distance from suitable aquatic habitat. Agricultural lands such as row crops, orchards, vineyards, and pastures do not constitute barriers to California red-legged frog dispersal. Threats to the species include removal and alteration of habitat from urbanization, fragmentation, overgrazing of aquatic and riparian habitats, erosion and siltation because of flooding, and predation by nonnative species. Due to the impact of human activities, this species is federally listed as threatened, and active conservation measures to support populations of the species include habitat restoration, reintroduction programs, and the creation of conservation banks. USFWS initiated a status review of the species in 2018 but has not published its findings. Due to continued habitat loss, it is likely that the population of California red-legged frog in the resource study area is declining.

California Red-Legged Frog Cumulative Impacts Analysis

The direct impacts of the Green Valley Road Intersection Control Installation project could remove approximately 3.27 acres of fragmented California red-legged frog dispersal habitat temporarily during project construction and then result in approximately 1.75 acres of permanent dispersal habitat loss. The Green Valley Road Intersection Control Installation project could also lead to the death of individuals of the California red-legged frog population in the resource study area. This habitat loss, combined with the impacts to the species, represents a very small fraction of the overall habitat in the resource study area and is not anticipated to cause an adverse impact to the overall population of California red-legged frog in the resource study area. When California red-legged frog habitats are impacted temporarily, AMMs that require restoration will avoid or minimize these impacts to California red-legged frog habitat and the impacts to individuals. With the implementation of the individual project AMMs and mitigation, the cumulative impacts to California red-legged frog in the resource study area are less than significant. Therefore, the various projects that have the potential to affect the California red-legged frog or its habitat will not be cumulatively considerable. Overall, although cumulative pressures on these biological resources remain high due to historic and ongoing loss of habitat in the region, the Project's effects are limited and would not substantially increase cumulative impacts in the resource study area for California red-legged frog.

Transportation Resource Study Area

The resource study area for transportation encompasses the State Highway System and surrounding roads around the SR 116 corridor within a 1-mile radius that includes the proposed Project limits, extending west to SR 1 and east to River Road and SR 12.

Transportation Existing Cumulative Condition

Past and current impacts on transportation in the resource study area include Caltrans, County, and privately planned improvement projects and the impacts caused by unforeseen natural events that disrupt traffic as the result of emergency closures and the resulting emergency repairs. Throughout the resource study area, there have been several projects that result in one-way traffic control for roadway construction, often at the same or similar timeframe. When possible, the roadway impacts are minimized by ensuring that construction does not occur on weekends when traffic from visitors to the area is highest. The existing cumulative conditions for transportation are in fair condition but may be declining due to the increasing frequency of natural events that result in emergency repairs, impacting transportation.

Transportation Cumulative Impacts Analysis

There are currently three projects close to each other that will use temporary one-lane traffic control during construction in the resource study area. Two of these projects are currently in construction: Caltrans Director's Order (EA 04-0V510) and Caltrans

Sonoma 116 Slide Repair (EA 04-2K360). The third, Caltrans Major Storm Damage (EA 04-4AA90), is still in the Design phase of planning and is not expected to go to construction until 2027 or 2028. These three slide repair projects are in a section of the resource study area where strong storm events have repeatedly caused slides to occur. All Caltrans projects that require lane closures have standard contract specifications to facilitate traffic control in a manner consistent with the needs of the area. In the case of all the listed projects in Table 20, there is no identification of detours required to complete the projects. Although the entire length of the past, current, and proposed projects identified will typically be repaved, the entire length of work and resulting impacts to transportation will not be at the same time. When several Caltrans projects are in construction at the same time, as may occur with this Project and the Green Valley Road Intersection Control Installation project or the SPI's First Street Active Transportation Project improvements in downtown Forestville, the District 4 Traffic Management team will track closure requests by the various projects and consider those situations where coordination with other projects to reduce impacts to transportation may be necessary.

Services such as public transportation or medical and emergency services will continue to access SR 116 in its entirety. With the required implementation of a Transportation Management Plan, medical and emergency vehicles will receive priority access through any one-way controlled traffic locations. Transportation may be impacted and result in impacts that are less than significant for individual projects, and there will be cumulative impacts to transportation due to past, present, and future projects. The Project will contribute to the cumulative impacts to traffic, but the impacts are less than significant.

After analyzing the various possible resources that may be subject to considerable cumulative effects, Caltrans has determined that considerable cumulative impacts are less than significant for the entirety of the Project.

c) Less-than-Significant Impact

The Project will potentially affect aesthetics, air quality, biological, agriculture and forest resources, energy, GHG emissions, hazards and hazardous materials, noise, transportation, utilities and service systems, and wildfire. However, with implementation of Project AMMs, these potential impacts will be reduced, avoided, and/or minimized to a less-than-significant level. Construction-related activities will temporarily increase criteria air pollutant emissions, ambient noise levels, and emergency response times, and the Project will incorporate Project AMMs to reduce, avoid, or minimize potentially adverse effects to humans. Therefore, the Project will not have a substantial direct or indirect impact on the human environment. Impacts will be less than significant.

2.2 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological

Organization in 1988, is devoted to GHG emissions reduction and climate change research and policy. Climate change in the past has generally occurred gradually over millennia, or more suddenly in response to cataclysmic natural disruptions. The research of the Intergovernmental Panel on Climate Change and other scientists over recent decades, however, has unequivocally attributed an accelerated rate of climatological changes over the past 150 years to GHG emissions generated from the production and use of fossil fuels.

The impacts of climate change are already being observed in the form of sea-level rise, drought, extended and severe fire seasons, and historic flooding from changing storm patterns. The most important strategy to address climate change is to reduce GHG emissions. Additional strategies are necessary to mitigate and adapt to these impacts. In the context of climate change, “mitigation” involves actions to reduce GHG emissions to lessen adverse impacts that are likely to occur. “Adaptation” is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis will include a discussion of both in the context of this transportation Project.

2.2.1 Regulatory Setting

For a full list of laws, regulations, and guidance related to climate change (GHGs and adaptation), please refer to [Caltrans’ SER, Chapter 16, Climate Change](#).

2.2.2 Environmental Setting

The entire Project area is an Officially Designated State Scenic Highway that is overwhelmingly rural in nature. There are a few small municipalities that increase in population as SR 116 nears Graton and Sebastopol, California. The area’s economy is reliant primarily on natural resource-based agriculture and tourism. SR 116 is the main transportation route through the Project area for both passenger and commercial vehicles. There are no alternate routes through this area. Plan Bay Area 2050, the Regional Transportation Plan/Sustainable Communities Strategy for the nine-county Bay Area, guides transportation and housing development in the Project area. The Sonoma County Board of Supervisors’ Climate Change Action Resolution addresses GHGs in the Project area.

2.2.2.1 Greenhouse Gas Inventories

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals.

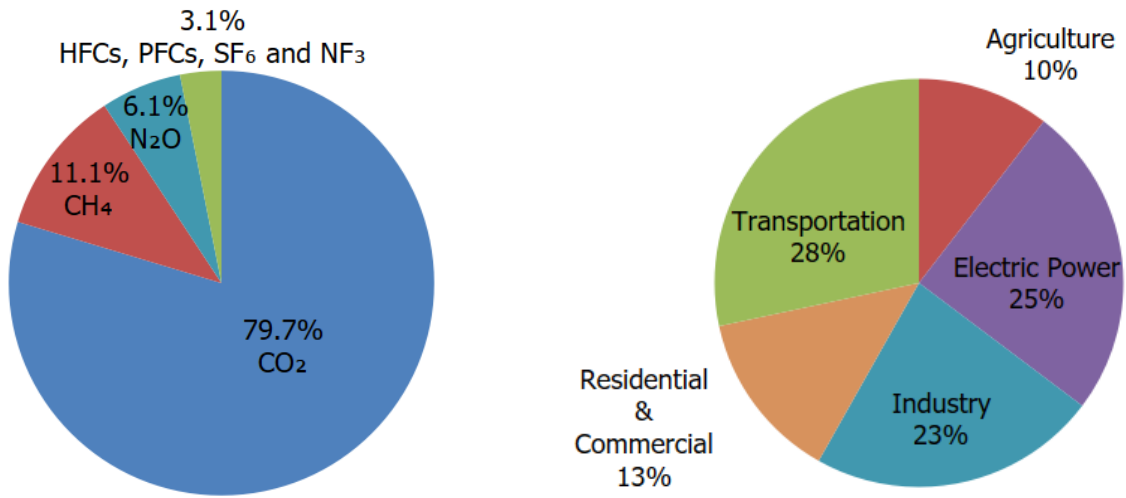
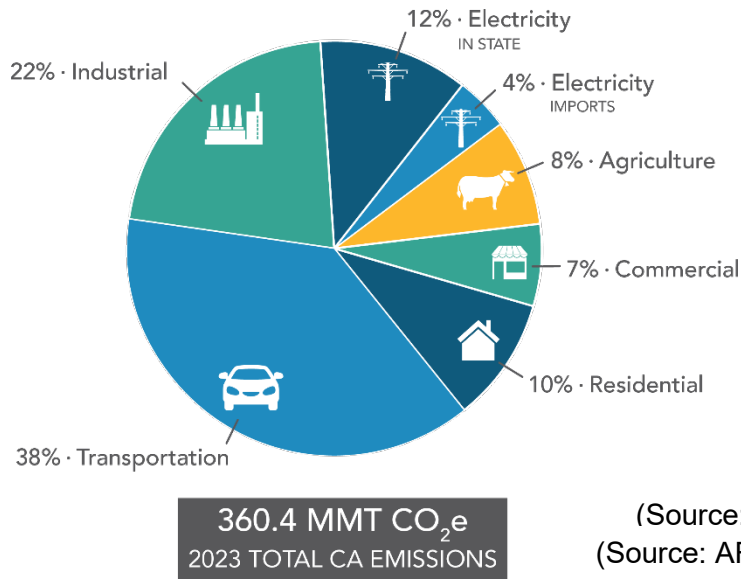


Figure 14 U.S. Greenhouse Gas Emissions



(Source: U.S. EPA 2024b)
(Source: ARB 2022b)

Figure 15 California 2023 Greenhouse Gas Emissions by Economic Sector

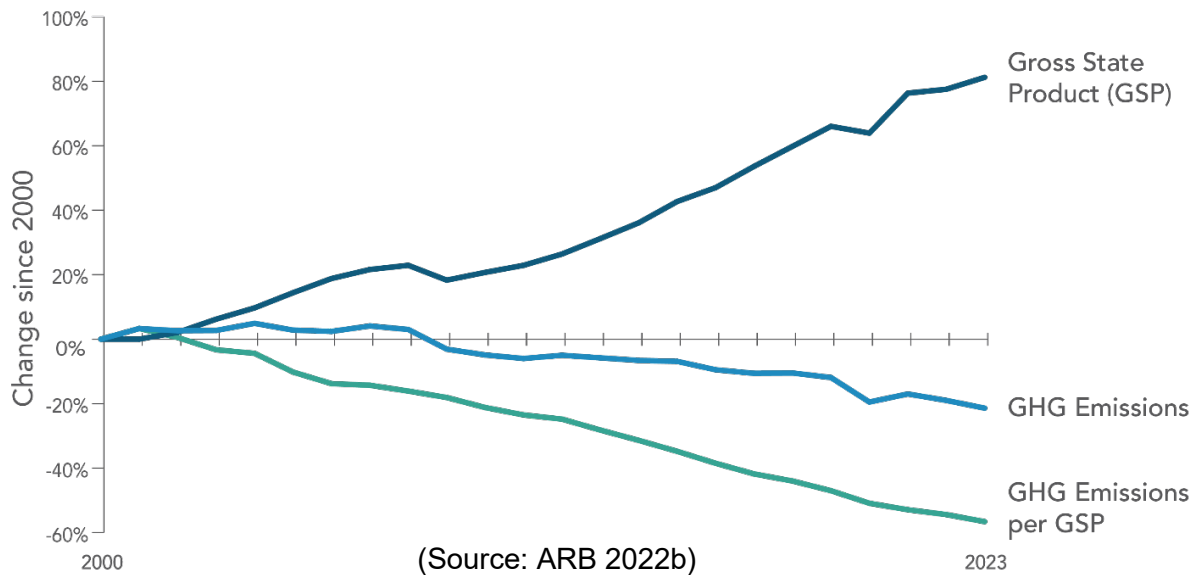


Figure 16 Change in California Gross State Product and Greenhouse Gas Emissions Since 2000

AB 32 required the California Air Resources Board (CARB) to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions. CARB adopted the first scoping plan in 2008. The second updated plan, California’s 2017 Climate Change Scoping Plan, adopted on December 14, 2017, reflects the 2030 target established in Executive Order B-30-15 and Senate Bill 32. The *2022 Scoping Plan for Achieving Carbon Neutrality*, adopted September 2022, assesses progress toward the statutory 2030 reduction goal and defines a path to reduce human-caused emissions to 85 percent below 1990 levels and achieve carbon neutrality no later than 2045, in accordance with AB 1279 (CARB 2022).

2.2.2.2 Regional Plans

As required by *The Sustainable Communities and Climate Protection Act of 2008* (Senate Bill 375), CARB sets regional GHG reduction targets for California’s 18 metropolitan planning organizations to achieve through planning future projects that will cumulatively achieve those goals and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy. Targets are set as a percentage reduction in passenger vehicle GHG emissions per person, based on 2005 levels.

Table 21 Regional and Local Greenhouse Gas Reduction Plans

Title	Greenhouse Gas Reduction Policies or Strategies
Association of Bay Area Governments Plan Bay Area 2050/Sustainable Communities Strategy and Regional Transportation Plans for Sonoma County (adopted October 2021)	<ul style="list-style-type: none"> • Promote compact, mixed-use commercial and residential development close to mass transit, jobs, recreation, etc. • Expand the public transit network. • Make strategic capacity and technology enhancements to existing highways.
Sonoma County Transportation Authority Bicycle and Pedestrian Master Plan (adopted 2014)	<ul style="list-style-type: none"> • Class II bicycle lanes
Sebastopol 2023 General Plan (adopted January 2023)	<ul style="list-style-type: none"> • Sustainability Element

2.2.3 Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation and use of the State Highway System (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO₂, methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, and various hydrofluorocarbons. CO₂ emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of methane and nitrous oxide. Additionally, the transportation sector emits a minor amount of hydrofluorocarbon emissions, which are related to refrigeration and air conditioning systems used in vehicles.

GHGs vary in their ability to trap heat in the atmosphere, a characteristic known as global warming potential. CO₂ is the most significant GHG due to its abundance and impact. Accordingly, the amounts of other gases are expressed relative to CO₂ using a metric called CO₂e. The global warming potential of CO₂ is assigned as a value of 1, and the global warming potential of other gases is assigned as multiples of CO₂. Both operational and construction emissions associated with the Project are analyzed in the sections below; emission values, if required, are expressed in CO₂e to provide a standardized measure of their impact.

The CEQA Guidelines generally address GHG emissions as a cumulative impact due to the global nature of climate change (PRC Section 21083(b)(2)). As the California Supreme Court explained, “because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself” (Cleveland National Forest Foundation v. San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512). In assessing cumulative impacts, it must be determined whether a project’s incremental

effect is “cumulatively considerable” (CEQA Guidelines Sections 15064(h)(1) and 15130).

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

2.2.3.1 Operational Emissions

The purpose of the Project is to rehabilitate and replace existing roadway pavement and facilities and not to increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase in operational GHG emissions. Because the Project will not increase the number of travel lanes on SR 116, no increase in vehicle miles traveled will occur. Although some GHG emissions during the construction period will be unavoidable, no increase in operational GHG emissions is expected.

2.2.3.2 Construction Emissions

Construction GHG emissions will result from material processing and transportation, onsite construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. Construction GHG emissions are only produced for a short time, but they have long-term effects in the atmosphere; they cannot be considered “temporary” in the same way as criteria pollutants that subside after construction is completed. This data on construction GHG emissions is detailed in Section 2.1.8 Table 11.

Use of long-life pavement, improved TMPs, and changes in materials can also help offset GHG emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

2.2.3.3 CEQA Conclusion

The Project will not increase the motor vehicle capacity of SR 116. Therefore, the Project will not affect travel demand or travel patterns in a way that will contribute to a long-term increase in GHG emissions. GHG emissions during construction will be temporary, and the emission reduction measures included in PF-AQ-1 (Section 1.2.2.7) will limit unnecessary GHG emissions to the extent feasible. Because the Project will not contribute to a long-term change in GHG emissions, and the GHG reduction measures will be implemented during construction, the impact will be less than significant. Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in Section 2.2.4.

Plans and policies adopted for the purposes of reducing GHG emissions in California include multiple Senate Bills, ABs, 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 will not contribute to a long-term increase in GHG emissions. Therefore, the Project will not conflict with applicable plans, policies, or regulations adopted for the purposes of reducing the emissions of GHGs. There will be no impact.

2.2.4 Greenhouse Gas Reduction Strategies

2.2.4.1 Statewide Efforts

In response to AB 32, the Global Warming Solutions Act, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Additionally, Caltrans has enacted policies and initiatives to reduce GHG emissions in transportation to reach the state's climate goals. For a full list of statewide and Caltrans GHG reduction strategies, refer to [SER, Chapter 16, Climate Change](#).

2.2.4.2 Project-Level Greenhouse Gas Reduction Strategies

Caltrans standard PFs serve to reduce GHG emissions and potential climate change impacts that could result from the Project. Refer to PF-AQ-1, PF-BIO-11 and 12 and PF-VIS-1 in Section 1.2.2.7.

2.2.5 Adaptation

Reducing GHG emissions is crucial in combating climate change, but it is only one part of the solution. Caltrans must proactively plan for the impact of climate change on California's transportation infrastructure. This involves modifying and protecting facilities to reduce potential damage and build resilience against future climate-related challenges.

Caltrans has conducted District Climate Change Vulnerability Assessments to identify segments of the State Highway System that are vulnerable to climate change impacts, such as sea-level rise, increased temperatures, and extreme weather events. These assessments help prioritize areas for adaptation efforts and inform the development of strategies to enhance the resilience of critical infrastructure.

Additionally, Caltrans periodically prepares a Sustainability Roadmap, which outlines the agency's strategic plans and progress reports aimed at achieving state sustainability goals. The roadmap is a 2-year progress report on several important milestones

achieved by Caltrans while implementing Executive Orders B-16-12 and B-18-12, and the adaptation planning process of Executive Orders B-30-15, N-19-19, and N-82-20.

Refer to [SER, Chapter 16, Climate Change](#) for additional information regarding federal, state, and Caltrans adaptation efforts.

2.2.5.1 Project Adaptation Analysis

Sea-Level Rise

The Project is outside the coastal zone and not in an area subject to sea-level rise. Accordingly, there are no potential threats to transportation facilities in the Project area due to projected sea-level rise.

Precipitation and Flooding

SR 116 follows the Russian River, beginning at PM 7.74, where Dutch Bill Creek flows into the river, and extending to the Russian River Bridge in Guerneville at approximately PM 12.10. Along this stretch, the highway crosses Hulbert Creek at PM 11.16 and Fife Creek at PM 11.82. This section of SR 116 is primarily in Zone AE of the Russian River, with base flood elevations (BFEs) ranging from 47.5 feet to 60.1 feet. Zone AE consists of areas inundated by a 1 percent annual chance flood (also known as the 100-year flood), for which BFEs have been determined through detailed analysis.

From PM 12.10 to approximately PM 17.05, SR 116 follows Pocket Canyon Creek. In this section, the highway is partially in Zone AE of Pocket Canyon Creek, with BFEs ranging from 60.1 feet to 226.5 feet.

From PM 17.05 to the Project's end, SR 116 is in a Zone X floodplain—except at PM 18.66, where it crosses into a Zone A floodplain associated with Green Valley Creek near Martinelli Road. Zone A includes areas that are inundated in a 1 percent annual chance flood (the base flood), where no detailed analysis has been conducted, meaning no BFEs have been established. Zone X covers areas outside the 0.2 percent annual-chance flood (the 500-year flood). Additionally, SR 116 crosses Jones Creek at PM 19.90, where no floodplain is indicated.

Throughout the Project, Caltrans is replacing, upgrading, repairing, or installing culverts and their components in 52 locations. These activities should result in facilitating runoff from more frequent and increased amounts of precipitation that, prior to construction activities, might result in an increase in flooding. The overall effect of this work is designed to reduce the impact and severity of impacts to the transportation system during flood events.

Caltrans will institute BMPs such as erosion control and revegetation to reduce inundation event impacts.

Although the Project includes minor shoulder widening and sidewalk installations, these features of the Project are not expected to affect the floodplain.

Wildfire

Portions of the Project are in a SRA, or LRA; other portions are outside of both designations. From Monte Rio to just east of Forestville, the Project is in either a moderate or high fire hazard severity zone; however, no portion of the Project is in a very high severity zone. The Project will serve the same use and vehicular capacity as the existing facility and will not increase wildfire risks. The replacement of treated wood poles with metal poles for the guardrail system will reduce the likelihood of contributing to a wildfire. The Project is not likely to be subject to the effects of wildfire that could occur under climate change.

Temperature

The District Climate Change Vulnerability Assessment does not indicate temperature changes during the Project's design life that will require adaptive changes in pavement design or maintenance practices.

Chapter 3 Coordination

Caltrans is in coordination with Sonoma County in the development of this Project. Specifically, in the areas of Guerneville and Forestville there is a cooperative effort to plan and implement ADA and Complete Streets components in the Project footprint in areas owned and/or managed by Sonoma County.

3.1 Community Outreach

The IS, maps, Project information, and supporting technical studies were 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 District 4 Environmental Documents by County Website](#).

Additionally, the IS was available at the Guerneville Regional Library at 14107 Armstrong Woods Road in Guerneville, Forestville Community Library at 7050 Covey Rd., Forestville, CA 95436, and the Sebastopol Regional Library, 7140 Bodega Ave., Sebastopol, CA 95472. The deadline for submission of comments on the IS/MND was May 4, 2026.

(There has been a substantive change to the document, which is noted here for reader reference)

In accordance with CEQA Guidelines, Section 15088, this document includes written responses to all comments received by Caltrans on the Draft IS/MND during the public review period. Caltrans has prepared written responses to comments related to potentially adverse environmental effects of the proposed project, as well as topics raised by commenters that are unrelated to environmental impacts under CEQA.

During the public hearing, several comments specifically addressed a perceived Class II bicycle lane design through downtown Forestville/Front Street, which commenters believed was part of the proposed Project analyzed in this Draft IS/MND. However, these bicycle-related improvements are being evaluated separately by Sonoma County Public Infrastructure as part of the Front Street (Highway 116) Active Transportation Project. This project does not include the removal of any existing parking spaces in downtown Forestville or any other areas. As discussed in Section 1.1.4, Caltrans will continue to coordinate with SPI on the Front Street Active Transportation project.

3.2 Consultation and Coordination with Public Agencies

Consultation with several agencies occurred during the environmental evaluation process. A list of coordination activities and contacts is provided in Table 22.

Table 22 Agency Coordination Meetings and Contacts

Organizations	Date	Topic
Native American Heritage Commission	April 4, 2025	Caltrans requested a search of the Sacred Lands File.
Native American Heritage Commission	April 7, 2025	The NAHC responded with negative results for the Sacred Lands File search and included a list of representatives from Native American Tribes for additional consultation.
Native American Consultation	June 13, 2025	Section 106 and AB 52 letters were sent to Cloverdale Rancheria of Pomo Indians, Dry Creek Rancheria of Pomo Indians, FIGR, Guidiville Rancheria of California, Kashia Band of Pomo Indians of the Stewarts Point Rancheria (Kashia), Lytton Rancheria and Pinoleville Pomo Nation.
Native American Consultation	June 17, 2025	Kashia Band of Pomo Indians of the Stewarts Point Rancheria requested formal consultation under Section 106 and AB 52. Consultation is ongoing (refer to Section 2.2.5).
Native American Consultation	July 30, 2025	FIGR responded, requesting formal consultation under Section 106 and AB 52. Consultation is ongoing (refer to Section 2.1.5).
Sonoma County Department of Public Works	October 2, 2025	Right-of-way boundaries and detailed scope of work for ADA and bicycle improvements were discussed in a field meeting at both downtown Forestville and Guerneville.
United States Fish and Wildlife Service	January 16, 2024	Caltrans requested technical assistance from USFWS and provided the draft Natural Environment Study and associated figures.
Sonoma County Regional Parks	March 4, 2026	Temporary construction occupancy of the West County Rodota trail during repaving was discussed.
United States Fish and Wildlife Service	March 4, 2026	Caltrans and USFWS discussed probable species impacts and the resulting effects determinations that formal consultation for California red-legged frog, informal consultation for northern spotted owl, and no effects to listed plants are likely.

Notes:

AB = Assembly Bill
 ADA = Americans with Disabilities Act
 Caltrans = California Department of Transportation
 FIGR = Federated Indians of the Graton Rancheria
 NAHC = Native American Heritage Commission
 USFWS = United States Fish and Wildlife Service

Chapter 4 List of Preparers

Name	Title	Division/Office
Austin Bossetti	Project Manager	Project Management North
Alexander Lim	Project Manager	Project Management North
Lawrence Bonner	Office Chief	Environmental Analysis
Christopher Pincetich	Branch Chief	Environmental Analysis – North
Pamela Ward	Environmental Scientist	Environmental Analysis – North
Katherine Neylan	Environmental Scientist	Environmental Analysis – North
Kifle Abishu	Project Engineer	Design Central Region
Sergio Ruiz	Office Chief	Pedestrian and Bicycle Planning
Ahmed Rahid	Office Chief	Design Sonoma, Solano
Shilpa Mareddy	Branch Chief	Air and Noise
Sam Badawia	Branch Chief	Design Central Region
Ramon Lopez	Branch Chief	Hydraulics Central Region
Jacob F. Duncan	Branch Chief	Materials and Pavements – West
Steve Lee	Branch Chief	Traffic Design Central Region
Alex McDonald	Branch Chief	Landscape Architecture
Greg Pera	Branch Chief	Biological Sciences
Shella Orson	Branch Chief	Right-of-Way Project Coordination
John Cardarelli	Branch Chief	Right-of-Way Engineering
Rick Yeung	Branch Chief	Traffic Safety
William Woolery	Branch Chief	Highway Operations
Mojgan Osooli	Branch Chief	Water Quality
Helen Blackmore	Branch Chief	Cultural Resource Studies
Chris Risdén	Branch Chief	Geological Design West
Gregory Currey	Branch Chief	Pedestrian and Bicycle Planning
Sallie Holt	Landscape Associate	Landscape Architecture

Name	Title	Division/Office
Carolina de la Torre Martinez	Environmental Scientist	Biological Sciences
Jiayi Pan	Transportation Engineer	Water Quality
Charles Palmer	Architectural Historian	Cultural Resource Studies
Denise Frazier	Archaeologist	Cultural Resource Studies
Janelle Hardzeichyk	Transportation Engineer	Hazardous Waste
Dylan Mathias	Environmental Scientist	Construction Liaison
Lawrence Fleming	Environmental Scientist	EPPM Planner
Masis Kayaian	Hydraulics Engineer	Hydrology Central Region
Preeti Purandar	Transportation Engineer	Air and Noise
Andrea Suarez	Landscape Associate	Visualizations

Chapter 5 Distribution List

The following agencies and government officials received copies of this IS/MND.

5.1 State Agencies

- BAAQMD
- CDFW
- RWQCB

5.2 Local Agencies and Organizations

- Sonoma County Regional Parks
- Sonoma County Transportation Agency

5.3 Elected Officials

(There has been a substantive change to the document, which is noted here for reader reference)

- The Honorable Alex Padilla (US Senate)
- The Honorable Adam Schiff (US Senate)
- The Honorable Jared Huffman (CA – 02)
- The Honorable Mike McGuire (SS – D2)
- The Honorable Chris Rogers (SA – D2)
- The Honorable Lynda Hopkins (Sonoma County D5 Supervisor)
- Mayor Mark Stapp (City of Santa Rosa)
- Mayor Jill McLewis (City of Sebastopol)
- Mayor Sylvia Lemus (City of Cotati)
- Mayor Emily Sanborn (City of Rohnert Park)

Appendix A Title VI/Non-Discrimination 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 2025

TITLE VI/NON-DISCRIMINATION POLICY STATEMENT

It is the policy of the California Department of Transportation (Caltrans), in accordance with Title VI of the Civil Rights Act of 1964 and the assurances set forth in the Caltrans' Title VI Program Plan, to ensure that no person in the United States shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Related non-discrimination authorities, remedies, and state law further those protections, including sex, disability, religion, sexual orientation, age, low income, and Limited English Proficiency (LEP).

Caltrans is committed to complying with 23 C.F.R. Part 200, 49 C.F.R. Part 21, 49 C.F.R. Part 303, and the Federal Transit Administration Circular 4702.1B. 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 (including LEP). In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

The overall responsibility for this policy is assigned to the Caltrans Director. The Caltrans Title VI Coordinator is assigned to the Caltrans Office of Civil Rights Deputy Director, who then delegates sufficient responsibility and authority to the Office of Civil Rights' managers, including the Title VI Branch Manager, to effectively implement the Caltrans Title VI Program. Individuals with questions or requiring additional information relating to the policy or the implementation of the Caltrans Title VI Program should contact the Title VI Branch Manager at title.vi@dot.ca.gov or at (916) 639-6392, or visit the following web page: <https://dot.ca.gov/programs/civil-rights/title-vi>.

A handwritten signature in black ink, appearing to read 'Dina El-Tawansy'.

Dina El-Tawansy (Sep 12, 2025 16:52:12 PDT)

DINA A. EL-TAWANSY
Director

"Improving lives and communities through transportation."

Appendix B Avoidance and Minimization, and/or Mitigation Summary

Mitigation Measure

MM-BIO-1: Impacts to Wetlands.

The California Department of Transportation (Caltrans) will mitigate for permanent impacts to aquatic resources at a ratio determined appropriate in coordination with regulatory agencies with jurisdiction, which are anticipated to be United States Army Corps of Engineers and San Francisco Bay Regional Water Quality Control Board. The mitigation credit, in-lieu fee contribution, or mitigation site will be chosen in consultation with regulatory agencies with jurisdiction.

Avoidance and Minimization Measures (AMMs)

AMM-BIO-1, Rare Plant Surveys and Rare Plant Salvage and Transplantation Plan.

During the spring season prior to construction, Caltrans will conduct focused preconstruction surveys for the rare plants identified as having potential to occur in the Project area. If found, the extent and abundance of the rare plants will be mapped and flagged in the field for future relocation, salvage, and transplantation. These surveys will be conducted three times—once during the season that the rare plants are detectable and in the correct phenological stage of development for correct identification (typically late spring), and again mid- and late-season. If a rare plant is identified in the Project area during the preconstruction survey, a rare plant transplantation plan will be prepared. The transplantation plan will be submitted to the regulatory agencies for approval prior to the beginning of construction. The rare plant salvage and transplantation plan will include salvage and replanting methods, success criteria, the establishment of photo points, and monitoring methods. The rare plant salvage and transplantation plan will be prepared and approved by the regulatory agencies prior to the beginning of construction.

AMM-BIO-2, Preconstruction California Red-Legged Frog Surveys.

Preconstruction surveys for California red-legged frog will be conducted by the United States Fish and Wildlife Service (USFWS)-approved biologist(s) no more than 24 hours prior to any initial ground disturbance and immediately prior to ground-disturbing activities (including vegetation removal) beyond the existing pavement. These efforts will consist of walking surveys of the Project footprint, focusing on the wetland areas at the existing culvert intake and outfall and, if possible, on accessible adjacent areas of upland habitat within at least 50 feet of the Project footprint. The biologist(s) will investigate potential cover sites when it is feasible and safe to do so. This includes a thorough investigation of mammal burrows, rocky outcrops, appropriately sized soil cracks, tree cavities, and debris. Native vertebrates found in the cover sites in the Project footprint will be documented and relocated to an adequate cover site in the

vicinity. Safety permitting, the biologist(s) will investigate areas of disturbed soil for signs of frogs within 30 minutes following initial disturbance of the given area.

AMM-BIO-3, Wildlife Exclusion Fencing (WEF).

Prior to the start of construction, WEF will be installed along the Project footprint in areas where California red-legged frog could enter the Project site. The WEF location will be surveyed and included on the Project plans. The final Project plans will show where and how the WEF will be installed. The special provisions in the bid solicitation package will clearly describe acceptable fencing material and proper WEF installation and maintenance. The WEF will remain in place throughout the duration of the Project and will be regularly inspected and maintained.

AMM-BIO-4, Biological Monitor.

The USFWS-approved biologist will appoint a biological monitor (e.g., the crew foreman) who will be responsible for ensuring that all crew members comply with permit guidelines. Environmental training will be conducted for new personnel before they can participate in construction activities. The approved biologist will notify the resident engineer, who will address any work stoppage, and the USFWS will be contacted if a California red-legged frog is encountered during Project activities.

AMM-BIO-5, Protocol for Species Reporting.

If a California red-legged frog is encountered in the immediate work area, the following procedures will be followed:

- a. If a California red-legged frog is discovered during surveys or work activities, the resident engineer and USFWS-approved biologist(s) will be immediately informed. If a California red-legged frog gains access to a construction zone, work will be halted immediately within 50 feet until the animal leaves the construction zone.
- b. The USFWS-approved biologist(s) will have the authority to halt work through coordination with the resident engineer if a California red-legged frog is discovered in the Project footprint. The resident engineer will ensure construction activities remain suspended in any construction area where the qualified biologist(s) has determined that a potential take of the California red-legged frog could occur. Work will resume once the animal leaves the site voluntarily, or it is determined that the California red-legged frog is not being harassed by construction activities.
- c. Caltrans will submit post-construction compliance reports prepared by the biologist to USFWS within 60 calendar days following completion of Project activities or within 60 calendar days of any break in construction activity lasting more than 60 calendar days. This report will detail (1) dates that relevant Project activities occurred; (2) pertinent information concerning the success of the Project in implementing avoidance and minimization measures for listed species;

(3) an explanation of failure to meet such measures, if any; (4) known Project effects on the California red-legged frog, if any; (5) documentation of employee environmental education; and (6) other pertinent information.

AMM-BIO-6, Preconstruction Northwestern Pond Turtle Surveys.

An approved biologist will conduct preconstruction surveys for northwestern pond turtle, as needed. A visual encounter survey will be conducted immediately before ground-disturbing activities. Suitable habitat in the Project footprint will be visually inspected. If northwestern pond turtle is found in the Project footprint and at risk of harm, then it will be relocated outside of the Project footprint by the approved biologist.

AMM-BIO-7, Preconstruction Northern Spotted Owl Surveys.

To ensure that potential impact effects on northern spotted owl are avoided and/or minimized, a preconstruction survey will be conducted during the northern spotted owl breeding season in areas of potential northern spotted owl habitat within a 330-foot visual line of sight from the Project work sites. The focus of the survey should be on the detection of the species and potential active nest sites that could be affected by the Project. If an active nest is found in the survey area, the start of construction will be delayed, and it will be monitored by a USFWS-approved biologist to document when the young have left the nest and construction can start.

AMM-BIO-8, Noise Minimization.

To minimize noise generated from the Project to the degree possible, all construction equipment, fixed or mobile, will be fitted with properly operating and maintained mufflers, consistent with manufacturers' standards.

AMM-BIO-9: Avoidance of Night Work in Northern Spotted Owl Habitat.

No night work will be conducted in Project locations in suitable northern spotted owl habitat, to minimize impacts of construction related noise and lighting on northern spotted owl.

AMM-BIO-10, Preconstruction Bat Survey.

If clearing and grubbing occurs between May 1 and September 1, an agency-approved bat biologist will conduct visual and acoustic bat surveys for roosting, or evidence of roosting. The bat biologist will visually inspect tree foliage, bark, cavities, and any other structures that could provide roosting habitat for bats. If a maternity colony is discovered, construction activity, including tree removal and vegetation trimming, will cease within 100 feet of the colony, and Caltrans will coordinate with the California Department of Fish and Wildlife (CDFW) for technical assistance.

AMM-BIO-11, Two-Step Tree Removal.

Trees will be removed by a two-step process. On the first day, in the afternoon, limbs and branches are removed by a tree cutter using chainsaws or other hand tools. Limbs with cavities, crevices, or deep bark fissures are avoided, and only branches or limbs without those features are removed. On the second day, the entire tree will be removed. This two-step process allows bats to relocate during nocturnal movements to minimize take of bats and minimize potential disturbance to roosting habitat. If bats are observed during preconstruction surveys, environmentally sensitive area (ESA) fencing will be installed to protect the roosting trees before construction begins, and the Project biologist will coordinate with USFWS and/or CDFW for technical assistance.

AMM-BIO-12, Bat Protection.

A habitat assessment will be conducted for potentially suitable bat roosting habitat prior to construction activities. If the habitat assessment reveals that any structures are suitable roosting habitat for bats, then the appropriate exclusionary measures will be implemented prior to construction during the period from March 1 to April 15 or August 31 to October 15. Potential avoidance may include exclusionary blocking or filling potential cavities with foam, visual monitoring, and/or staging Project work to avoid bats. If bats are known to use Project work sites for roosting, then exclusion netting will not be used.

If the habitat assessment reveals suitable bat habitat in trees, and tree removal is scheduled from April 16 through August 30 and/or October 16 through February 28, then presence/absence surveys will be conducted 2 to 3 days prior to any tree removal or trimming. If presence/absence surveys are negative, then tree removal will proceed following a two-phase tree removal system. If presence/absence surveys indicate bat occupancy, then the occupied trees will only be removed from March 1 through April 15 and/or August 31 through October 15 by following the two-step tree removal system. Bats will not be disturbed without specific notice to, and consultation with, CDFW.

AMM-BIO-13, Prevent Inadvertent Entrapment.

To prevent inadvertent entrapment of animals during construction, all excavated, steep-walled holes or trenches more than 1 foot deep will be covered at the close of each workday by 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 will be thoroughly inspected for trapped animals. Pipes, culverts, or similar structures stored in the Project area overnight will be inspected before they are subsequently moved, capped, or buried.

AMM-BIO-14, Preconstruction Sonoma Tree Vole Surveys.

An approved biologist will conduct preconstruction surveys for Sonoma tree vole, as needed. A visual encounter survey will be conducted immediately before tree removal or ground-disturbing activities. Suitable habitat in the Project footprint will be visually inspected.

AMM-NOI-1, Noise Control and Noise Monitoring.

Noise control and noise monitoring will be required during construction to avoid and minimize construction noise. The contractor will be required to submit a Noise Control Plan to Caltrans for approval to demonstrate compliance with construction noise limits, which require the contractor to limit construction noise levels to 86 A-weighted decibels (dBA) maximum hourly noise levels from 9:00 p.m. to 6:00 a.m. The contractor must also comply with California Streets and Highway Code, Section 216, which requires interior noise not to exceed 52 dBA average hourly noise levels in classrooms, library, multipurpose rooms, medical facilities, places of worship, or spaces used for pupil personnel services. Compliance with noise control will be aided by required noise monitoring.

AMM-NOI-2, Vibration Control and Crack Monitoring.

Vibration control, vibration monitoring, crack monitoring, and photo and video documentation will be required during construction to avoid and minimize the impacts from groundborne vibration. The contractor will be required to submit a Vibration Control Plan to Caltrans for approval prior to the start of construction activities. It must identify specific sensitive receptors, such as older residential structures, and specific plans for reducing vibration to stay under damage and/or annoyance thresholds. Monitoring will be required for any activity that may increase groundborne vibration, such as use of a vibratory roller to compact pavement. The contractor will be required to halt construction if monitoring demonstrates that thresholds may be exceeded and must implement approved measures to avoid or minimize vibrations prior to restarting.

AMM-TCR-1, Tribal Cultural Resource Sensitivity Training.

During the preconstruction meeting, a qualified archaeologist and Tribal representative will discuss tribal cultural resources with construction personnel. It will be emphasized that cultural monitoring will occur at specific Project areas. The Resident Engineer will notify the Caltrans Archaeologist at least 2 weeks prior to construction. The Caltrans Archaeologist will then inform consulting Tribes. Before construction begins, the Caltrans Project Archaeologist and the consulting Tribes will identify the monitoring areas in the field with the contractor. Monitoring will be conducted by a qualified archaeologist and the consulting Tribes.

AMM-TCR-2: Monitoring Area.

The Caltrans Archaeologist will collaborate with all responsible parties to ensure Environmental Monitoring Areas are accurately represented in plans, specifications, and estimates, and the Resident Engineer Pending File. During the preconstruction meeting, a qualified archaeologist and consulting Tribal representatives will discuss monitoring areas with construction personnel. It will be emphasized that Tribal and archaeological monitoring will occur at specific Project areas. The Resident Engineer will notify the Caltrans Archaeologist at least 2 weeks prior to construction. The Caltrans

Archaeologist will then inform the consulting Tribes. Monitoring will be conducted by a qualified archaeologist and the consulting Tribes.

AMM-UTIL-1: Utility Notifications.

During the plans, specifications, and estimates phase, Caltrans will coordinate with all affected utility companies regarding the construction schedule for the Project so that relocations can be conducted by each utility company as necessary prior to the start of construction.

AMM-VIS-1, Minimize Vegetation Removal.

Preserve existing trees, vegetation, and associated root systems to the maximum extent practicable. Use temporary fencing to protect existing trees abutting or in work areas. In downtown Forestville, replant any removed trees at a one-to-one ratio wherever feasible, considering utility conflicts and required clearance areas. The Project team will seek community input on tree species and placement.

AMM-VIS-2, Drainage Facilities Visual Contrast.

Conceal the inlet and outlet of drainage pipes from view where feasible. Pipes that cannot be hidden will be colored with earth-tone coating to conceal them. Color exposed concrete drainage structures to match adjacent earth tones. Color drainage rock used as dissipators with earth tones and bury them with soil and cover with vegetation where feasible.

AMM-VIS-3, Concrete Vegetation Control.

Avoid the use of concrete strips under Midwest guardrail system (MGS) to block vegetation growth under the MGS at locations along State Route 116 north of the Russian River. Install narrow vegetation-control concrete strips at new MGS in the remainder of the corridor.

AMM-VIS-4, Concrete Visual Contrast

Minimize visual contrast by adding lamp black integral color (typically 0.25 pound of color to each 94-pound sack of concrete) to new concrete for curb ramps, sidewalks, and vegetation control.

AMM-VIS-5, Lighting and Glare.

Limit construction lighting to the area of work and avoid light trespass with the use of directional screening.

AMM-VIS-6, Equipment and Materials Staging Areas.

To preserve existing vegetation to the maximum extent practicable, locate staging areas on existing paving and unvegetated surfaces.

AMM-VIS-7. Screen Equipment and Materials Staging Areas.

Minimize the visibility of construction equipment and staging areas. Screen the staging area from views to the extent practicable. Visual impacts should be minimized by installing woven vinyl screens or similar material attached to chain-link fencing surrounding these areas. All equipment and unsightly materials should be stored behind such screens and beyond direct view of the motoring public and residences wherever possible, and beyond the dripline of trees.

Appendix C List of Abbreviations and Acronyms

Abbreviation	Definition
AB	Assembly Bill
ABAG	Association of Bay Area Governments
ADA	Americans with Disabilities Act
AMM	avoidance and minimization measure
APE	area of potential effect
APS	accessible pedestrian signal
BAAQMD	Bay Area Air Quality Management District
BFE	base flood elevation
BMP	best management practice
BSA	Biological Study Area
CAL FIRE	California Department of Forestry and Fire Protection
CAL-CET 2021	Caltrans Construction Emissions Tool 2021
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CH ₄	methane
CNPS	California Native Plant Society
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CSP	corrugated steel pipe
dBA	A-weighted decibel
DI	drainage inlet
EFH	essential fish habitat
ESA	environmentally sensitive area
FIGR	Federated Indians of the Graton Rancheria
GHG	greenhouse gas

Abbreviation	Definition
GWP	global warming potential
HFC	hydrofluorocarbons
in/sec	inches per second
IS	Initial Study
kWh	kilowatt hour
L _{eq}	average hourly noise level
L _{max}	maximum hourly noise level
LRA	local responsibility area
MBGR	metal beam guard railing
MGS	Midwest guardrail system
MM	mitigation measure
MND	Mitigated Negative Declaration
mph	miles per hour
MRZ	mineral resource zone
MTC	Metropolitan Transportation Commission
MVP	maintenance vehicle pullout
NAHC	Native American Heritage Commission
NES	Natural Environment Study
NMFS	National Marine Fisheries Service
N ₂ O	nitrous oxide
PDT	Project Development Team
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
PPV	peak particle velocity
PRC	Public Resources Code
Project	Sonoma State Route 116 Capital Preventative Maintenance Project
RCP	reinforced concrete pipe

Abbreviation	Definition
RSP	rock slope protection
RWQCB	San Francisco Bay Regional Water Quality Control Board
SER	Standard Environmental Reference
SLF	Sacred Lands File
SPI	Sonoma Public Infrastructure
SR	State Route
SRA	state responsibility area
SSP	standard special provision
SWPPP	stormwater pollution prevention plan
TCR	tribal cultural resource
TMP	traffic management plan
USACE	United States Army Corps of Engineers
USC	United States Code
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
VIA	Visual Impact Assessment
WEF	wildlife exclusion fencing

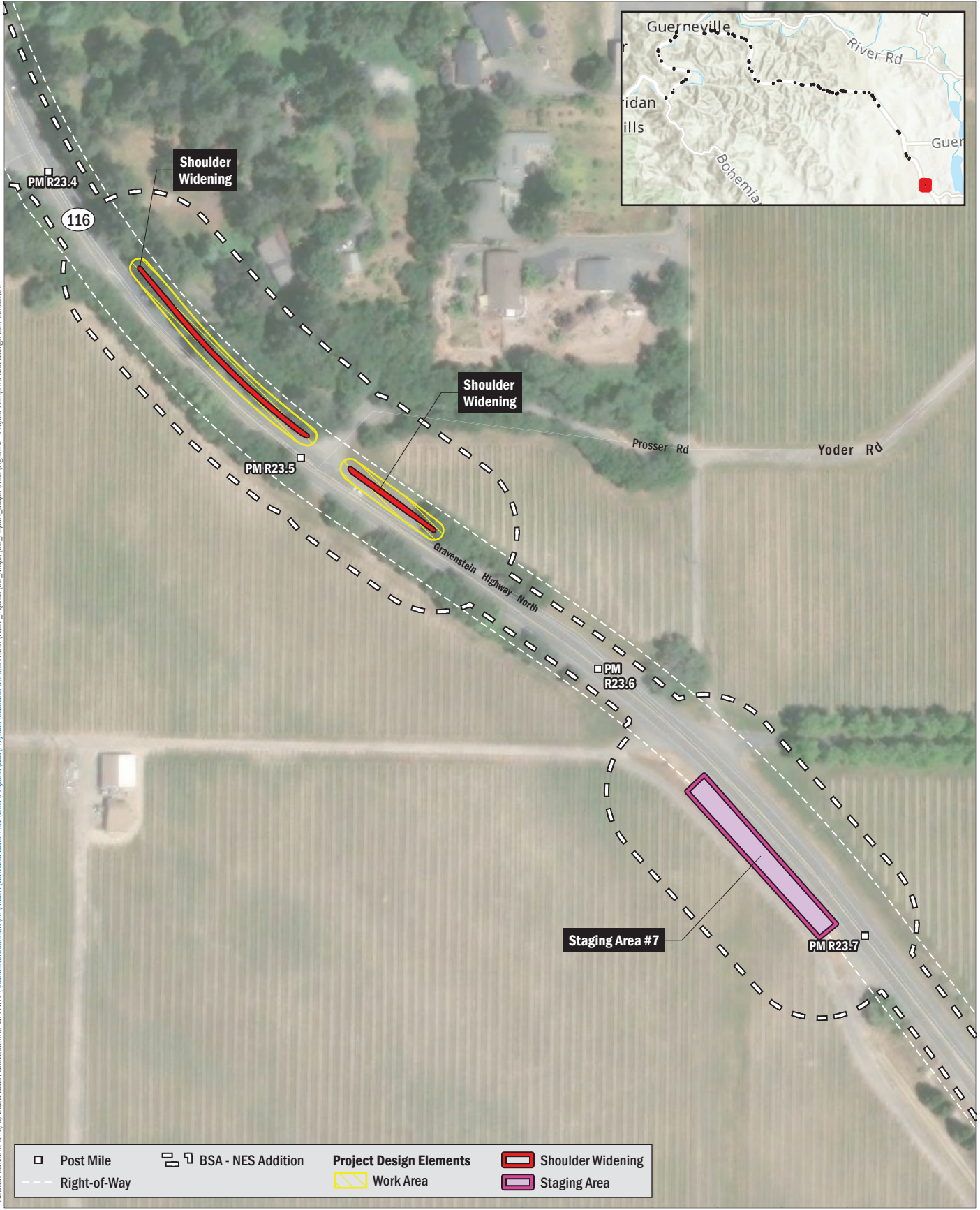
Appendix D List of Technical Studies and References

- ABAG (Association of Bay Area Governments) and MTC (Metropolitan Transportation Commission). 2021. *Plan Bay Area 2050*. October. Available online at: https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_October_2021.pdf. Accessed February 2026.
- CAL FIRE (California Department of Forestry and Fire Protection). 2025. *Fire Hazard Severity Zone Maps*. Available online at: <https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones>. Accessed December 2025.
- Caltrans (California Department of Transportation). 2020. *Transportation and Construction Vibration Guidance Manual*. Available online at: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>.
- Caltrans (California Department of Transportation). 2021. *Director's Policy 37 Complete Streets*. December. Available online at: <https://dot.ca.gov/-/media/dot-media/programs/esta/documents/complete-streets/dp-37-complete-streets-a11y.pdf>. Accessed March 2026.
- Caltrans (California Department of Transportation). 2024. *Construction Site Best Management Practices (BMP) Manual*. Available online at: https://dot.ca.gov/-/media/dot-media/programs/construction/documents/environmental-compliance/construction-site-bmps_final-march-2024_a11y.pdf.
- Caltrans (California Department of Transportation). 2025a. *04-SON-116, PM 7.74, EA 04-4Q910, E-FIS 0419000496. Visual Impact Assessment for Sonoma SR 116 CAPM*, November 14, 2025. Office of Landscape Architecture.
- Caltrans (California Department of Transportation). 2025b. *Office of Cultural Resource Studies (OCRS) Section 106 Closeout Memo for the Sonoma 116 CAPM Project from Post Mile (PM) 7.74 – 25.05 on State Route 116, in Sonoma County*. December 24, 2025.
- Caltrans (California Department of Transportation). 2025c. *Energy Analysis Report*, June 22, 2025. District 4 Air Quality and Noise Branch, Office of Environmental Engineering.
- Caltrans (California Department of Transportation). 2025d. *Environmental Support Memorandum*, August 22, 2025. District 4 Office of Geotechnical Design – West.

- Caltrans (California Department of Transportation). 2025e. *Construction-Related Greenhouse Gas (GHG) Emissions Analysis*, July 1, 2025. District 4 Air Quality and Noise Branch, Office of Environmental Engineering.
- Caltrans (California Department of Transportation). 2025f. *Location Hydraulic Study*, July 23, 2025. District 4 Office of Hydraulic Engineering.
- Caltrans (California Department of Transportation). 2025g. *Water Quality Study EA: 4Q910*, June 2025. District 4 Office of Water Quality.
- Caltrans (California Department of Transportation). 2025h. *Construction Noise Analysis*, September 19, 2025. District 4 Air Quality and Noise Branch, Office of Environmental Engineering.
- Caltrans (California Department of Transportation). 2025i. *Construction-Related Vibration Analysis*, September 25, 2025. District 4 Air Quality and Noise Branch, Office of Environmental Engineering.
- Caltrans (California Department of Transportation). 2025j. *Change to Effect Analysis under National Environmental Policy Act and Instructions on Cumulative Impact Analysis under California Environmental Quality Act Interim Guidance*, May 2025. Headquarters Division of Environmental Analysis.
- Caltrans (California Department of Transportation). 2026a. *Community Impact Assessment Memo*, March 27, 2026. District 4 Office of Environmental Analysis.
- Caltrans (California Department of Transportation). 2026b. *Natural Environment Study State Route 116 Minor Pavement Rehabilitation Project*, February 5, 2026. District 4 Office of Biological Sciences and Permits.
- Caltrans (California Department of Transportation). 2026c. *K/O-Phase Initial Site Assessment, EA 04-4Q910, Minor Pavement Rehabilitation – AC Resurfacing*, February 9, 2026. District 4 Hazardous Waste Branch, Office of Environmental Engineering.
- CARB (California Air Resources Board). 2022. *2022 Scoping Plan for Achieving Carbon Neutrality*. Executive Summary. <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents>. Accessed February 2026.
- CARB (California Air Resources Board). 2024. Area Designations Maps/State and National. Available online at: <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>. Accessed March 2026.
- CDFW (California Department of Fish and Wildlife). 2025. *California Natural Diversity Database* Available online at: <https://wildlife.ca.gov/Data/CNDDB>. Accessed September 2025.

- CNPS (California Native Plant Society). 2025. Inventory of Rare and Endangered Plants (Online Edition, v7-08d). Available online at: <https://www.cnps.org/rare-plants/cnps-inventory-of-rare-plants>. Accessed 2025.
- Miller, R.V., and L.D. Bush. 2013. Mineral Land Classification of Aggregate Resources in Sonoma County, California. California Geological Survey.
- NMFS (National Oceanographic and Atmospheric Administration National Marine Fisheries Service). 2025. California Species List Tool. Available online at: https://archive.fisheries.noaa.gov/wcr/maps_data/california_species_list_tools.html. Accessed 2025.
- Purandar, Preeti. 2025. Personal communication (email) from Preeti Purandar/Transportation Engineer, Office of Environmental Engineering, Air Quality and Noise Branch, District 4, California Department of Transportation (Caltrans) to Pamela Ward, Caltrans. July 1.
- Sonoma County. 2010. Sonoma County Bicycle and Pedestrian Plan. August 24. Available online at: <https://permitsonoma.org/regulationsandlongrangeplans/longrangeplans/bicycleandpedestrianplan>. Accessed March 2026.
- Sonoma County. 2016. *General Plan 2020*. Adopted September 23, 2008. Amended August 2, 2016. Available online at: <https://sonomacounty.ca.gov/PRMD/Long-Range-Plans/General-Plan/>. Accessed December 2025.
- USDA (United States Department of Agriculture). 2026. Agricultural Census 2022. California, Sonoma County, California. https://www.nass.usda.gov/Publications/AgCensus/2022/Full_Report/Volume_1,_Chapter_2_County_Level/California/ Accessed March 25, 2026.
- USFWS (United States Fish and Wildlife Service) 2025. Information for Planning and Consultation Database.

Appendix E Project Mapping



AECOM: D:\Midland CA_3/9/2026 USER alexander.remar\PATH\1\via.aecomnet.com\16 AMER\04-Midland-US04K01_LDCS\Projects\Catrans On-Call North\TO17_40910\02_Maps\02_Report_Maps\WES\Figure 2 - Project Footprint and Design Elements.aprx

Sonoma County, 2021; OSM, 2024; AECOM, 2025.

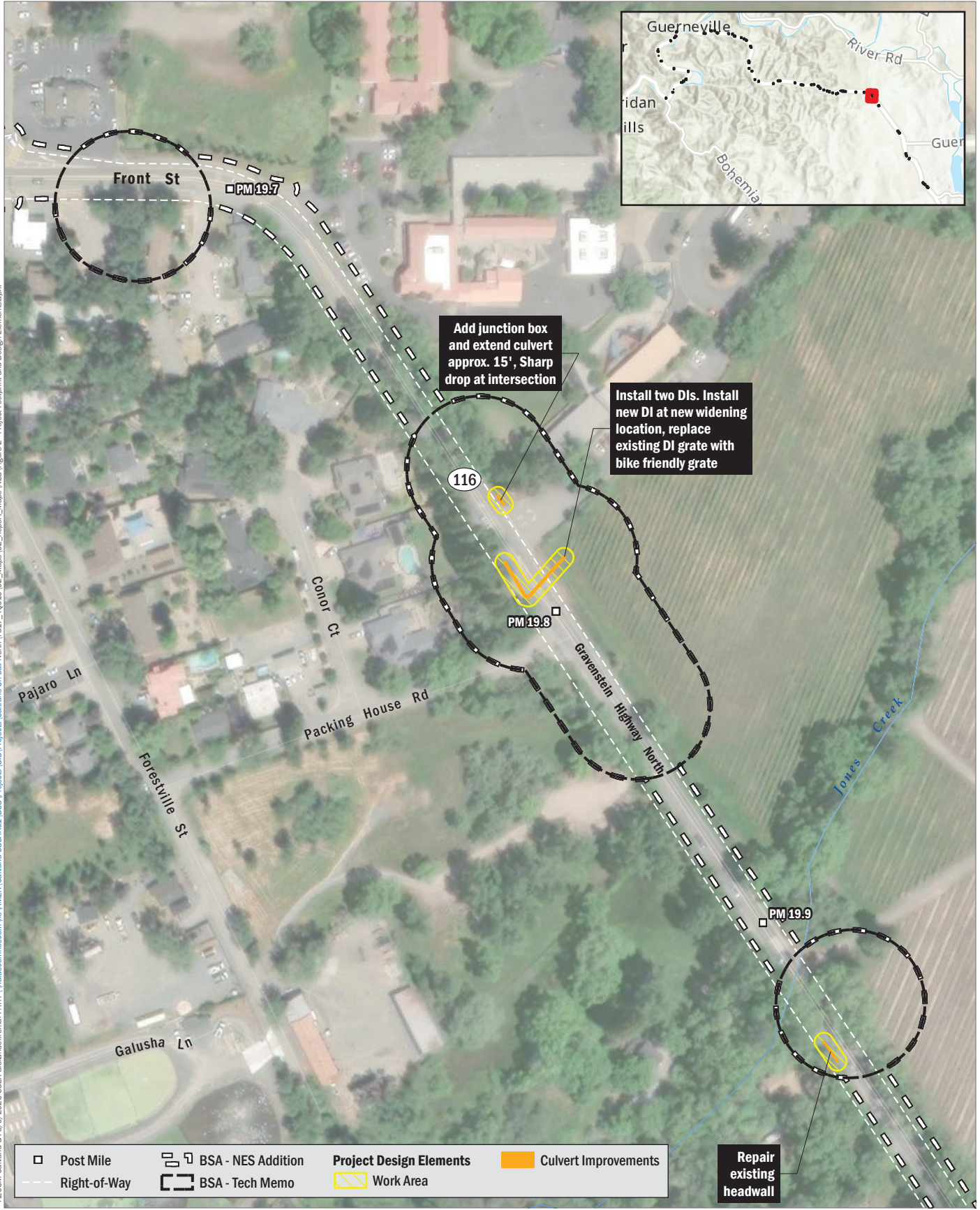




AECOM: On-land CA 3/9/2026 USER alexander.remar.PATH1 \via.aecomnet.com \is.AMEF: On-land-USA0401.LDCS \Projects \Caltrans On-Call North TOIT_4Q910\02_Maps\02_Report_Maps\WES\Figure 2 - Project Footprint and Design Elements.aprx

Sonoma County, 2021; OSM, 2024; AECOM, 2025.





AECOM, Oakland CA 3/9/2026 USER alexander.remar\PATH1\via.aecomnet.com\16 AMER Oakland-US04K01.LDCS\Projects\GIS\Projects\Caltrans On-Call North TO17_40910\02_Maps\02_Report\Maps\WES\Figure 2 - Project Footprint and Design Elements.aprx

Post Mile	BSA - NES Addition	Project Design Elements	Culvert Improvements
Right-of-Way	BSA - Tech Memo	Work Area	

Repair existing headwall



Sonoma County, 2021; OSM, 2024; AECOM, 2025.



AECOM | On Island CA 3/9/2026 USER alexander.remar.PATH | via aecomnet.com | via AMER | On Island USA0401.LDCS | Projects | Caltrans On-Call North TO17_40910.02_Maps | Maps | WES | Figure 2 - Project Footprint and Design Elements.aprx

Sonoma County, 2021; OSM, 2024; AECOM, 2025.



AECOM | On-Meand CA 3/9/2026 USER alexander.remar\PATH\via.aecomnet.com\IS\AMEF\On-Meand-US\04\01\DCS\Projects\GIS\Projects\Caltrans On-Call North\TOIT_40910\02_Maps\02_Report\Map\NES\Figure 2 - Project Footprint and Design Elements.aprx

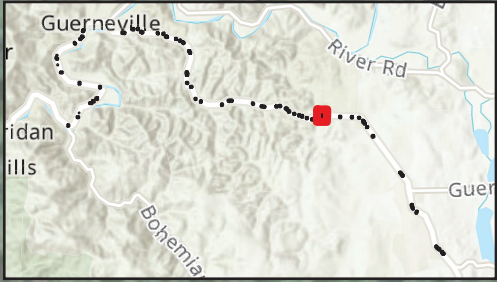
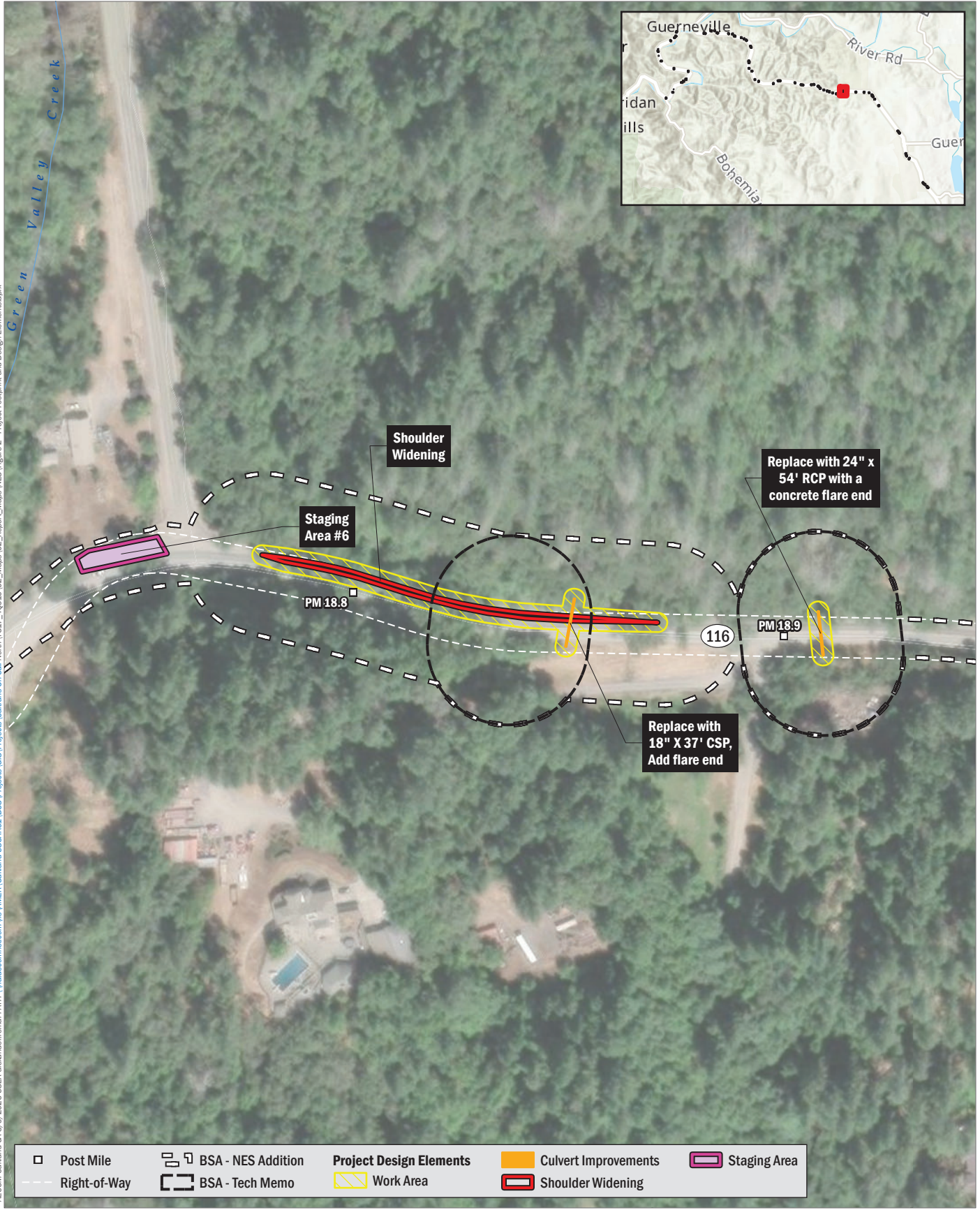


- Right-of-Way
- ▬ BSA - NES Addition
- ▬ BSA - Tech Memo



Sonoma County, 2021; OSM, 2024; AECOM, 2025.



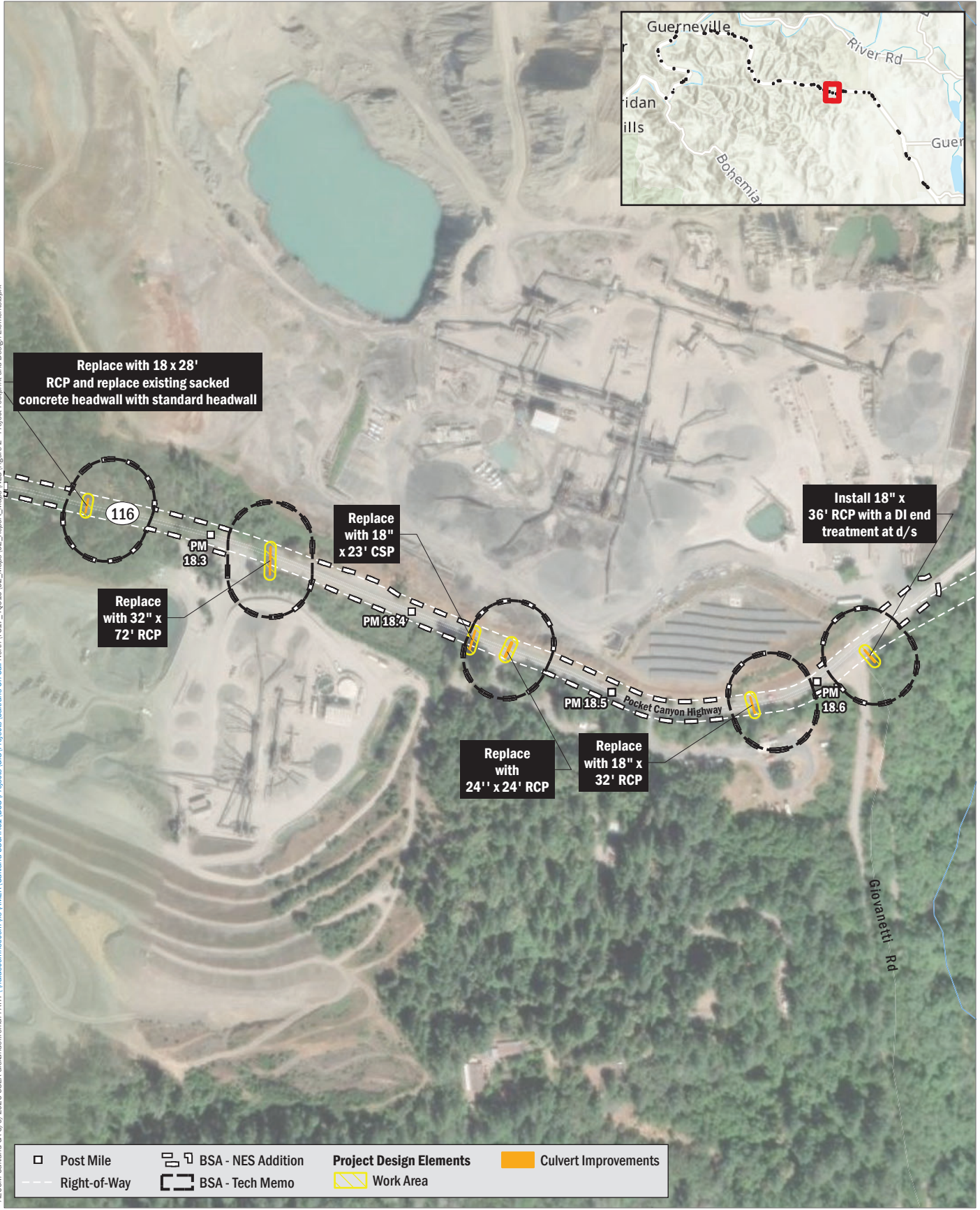


AECOM: On:land CA 3/9/2026 USER alexander.remar PATH: \\na.aecomnet.com\IS\AMEF\On:land\USA\K01_LDCS\Projects\GIS\Projects\Caltrans On-Call North TO17_40910\02_Maps\02_Report_Maps\WES\Figure 2 - Project Footprint and Design Elements.aprx

Post Mile	BSA - NES Addition	Project Design Elements	Culvert Improvements	Staging Area
Right-of-Way	BSA - Tech Memo	Work Area	Shoulder Widening	



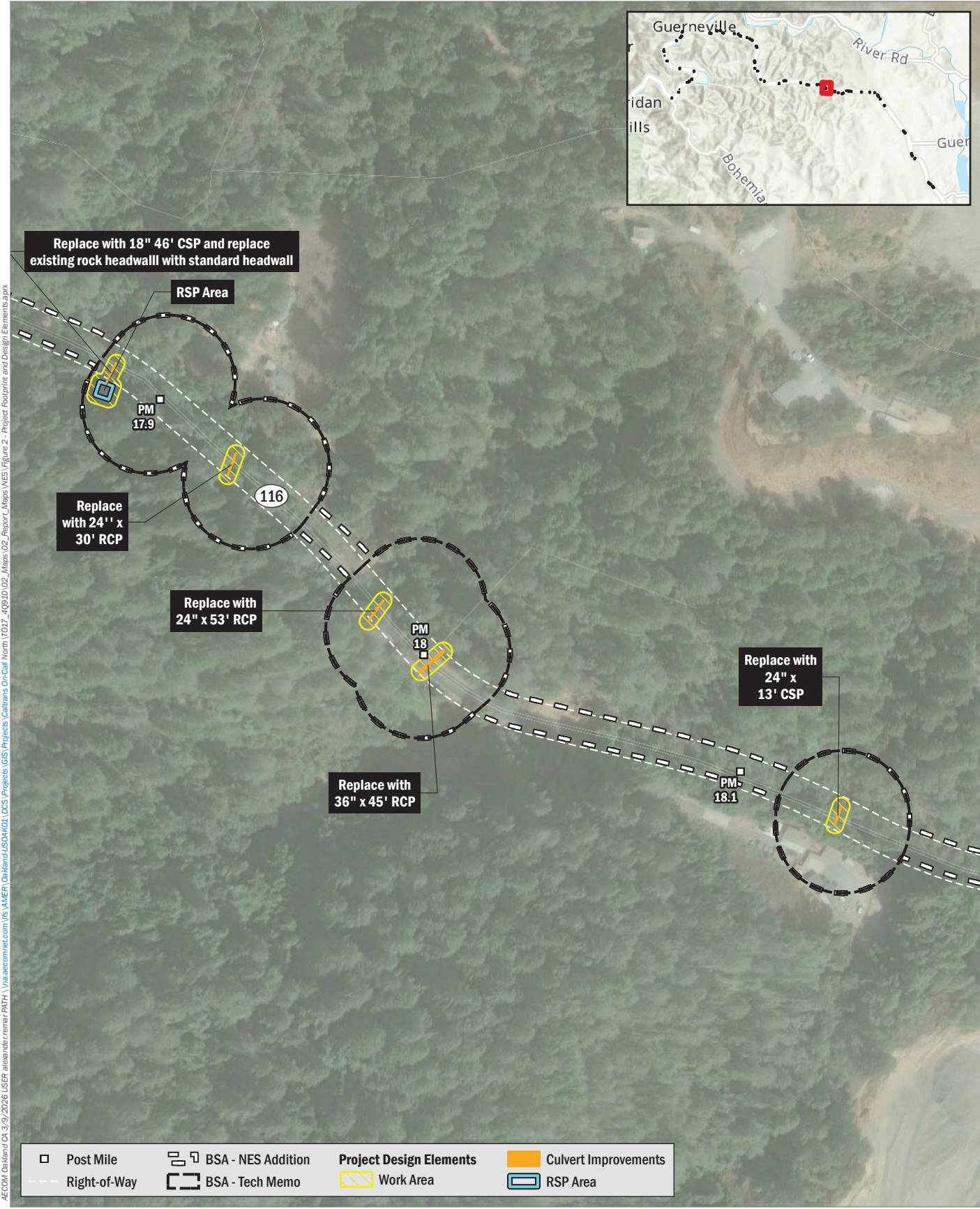
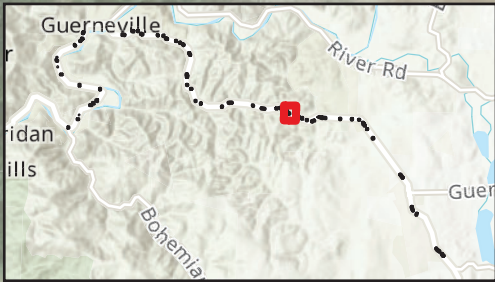
Sonoma County, 2021; OSM, 2024; AECOM, 2025.



A:\ECOM\OnMaind CA_3/9/2026 USER alexander.remar\PATH1\via.aecomnet.com\16 AMER\OnMaind-USA0401_LDCS\Projects\Catrans On-Call North\TOIT_40910\02_Maps\02_Report\Map\WES\Figure 2 - Project Footprint and Design Elements.aprx

Sonoma County, 2021; OSM, 2024; AECOM, 2025.





AECOM: On-Maind CA 3/9/2026 USER alexander.remar.PATH1 \via.aecomnet.com \IS AMER On-Maind-USA0401_LDCS \Projects \Caltrans On-Call North TOIT_40910_02_Maps \02_Report_Maps \MES \Figure 2 - Project Footprint and Design Elements.aprx

		Project Design Elements	



Sonoma County, 2021; OSM, 2024; AECOM, 2025.



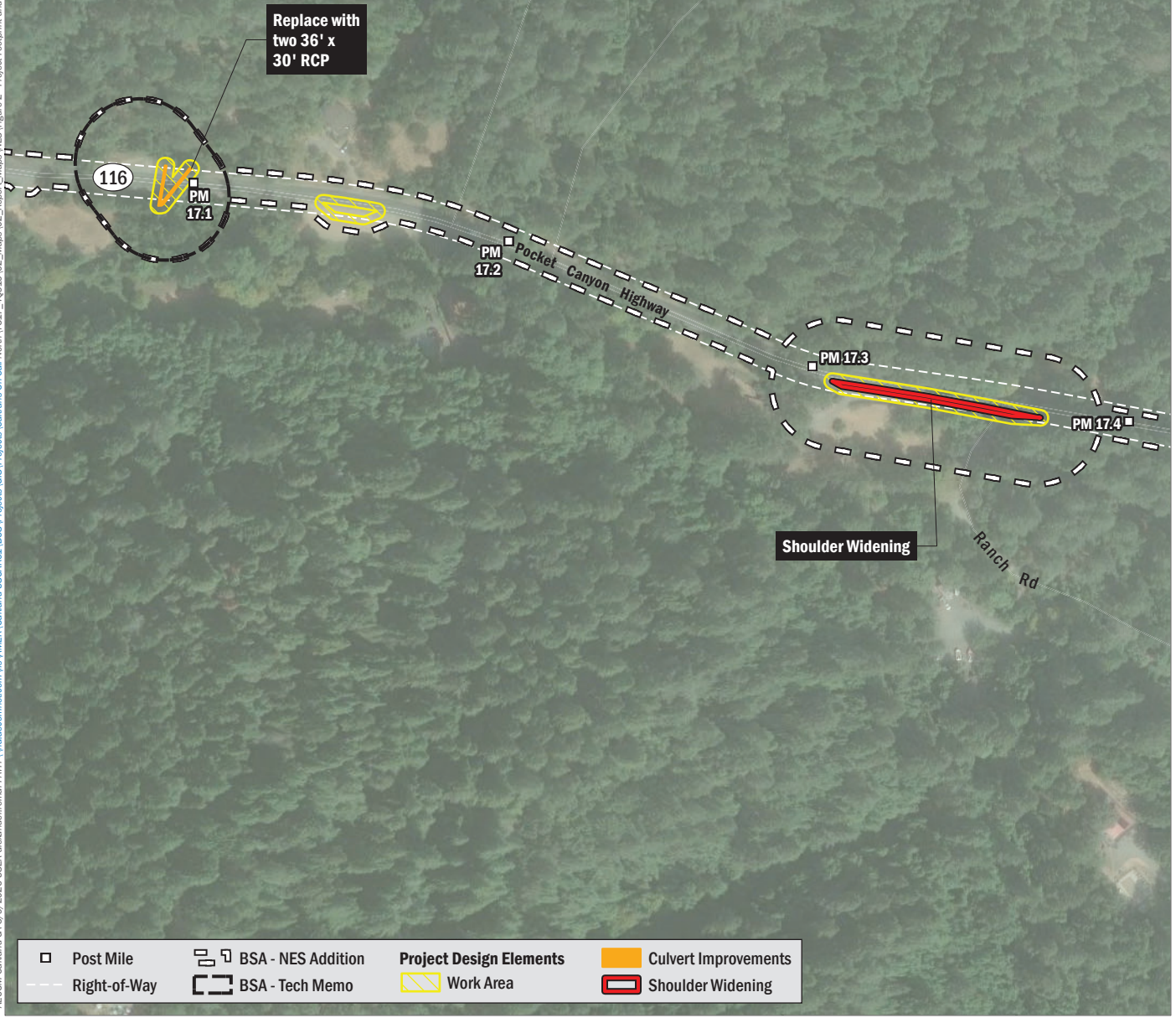
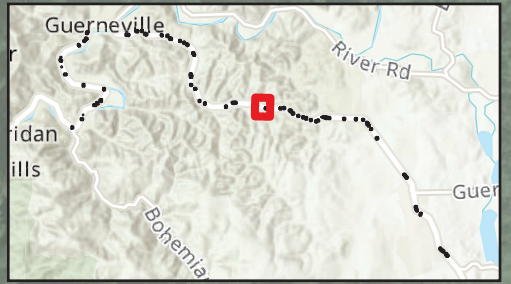
AECOM | On-Map CA 3/9/2026 USER alexander.remar.PATH | via.aecomnet.com | S:\AMEF\On-Map\USA\K01_LDCS\Projects\Catrans On-Call North TO17_4Q910\02_Maps\02_Report\Maps\WES\Figure 2 - Project Footprint and Design Elements.aprx



Sonoma County, 2021; OSM, 2024; AECOM, 2025.



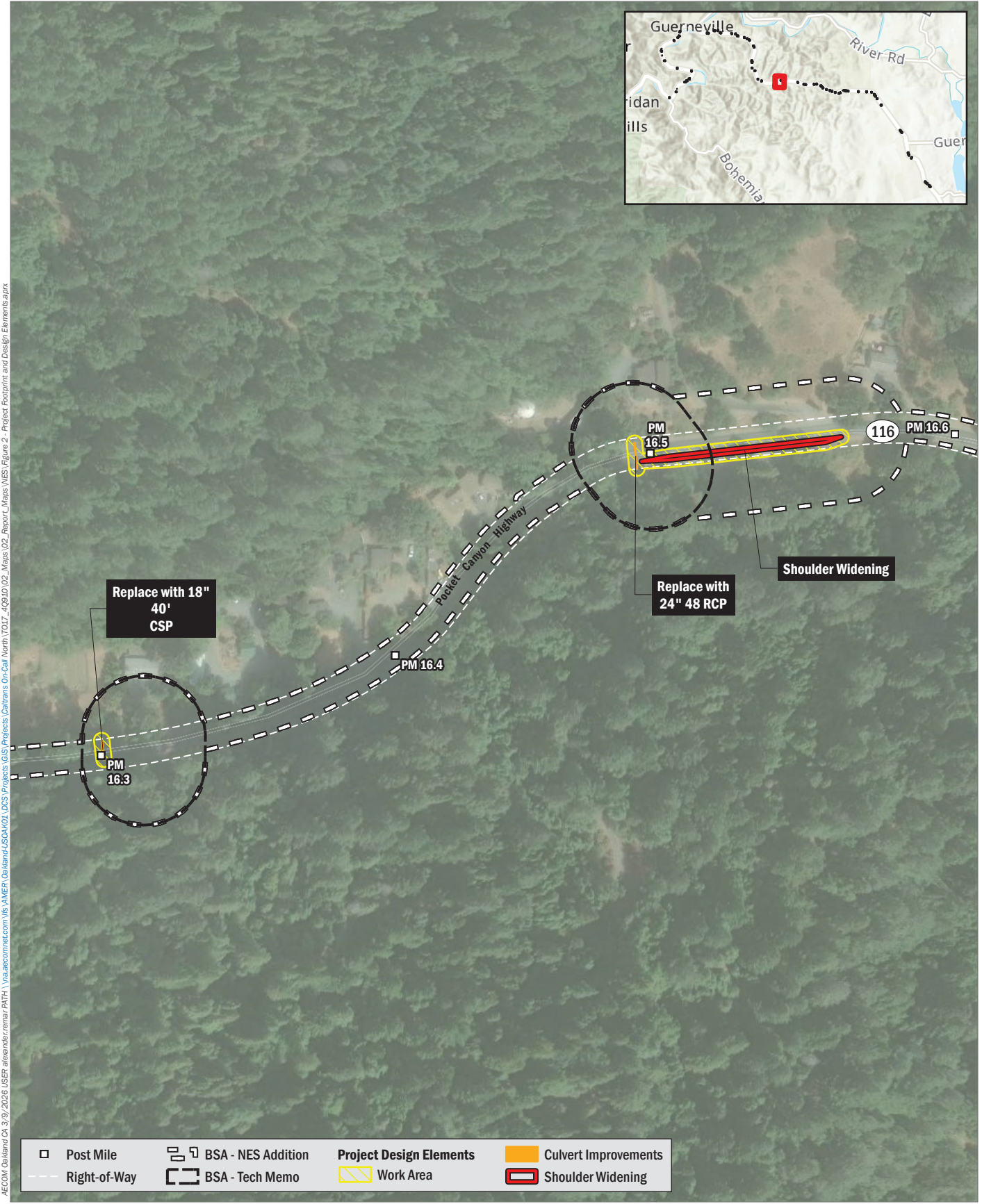
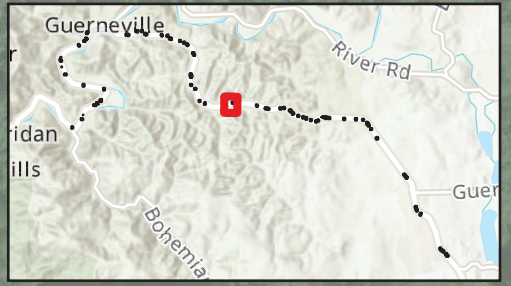
AECOM: On-Maind CA 3/9/2026 USER alexander.remar.PATH1 \na.aecomnet.com\MS\AMEF\On-Maind-USA0401.LDCS\Projects\Caltrans On-Call North TO17_40910\02_Maps\02_Report_Maps\WES\Figure 2 - Project Footprint and Design Elements.aprx



		Project Design Elements	



Sonoma County, 2021; OSM, 2024; AECOM, 2025.



AECOM | On-land CA 3/9/2026 USER alexander.remar.PATH | via.aecomnet.com | S:\AMEF\On-land-USA\K01_LDCS\Projects\Calttrans On-Call North\TO17_40910\02_Maps\02_Report_Maps\WES\Figure 2 - Project Footprint and Design Elements.aprx

		Project Design Elements	



Sonoma County, 2021; OSM, 2024; AECOM, 2025.

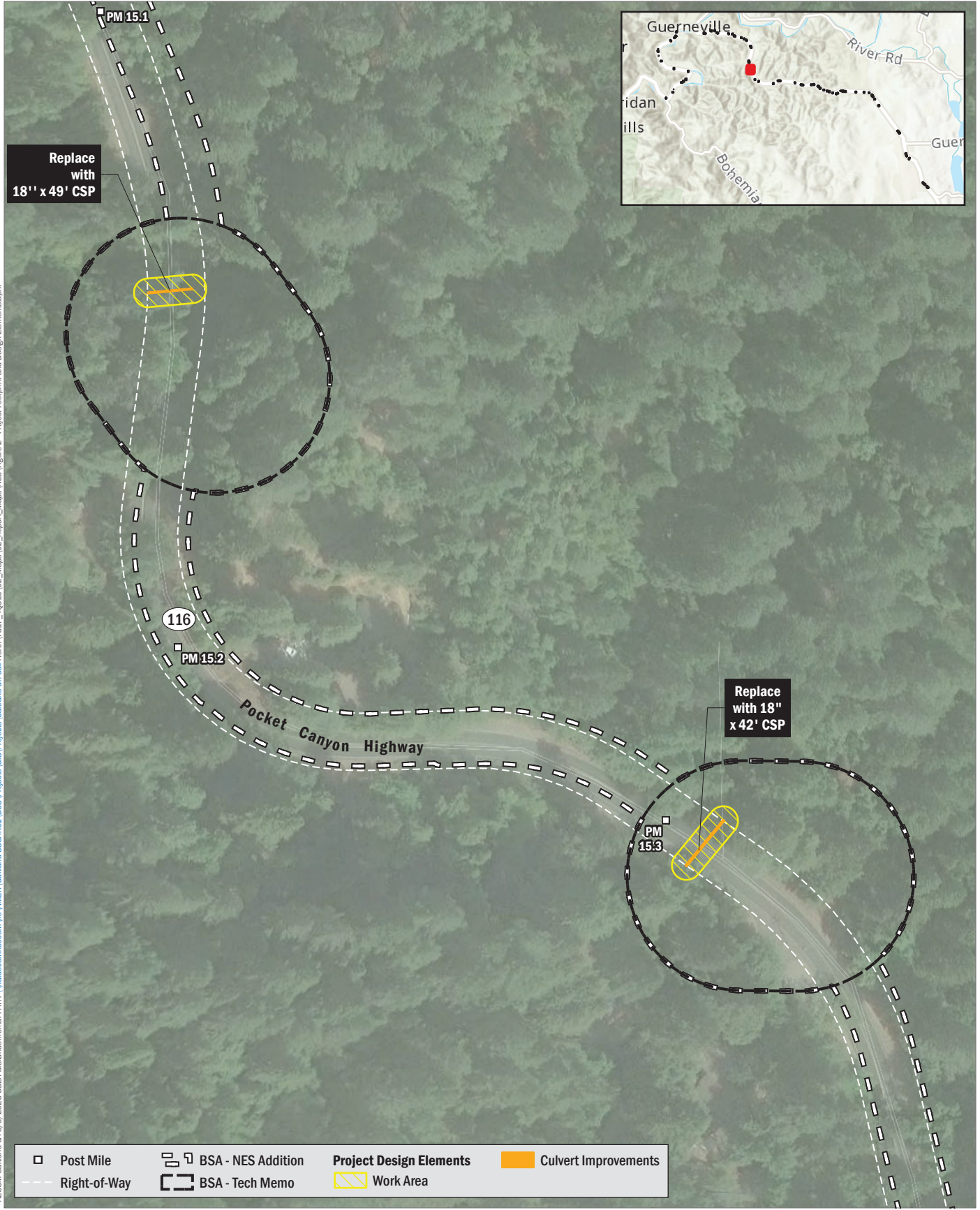


AECOM: On-Maind CA 3/9/2026 USER alexander.remar.PATH\Y:\aecomnet.com\Y:\AMEF\On-Maind-USA\K01_LDCS\Projects\Caltrans On-Call North TO17_4Q910\02_Maps\02_Report\Maps\WES\Figure 2 - Project Footprint and Design Elements.aprx

Post Mile	BSA - NES Addition	Project Design Elements	Culvert Improvements
Right-of-Way	BSA - Tech Memo	Work Area	



Sonoma County, 2021; OSM, 2024; AECOM, 2025.

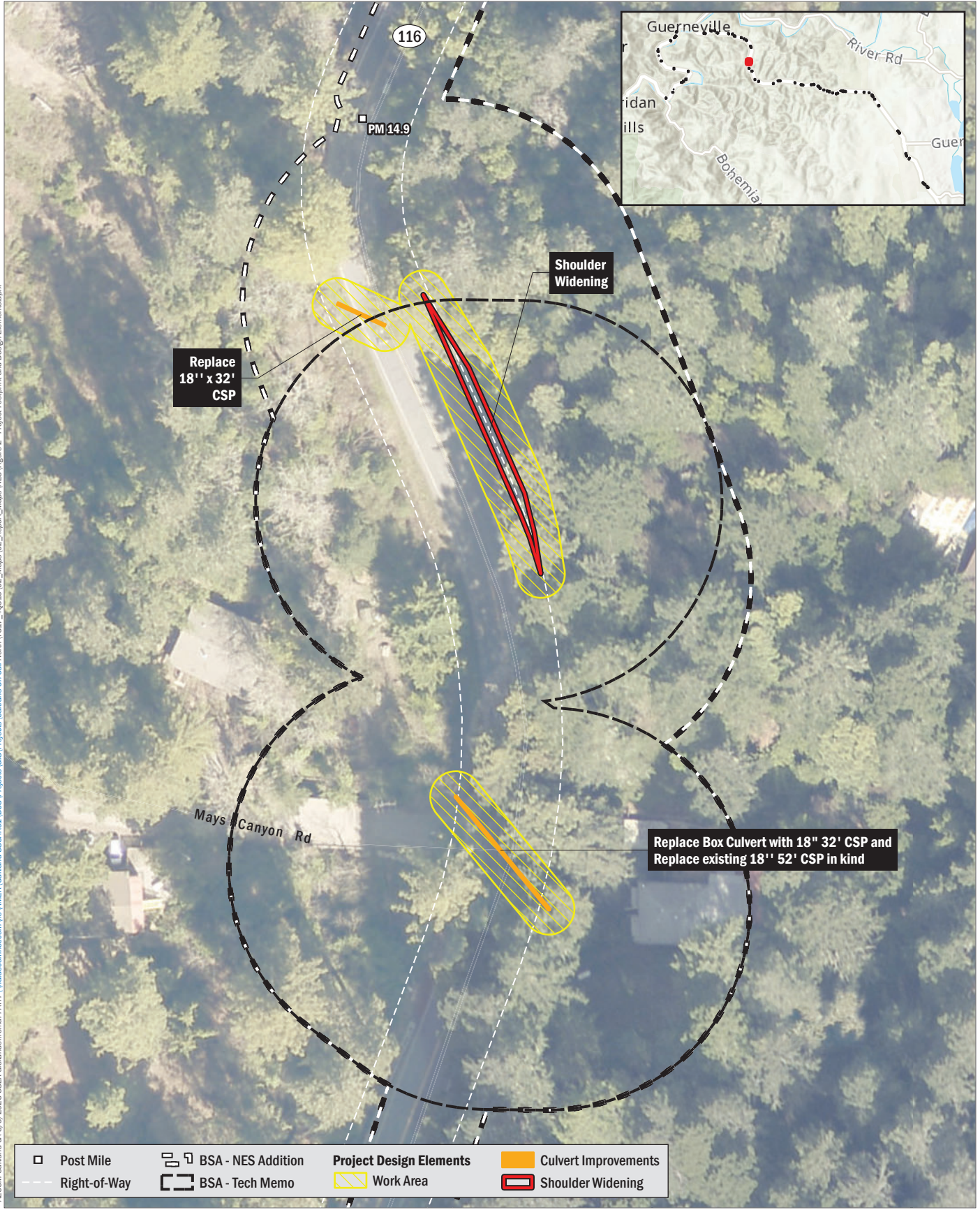


AECOM: On Island CA 3/9/2026 USER alexander.remar\PATH\1\via.aecomnet.com\16\AMEF\On Island\USA\K01_LDCS\Projects\Catrans On-Call\North\TO17_40910\02_Maps\02_Report_Maps\WES\Figure 2 - Project Footprint and Design Elements.aprx

Post Mile	BSA - NES Addition	Project Design Elements	Culvert Improvements
Right-of-Way	BSA - Tech Memo	Work Area	



Sonoma County, 2021; OSM, 2024; AECOM, 2025.

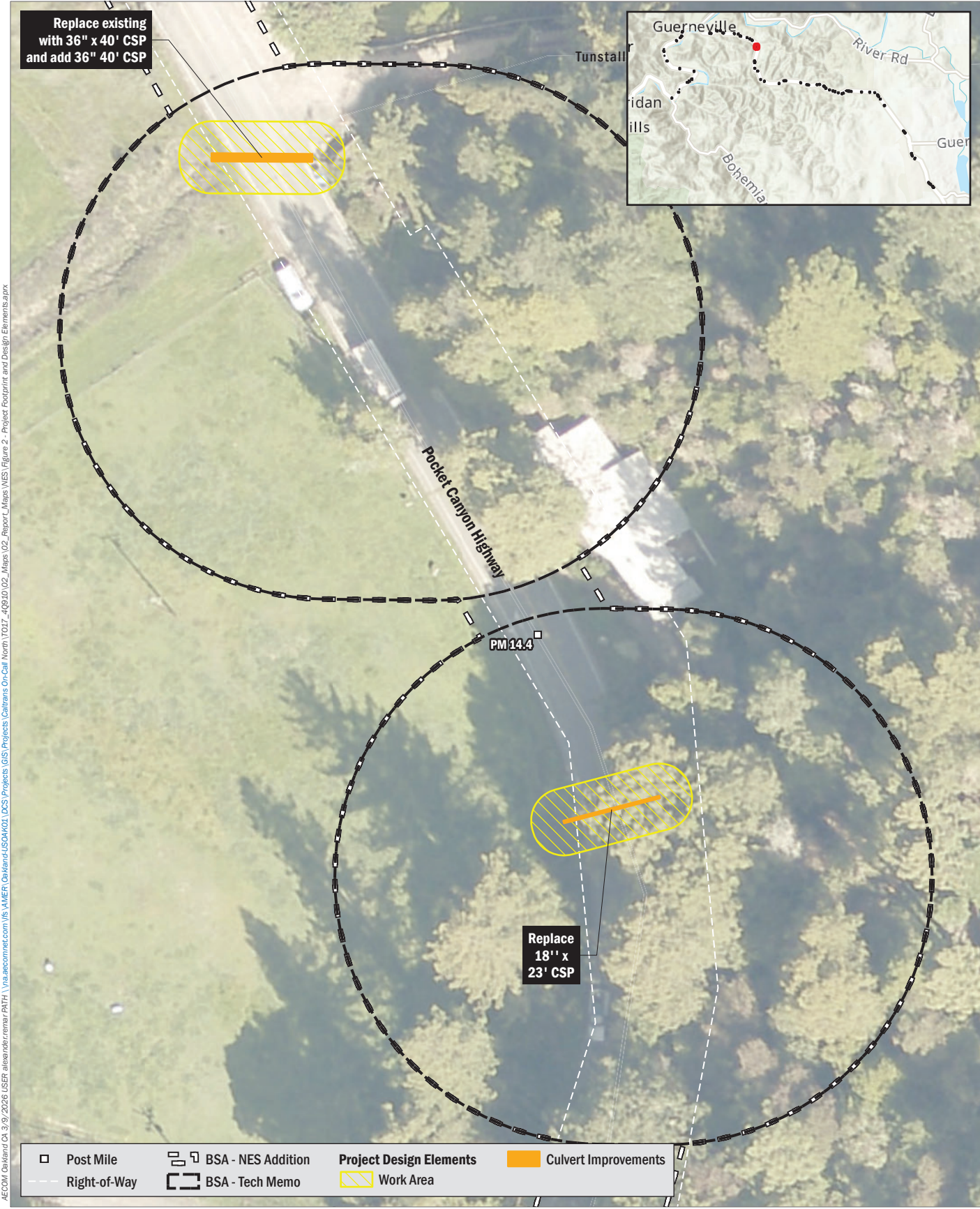


AECOM: On-land CA 3/9/2026 USER alexander.remar\PATH\via.aecomnet.com\IS\AMEF\On-land-US\CA\01_LDCS\Projects\Catrans On-Call North\TO17_4Q910\02_Maps\02_Report\Maps\WES\Figure 2 - Project Footprint and Design Elements.aprx

Post Mile	BSA - NES Addition	Project Design Elements	Culvert Improvements
Right-of-Way	BSA - Tech Memo	Work Area	Shoulder Widening



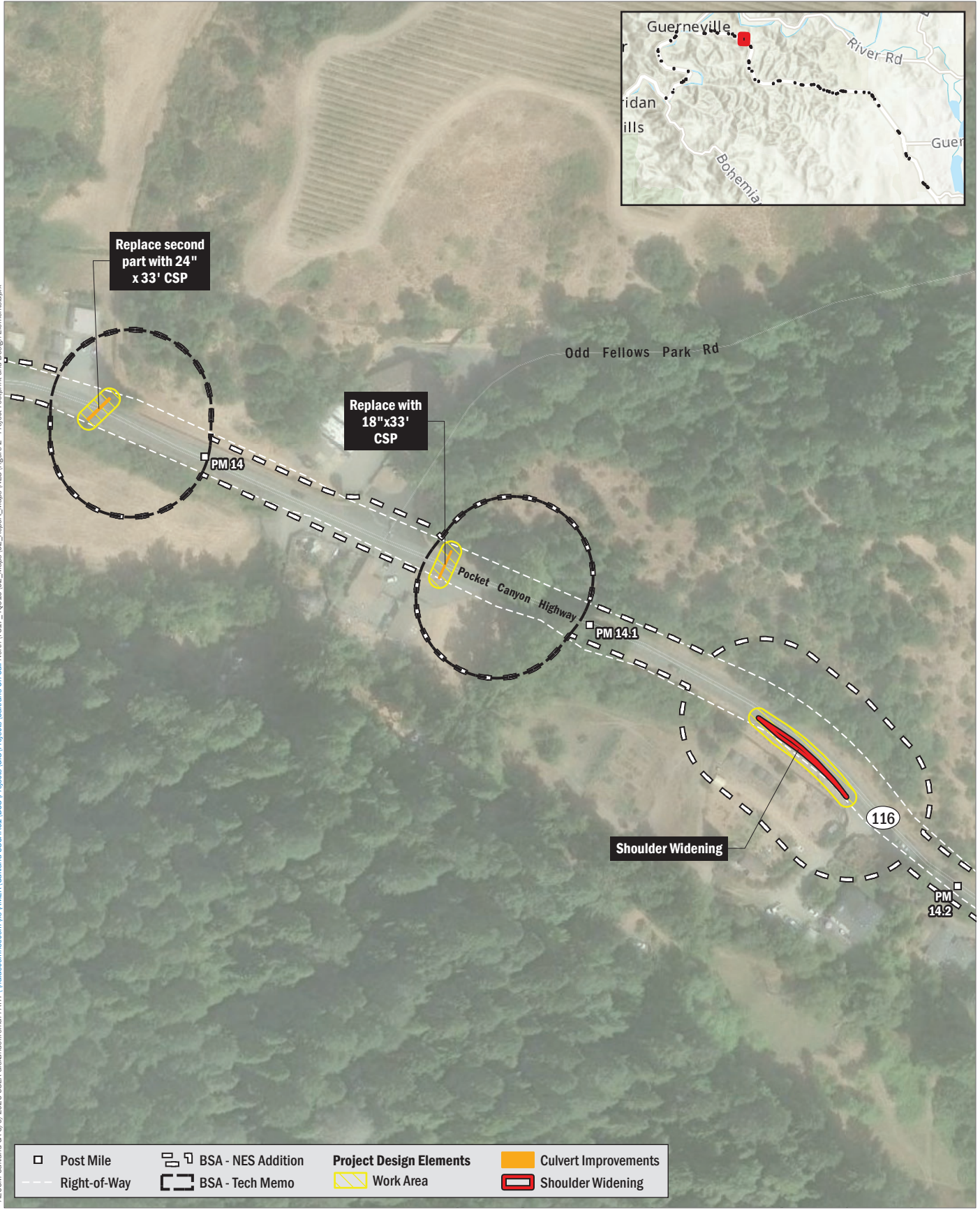
Sonoma County, 2021; OSM, 2024; AECOM, 2025.



AECOM: On:land CA: 3/9/2026: USER: alexander.reimann: PATH: \\na.aecomnet.com\is\AMEF\On:land\USA\K01_LDCS\Projects\GIS\Projects\Catrans On-Call North\TO17_4Q910\02_Maps\02_Report\Maps\WES\Figure 2 - Project Footprint and Design Elements.aprx

Sonoma County, 2021; OSM, 2024; AECOM, 2025.

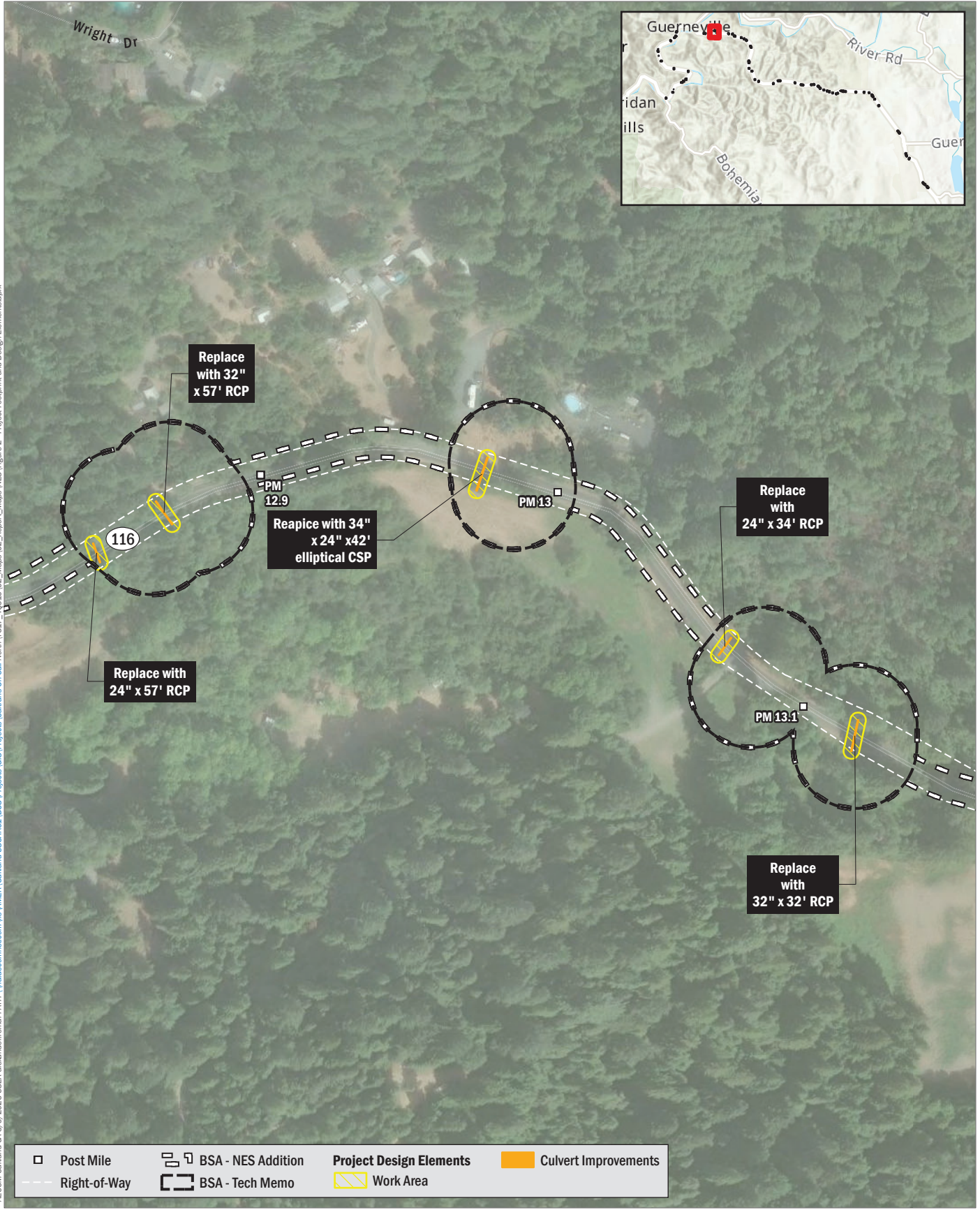




A:\ECOM\OnRoad CA 3/9/2026 USER alexander.remar\PATH\1\via.aecomnet.com\16\AMEF\OnRoad-US\04101_LDCS\Projects\Caltrans On-Call North TO17_40910\02_Maps\02_Report\Maps\WES\Figure 2 - Project Footprint and Design Elements.aprx

Sonoma County, 2021; OSM, 2024; AECOM, 2025.

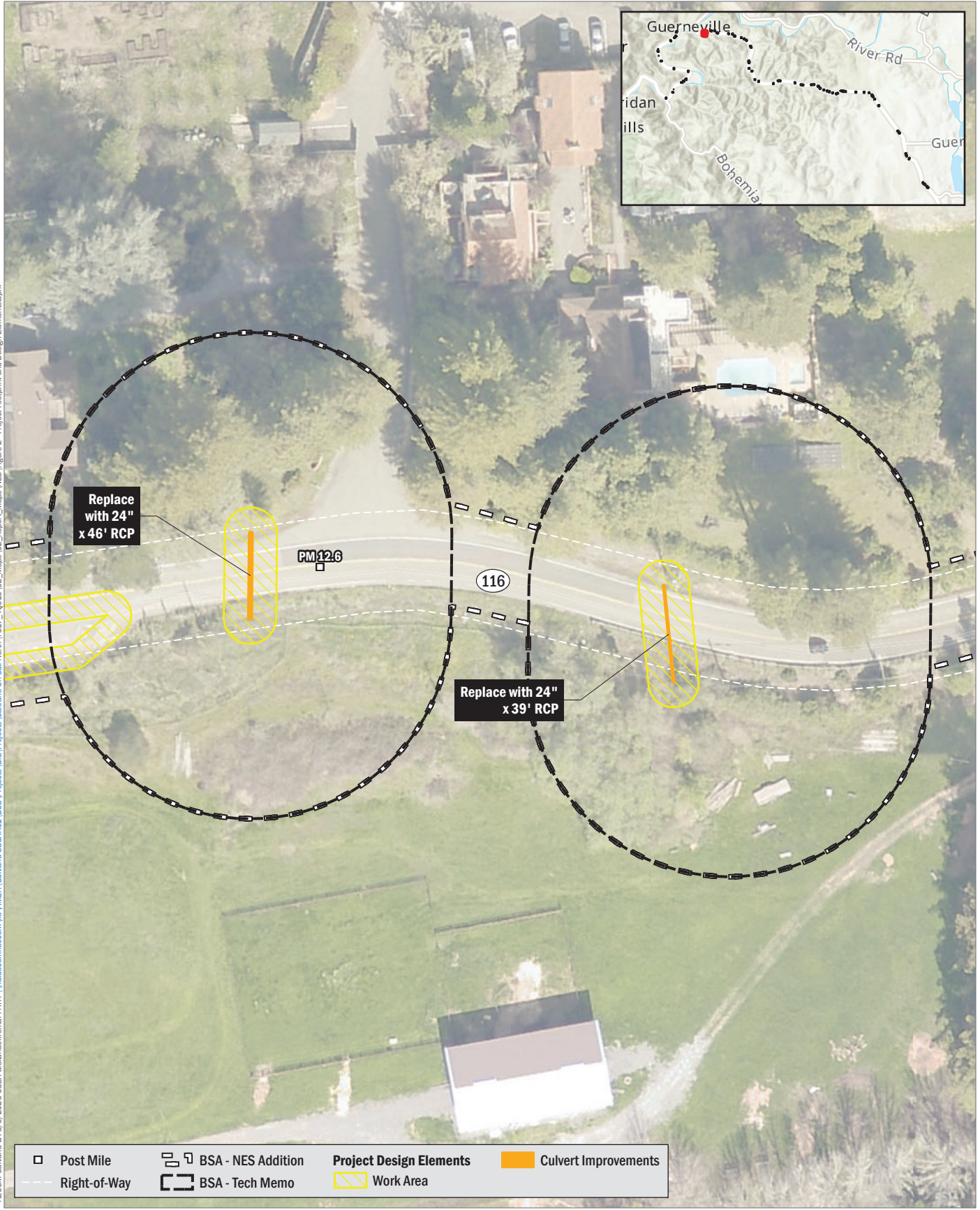




AECOM: Oakland CA 3/9/2026 USER alexander.reinar.PATH\va.aecomnet.com\VA\AMEF\Oakland-US04K01_LDCS\Projects\Calttrans On-Call North TOIT_40910\02_Maps\02_Report\Map\NES\Figure 2 - Project Footprint and Design Elements.aprx

Sonoma County, 2021; OSM, 2024; AECOM, 2025.

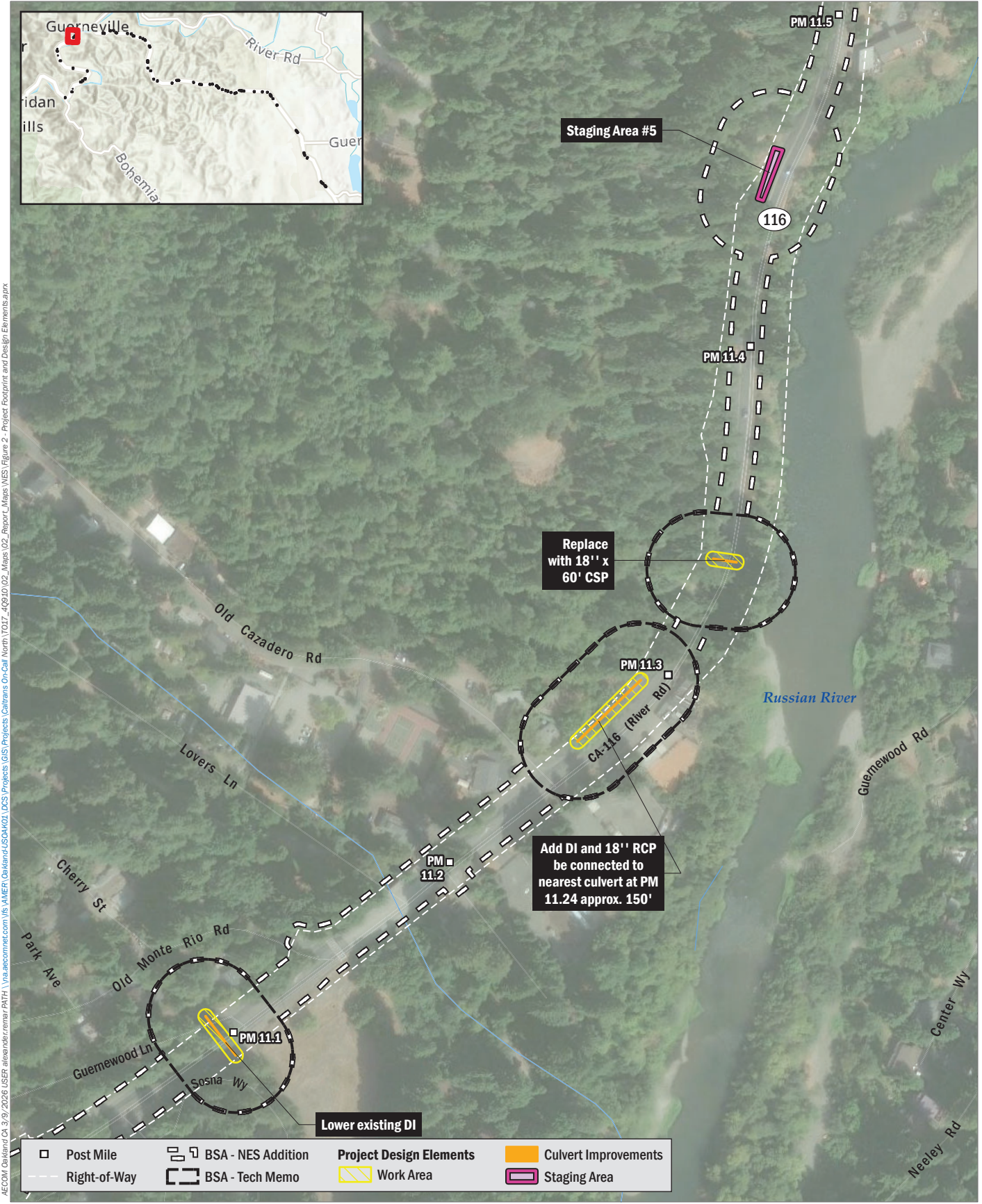




A:\COM\Oakland CA 3/9/2026 USER alexander.remar\PATH\1\via.aecomnet.com\16 AMER\Oakland-USA\K01_LDCS\Projects\GIS\Projects\Catrans On-Call North TO17_40910\02_Maps\02_Report_Maps\WES\Figure 2 - Project Footprint and Design Elements.aprx

Sonoma County, 2021; OSM, 2024; AECOM, 2025.





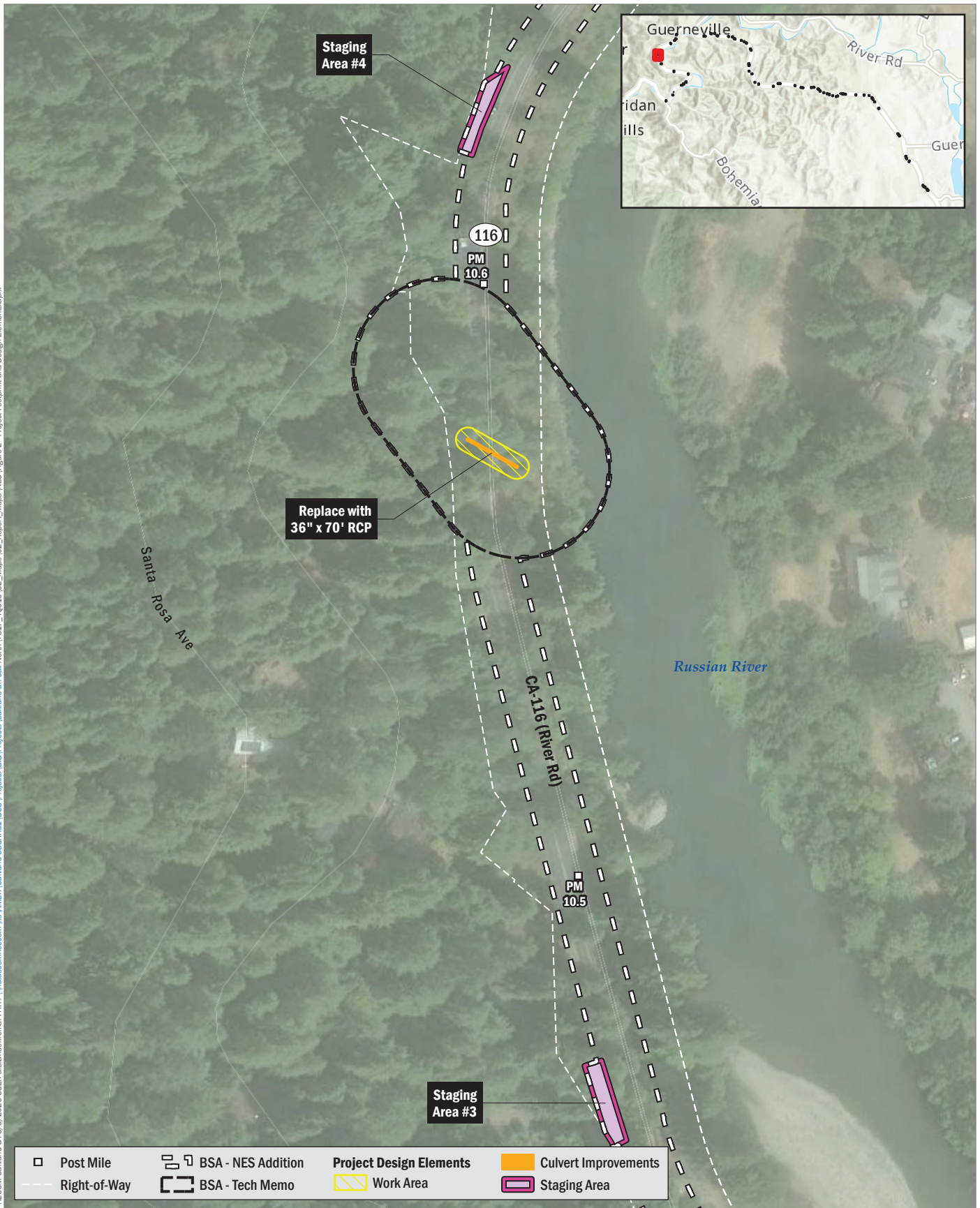
AECOM: D:\land CA_3\9\2026 USER alexander.reinar.PATH\1\va.aecomnet.com\18\AMEF\04\land-US\CA\K01_LDCS\Projects\Catrans On-Call North\TO17_40910\02_Maps\02_Report\Map\WES\Figure 2 - Project Footprint and Design Elements.aprx

Post Mile	Right-of-Way	BSA - Tech Memo	Project Design Elements	Culvert Improvements
BSA - NES Addition	Work Area	Staging Area		



Sonoma County, 2021; OSM, 2024; AECOM, 2025.

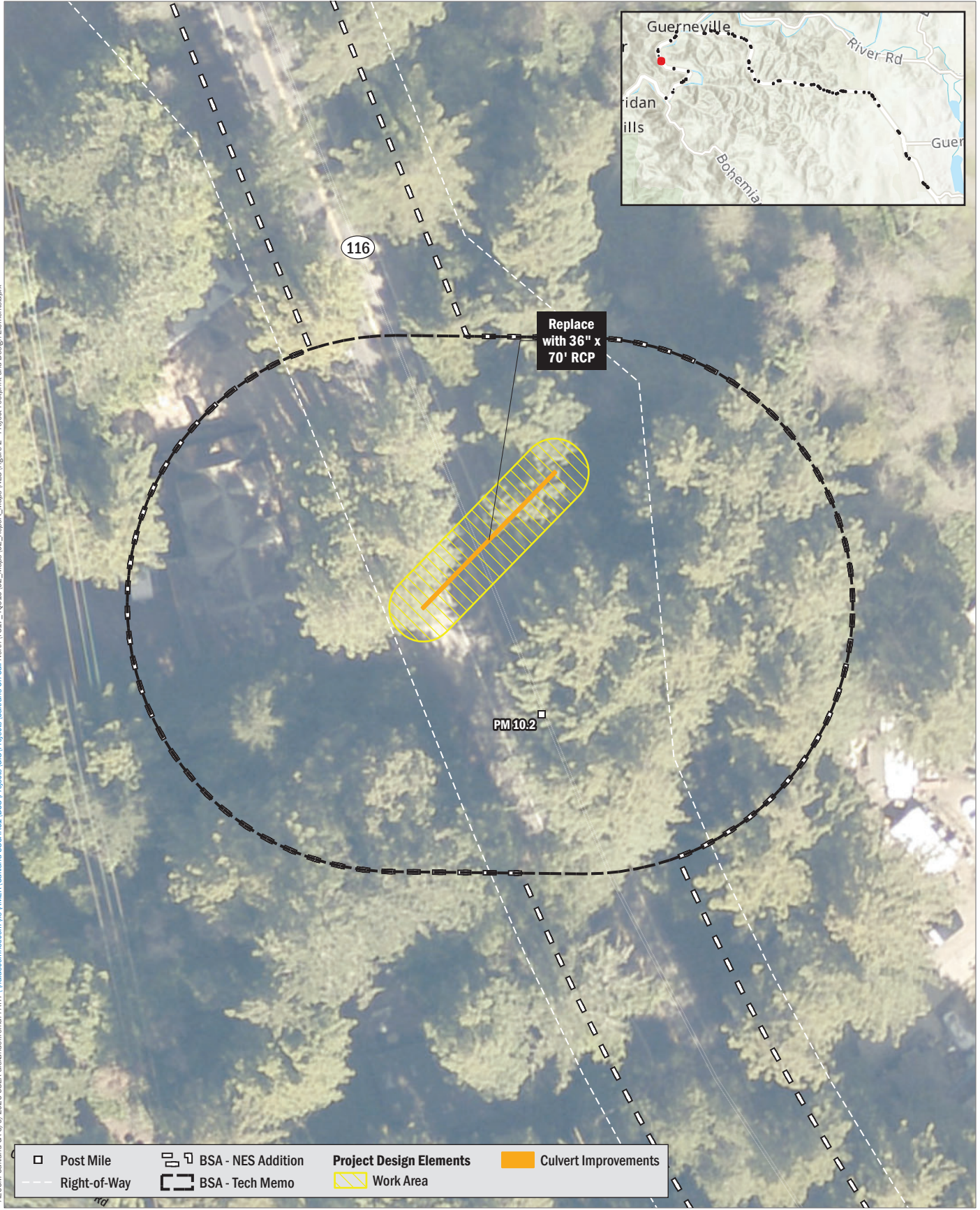
AECOM | On-Map CA 3/9/2026 USER alexander.remar.PATH | via.aecomnet.com | S:\AMEF\On-Map\USA\01_LDCS\Projects\GIS\Projects\Caltrans On-Map\North TOIT_40910\02_Maps\02_Report\Maps\WES\Figure 2 - Project Footprint and Design Elements.aprx



		Project Design Elements	



Sonoma County, 2021; OSM, 2024; AECOM, 2025.

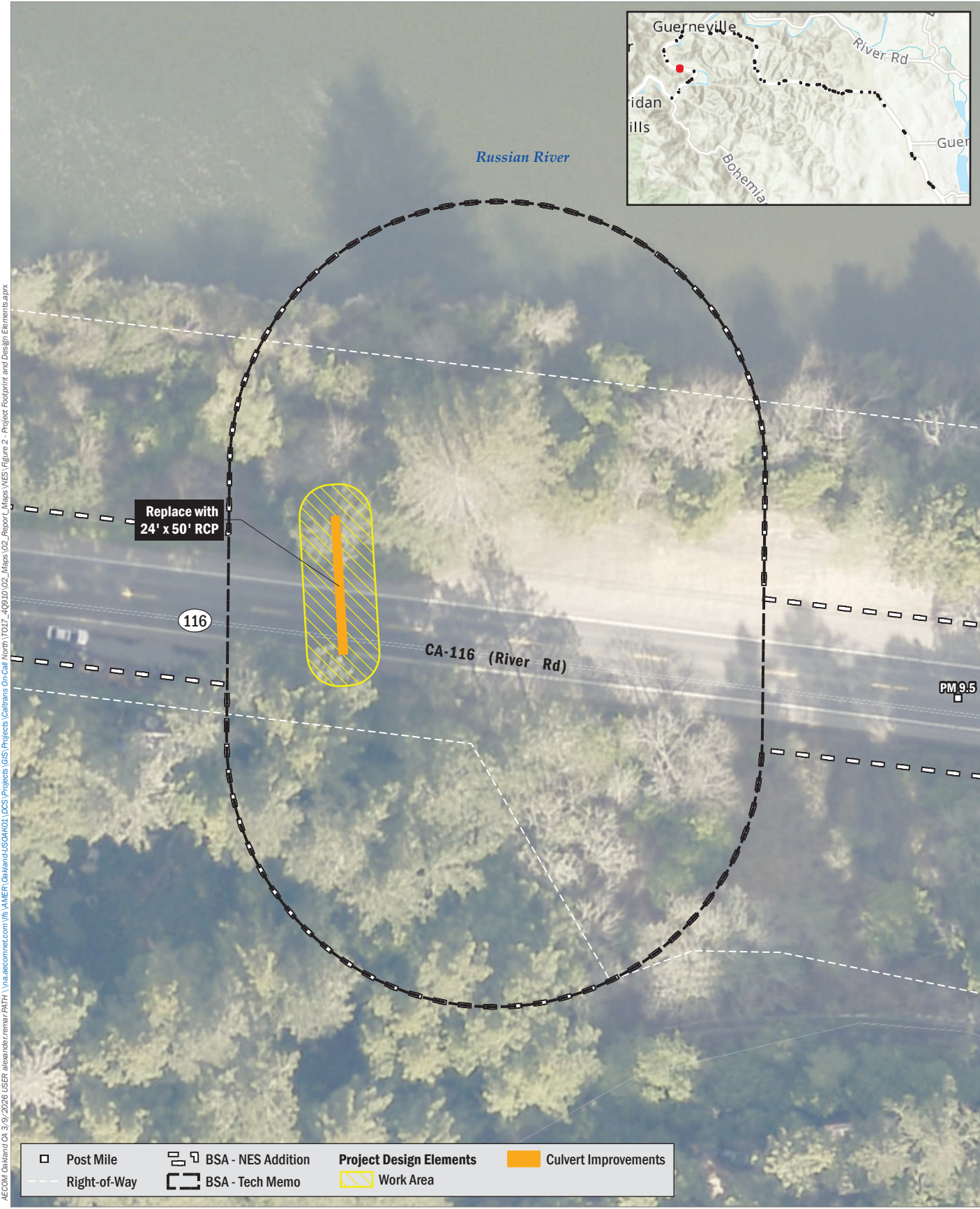


AECOM: On: \\msd\CA_3\9\2026_USER_alexander.remar\PATH\1\via.aecomnet.com\1\5\AMEF_On: \\msd\USA0401_LDCS\Projects\Catrans On-Call_North\TO17_4Q910\02_Maps\02_Report_Maps\WES\Figure 2 - Project Footprint and Design Elements.aprx

Post Mile	Right-of-Way	BSA - NES Addition	BSA - Tech Memo	Project Design Elements	Work Area	Culvert Improvements
-----------	--------------	--------------------	-----------------	--------------------------------	-----------	----------------------



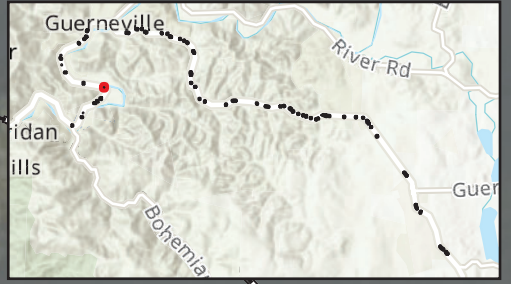
Sonoma County, 2021; OSM, 2024; AECOM, 2025.



AECOM: On-land CA 3/9/2026 USER alexander.remar\PATH\via.aecomnet.com\IS\AMER\On-land-USA\01_LDCS\Projects\Catrans On-Call North TO17_40910\02_Maps\02_Report\Maps\WES\Figure 2 - Project Footprint and Design Elements.aprx



Sonoma County, 2021; OSM, 2024; AECOM, 2025.



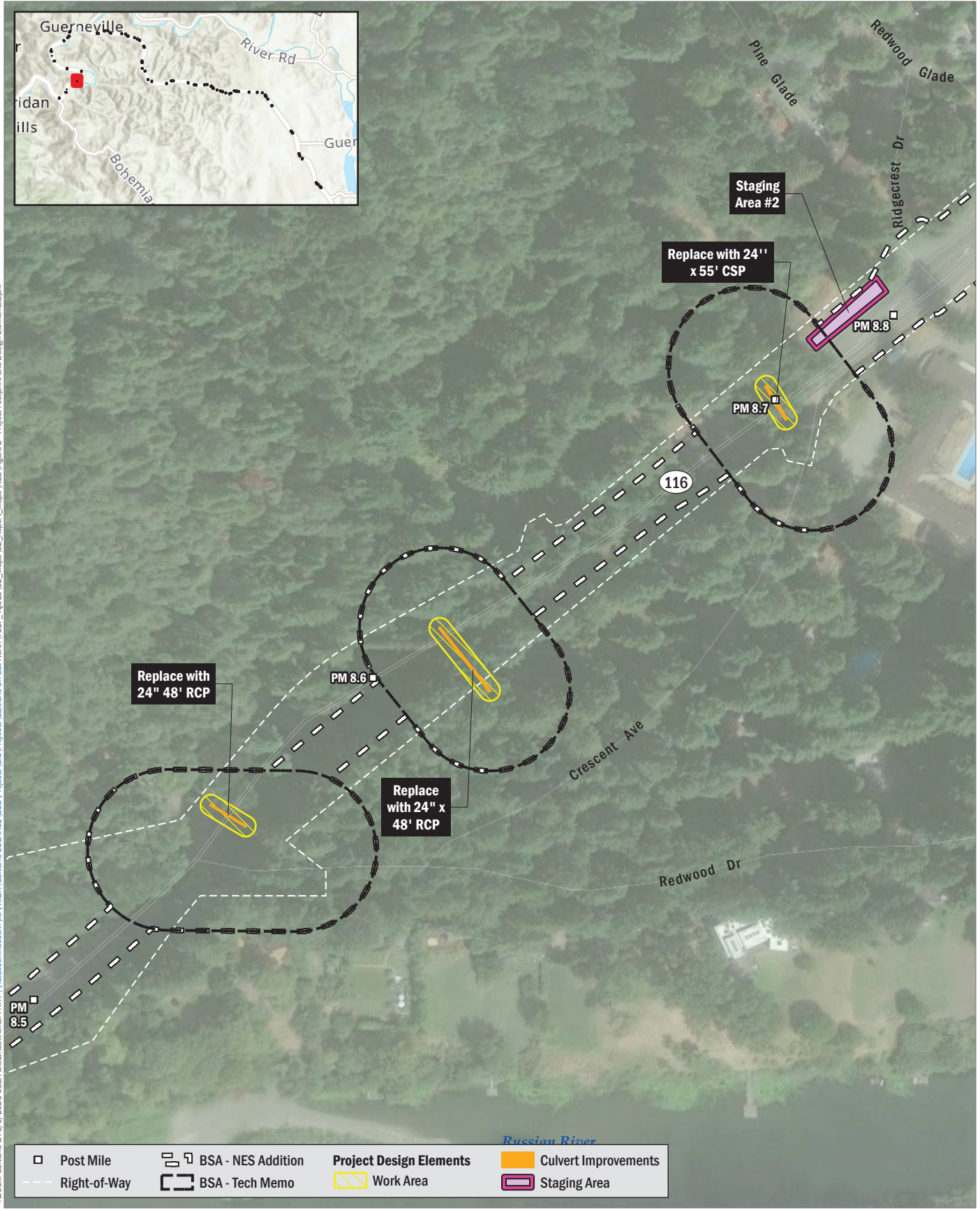
AECOM: On: \\aecom\ca\3\9\2026\USER alexander.remar\PATH\1\via.aecomnet.com\16\AMEF\On: \\aecomnet.com\16\GIS\Projects\Catrans On-Call North\TO17_40910\02_Maps\02_Report_Maps\WES\Figure 2 - Project Footprint and Design Elements.aprx

Post Mile	BSA - NES Addition	Project Design Elements	Culvert Improvements
Right-of-Way	BSA - Tech Memo	Work Area	





A:\ECOM\OnMid CA 3/9/2026 USER alexander.remar\PATH\via.aecomnet.com\IS\AMEF\OnMid\USA\K01_LDCS\Projects\Catrans On-Call North TOIT_40910\02_Maps\02_Report_Maps\WES\Figure 2 - Project Footprint and Design Elements.aprx



		Project Design Elements	



Sonoma County, 2021; OSM, 2024; AECOM, 2025.



Staging Area #1

116

CA-116 (River Rd)

PM 8.1

Russian River

Replace with
18" x 40' RCP

		Project Design Elements	



Sonoma County, 2021; OSM, 2024; AECOM, 2025.





AECOM | Oakland CA 3/9/2026 USER alexander.remar.PATH | via.aecomnet.com | S:\AMEF\Oakland\USA\01_LDCS\Projects\GIS\Projects\Catrans On-Call\North\TOIT_40910\02_Maps\02_Report_Maps\NES\Figure 2 - Project Footprint and Design Elements.aprx

Right-of-Way	BSA - Tech Memo	Project Design Elements	Culvert Improvements
BSA - NES Addition	Work Area		



Sonoma County, 2021; OSM, 2024; AECOM, 2025.

Appendix F Responses to Comments

(There has been a substantive change to the document, which is noted here for reader reference)

Table of Contents

- F.1 Master Responses..... F-1
 - F.1.1 Master Response MR 1 – Bicycle Lanes and Facilities F-1
 - F.1.2 Master Response MR 2 – Parking and Business Access F-2
 - F.1.3 Master Response MR 3 – Alternative Design Concepts or Offsite Improvements F-3
 - F.1.4 Master Response MR 4 – Pedestrian Safety and Crossings F-5
 - F.1.5 Master Response MR 5 – Community and Agency Coordination F-6
 - F.1.6 Master Response MR 6 – Separate Projects and Requests Outside the Project Scope F-8
 - F.1.7 Master Response MR 7 – CEQA Process and Public Review..... F-9
- F.2 Comments and Responses F-12
 - F.2.1 Responses to Comments from Organizations and Businesses F-12
 - F.2.1.1 Comment O-1: Brian Borchers, Russian River Cycle Service..... F-12
 - F.2.1.1.1 Comment O-1-1 F-12
 - F.2.1.1.2 Response to Comment O-1-1 F-12
 - F.2.1.2 Comment O-2: Jacque Brazieal, Forestville Skatespot..... F-12
 - F.2.1.2.1 Comment O-2-1 F-12
 - F.2.1.2.2 Response to Comment O-2-1 F-13
 - F.2.1.3 Comment O-3: Jessie Frost, Nightingale Breads F-13
 - F.2.1.3.1 Comment O-3-1 F-13
 - F.2.1.3.2 Response to Comment O-3-1 F-14
 - F.2.1.4 Comment O-4: Lucy Hardcastle, Forestville Partnership Alliance F-14
 - F.2.1.4.1 Comment O-4-1 F-14
 - F.2.1.4.2 Response to Comment O-4-1 F-15
 - F.2.1.5 Comment O-5: Adrian Manspeaker, Business (Joseph Jewell Wines)..... F-15
 - F.2.1.5.1 Comment O-5-1 F-15
 - F.2.1.5.2 Response to Comment O-5-1 F-15
 - F.2.1.6 Comment O-6: Casey Mazzoni, Canyon Rock Co. F-16
 - F.2.1.6.1 Comment O-6-1 F-16
 - F.2.1.6.2 Response to Comment O-6-1 F-16
 - F.2.1.6.3 Comment O-6-2 F-16
 - F.2.1.6.4 Response to Comment O-6-2 F-17

F.2.1.6.5	Comment O-6-3	F-18
F.2.1.6.6	Response to Comment O-6-3	F-18
F.2.1.7	Comment O-7: Vikki Miller, Forestville Partnership Alliance	F-19
F.2.1.7.1	Comment O-7-1	F-19
F.2.1.7.2	Response to Comment O-7-1	F-19
F.2.1.8	Comment O-8: Dan Northern, Forestville Chamber of Commerce.....	F-19
F.2.1.8.1	Comment O-8-1	F-19
F.2.1.8.2	Response to Comment O-8-1	F-19
F.2.1.8.3	Comment O-8-2	F-19
F.2.1.8.4	Response to Comment O-8-2	F-20
F.2.1.8.5	Comment O-8-3	F-20
F.2.1.8.6	Response to Comment O-8-3	F-22
F.2.1.8.7	Comment O-8-4	F-22
F.2.1.8.8	Response to Comment O-8-4	F-23
F.2.1.8.9	Comment O-8-5	F-23
F.2.1.8.10	Response to Comment O-8-5	F-24
F.2.1.9	Comment O-9: Jovanna Quezada-Montano, Sonoma County Public Infrastructure	F-24
F.2.1.9.1	Comment O-9-1	F-24
F.2.1.9.2	Response to Comment O-9-1	F-25
F.2.1.10	Comment O-10: Mary Radil, Rusty Gate Farm	F-25
F.2.1.10.1	Comment O-10-1	F-25
F.2.1.10.2	Response to Comment O-10-1	F-25
F.2.1.11	Comment O-11: Gaylord Schaap, Northwood Golf Club.....	F-26
F.2.1.11.1	Comment O-11-1	F-26
F.2.1.11.2	Response to Comment O-11-1	F-26
F.2.1.12	Comment O-12: Stephen Schurke, County of Sonoma.....	F-26
F.2.1.12.1	Comment O-12-1	F-26
F.2.1.12.2	Response to Comment O-12-1	F-26
F.2.1.13	Comment O-13: Alan Siegle and Shelley Brown, Forestville Business Owner.....	F-27
F.2.1.13.1	Comment O-13-1	F-27
F.2.1.13.2	Response to Comment O-13-1	F-27

F.2.1.14	Comment O-14: A. Sirenko, California Highway Patrol	F-28
F.2.1.14.1	Comment O-14-1	F-28
F.2.1.14.2	Response to Comment O-14-1	F-28
F.2.1.14.3	Comment O-14-2	F-28
F.2.1.14.4	Response to Comment O-14-2	F-28
F.2.1.15	Comment O-15: Andrew Wojtowicz, BoDean/CRH Americas Materials	F-29
F.2.1.15.1	Comment O-15-1	F-29
F.2.1.15.2	Response to Comment O-15-1	F-29
F.2.1.15.3	Comment O-15-2	F-29
F.2.1.15.4	Response to Comment O-16-2	F-30
F.2.2	Responses to Comments from Individuals	F-31
F.2.2.1	Comment I-1: Jeanne Acuña	F-31
F.2.2.1.1	Comment I-1-1	F-31
F.2.2.1.2	Response to Comment I-1-1	F-31
F.2.2.2	Comment I-2: Kristin and Doug Allison	F-31
F.2.2.2.1	Comment I-2-1	F-31
F.2.2.2.2	Response to Comment I-2-1	F-32
F.2.2.3	Comment I-3: Erne Ballinger	F-32
F.2.2.3.1	Comment I-3-1	F-32
F.2.2.3.2	Response to Comment I-3-1	F-33
F.2.2.4	Comment I-4: Christine Bell	F-33
F.2.2.4.1	Comment I-4-1	F-33
F.2.2.4.2	Response to Comment I-4-1	F-34
F.2.2.5	Comment I-5: Susan Begun	F-34
F.2.2.5.1	Comment I-5-1	F-34
F.2.2.5.2	Response to Comment I-5-1	F-35
F.2.2.6	Comment I-6: Davida Brookfield	F-35
F.2.2.6.1	Comment I-6-1	F-35
F.2.2.6.2	Response to Comment I-6-1	F-35
F.2.2.7	Comment I-7: Amy Calhoun	F-36
F.2.2.7.1	Comment I-7-1	F-36
F.2.2.7.2	Response to Comment I-7-1	F-36

F.2.2.8	Comment I-8: Helen C. Cannon.....	F-36
F.2.2.8.1	Comment I-8-1.....	F-36
F.2.2.8.2	Response to Comment I-8-1.....	F-37
F.2.2.9	Comment I-9: Marilyn Cannon.....	F-37
F.2.2.9.1	Comment I-9-1.....	F-37
F.2.2.9.2	Response to Comment I-9-1.....	F-37
F.2.2.10	Comment I-10: Donna Cherlin.....	F-37
F.2.2.10.1	Comment I-10-1.....	F-37
F.2.2.10.2	Response to Comment I-10-1.....	F-37
F.2.2.11	Comment I-11: Katharina von Neumann Cosel.....	F-38
F.2.2.11.1	Comment I-11-1.....	F-38
F.2.2.11.2	Response to Comment I-11-1.....	F-38
F.2.2.12	Comment I-12: Kathleen Curtis.....	F-39
F.2.2.12.1	Comment I-12-1.....	F-39
F.2.2.12.2	Response to Comment I-12-1.....	F-39
F.2.2.13	Comment I-13: Dave Davis.....	F-39
F.2.2.13.1	Comment I-13-1.....	F-39
F.2.2.13.2	Response to Comment I-13-1.....	F-40
F.2.2.13.3	Comment I-13-2.....	F-40
F.2.2.13.4	Response to Comment I-13-2.....	F-40
F.2.2.13.5	Comment I-13-3.....	F-40
F.2.2.13.6	Response to Comment I-13-3.....	F-41
F.2.2.13.7	Comment I-13-4.....	F-41
F.2.2.13.8	Response to Comment I-13-4.....	F-41
F.2.2.13.9	Comment I-13-5.....	F-41
F.2.2.13.10	Response to Comment I-13-5.....	F-42
F.2.2.13.11	Comment I-13-6.....	F-42
F.2.2.13.12	Response to Comment I-13-6.....	F-42
F.2.2.13.13	Comment I-13-7.....	F-43
F.2.2.13.14	Response to Comment I-13-7.....	F-43
F.2.2.13.15	Comment I-13-8.....	F-43
F.2.2.13.16	Response to Comment I-13-8.....	F-44
F.2.2.14	Comment I-14: Brigitte and Steve DeLeon.....	F-44

F.2.2.14.1	Comment I-14-1	F-44
F.2.2.14.2	Response to Comment I-43-1	F-44
F.2.2.15	Comment I-15: Tim Dellinger	F-44
F.2.2.15.1	Comment I-15-1	F-44
F.2.2.15.2	Response to Comment I-15-1	F-45
F.2.2.16	Comment I-16: Jennifer Duckhorn	F-46
F.2.2.16.1	Comment I-16-1	F-46
F.2.2.16.2	Response to Comment I-16-1	F-46
F.2.2.17	Comment I-17: Barbara Farrell	F-46
F.2.2.17.1	Comment I-17-1	F-46
F.2.2.17.2	Response to Comment I-17-1	F-47
F.2.2.18	Comment I-18: Margreet Fledderus	F-47
F.2.2.18.1	Comment I-18-1	F-47
F.2.2.18.2	Response to Comment I-18-1	F-48
F.2.2.19	Comment I-19: Lucy Hardcastle	F-48
F.2.2.19.1	Comment I-18-1	F-48
F.2.2.19.2	Response to Comment I-19-1	F-48
F.2.2.20	Comment I-20: Tony Hawke	F-48
F.2.2.20.1	Comment I-19-1	F-48
F.2.2.20.2	Response to Comment I-20-1	F-48
F.2.2.21	Comment I-21: Allan Hill	F-48
F.2.2.21.1	Comment I-21-1	F-48
F.2.2.21.2	Response to Comment I-21-1	F-49
F.2.2.21.3	Comment I-21-2	F-49
F.2.2.21.4	Response to Comment I-21-2	F-50
F.2.2.22	Comment I-22: Cheryl Jern	F-50
F.2.2.22.1	Comment I-22-1	F-50
F.2.2.22.2	Response to Comment I-22-1	F-51
F.2.2.23	Comment I-23: Emily J-M	F-51
F.2.2.23.1	Comment I-23-1	F-51
F.2.2.23.2	Response to Comment I-23-1	F-52
F.2.2.24	Comment I-24: Susan Jungfrau	F-52
F.2.2.24.1	Comment I-24-1	F-52

F.2.2.24.2	Response to Comment I-24-1	F-53
F.2.2.25	Comment I-25: Leander Kahney	F-54
F.2.2.25.1	Comment I-25-1	F-54
F.2.2.25.2	Response to Comment I-25-1	F-54
F.2.2.26	Comment I-26: Kevin Keating	F-55
F.2.2.26.1	Comment I-25-1	F-55
F.2.2.26.2	Response to Comment I-26-1	F-55
F.2.2.27	Comment I-27: Gerry Kelsall.....	F-55
F.2.2.27.1	Comment I-27-1	F-55
F.2.2.27.2	Response to Comment I-27-1	F-55
F.2.2.28	Comment I-28: Vicki Knirck.....	F-56
F.2.2.28.1	Comment I-28-1	F-56
F.2.2.28.2	Response to Comment I-28-1	F-56
F.2.2.29	Comment I-29: Sandra Krey	F-56
F.2.2.29.1	Comment I-29-1	F-56
F.2.2.29.2	Response to Comment I-29-1	F-56
F.2.2.29.3	Comment I-29-2.....	F-57
F.2.2.29.4	Response to Comment I-29-2.....	F-57
F.2.2.30	Comment I-30: Joan Langfeld.....	F-58
F.2.2.30.1	Comment I-30-1	F-58
F.2.2.30.2	Response to Comment I-30-1	F-60
F.2.2.31	Comment I-31: Jeanette Lebell	F-60
F.2.2.31.1	Comment I-31-1	F-60
F.2.2.31.2	Response to Comment I-31-1	F-61
F.2.2.32	Comment I-32: Talia Machado.....	F-61
F.2.2.32.1	Comment I-32-1	F-61
F.2.2.32.2	Response to Comment I-32-1	F-62
F.2.2.33	Comment I-33: Leslie Markham	F-62
F.2.2.33.1	Comment I-33-1	F-62
F.2.2.33.2	Response to Comment I-33-1	F-63
F.2.2.34	Comment I-34: Camille Matson.....	F-64
F.2.2.34.1	Comment I-34-1	F-64
F.2.2.34.2	Response to Comment I-34-1	F-64

F.2.2.35	Comment I-35: Sean McFarland	F-65
F.2.2.35.1	Comment I-35-1	F-65
F.2.2.35.2	Response to Comment I-35-1	F-66
F.2.2.36	Comment I-36: Dan Northern.....	F-66
F.2.2.36.1	Comment I-36-1	F-66
F.2.2.36.2	Response to Comment I-36-1	F-66
F.2.2.36.3	Comment I-36-2	F-67
F.2.2.36.4	Response to Comment I-36-2	F-67
F.2.2.37	Comment I-37: Sunoma Northern	F-67
F.2.2.37.1	Comment I-76-1	F-67
F.2.2.37.2	Response to Comment I-37-1	F-67
F.2.2.38	Comment I-38: Mina Olamina	F-68
F.2.2.38.1	Comment I-38-1	F-68
F.2.2.38.2	Response to Comment I-38-1	F-68
F.2.2.39	Comment I-39: Alexia Pellegrini.....	F-68
F.2.2.39.1	Comment I-39-1	F-68
F.2.2.39.2	Response to Comment I-39-1	F-68
F.2.2.40	Comment I-40: Brian Plaughter.....	F-69
F.2.2.40.1	Comment I-40-1	F-69
F.2.2.40.2	Response to Comment I-40-1	F-69
F.2.2.41	Comment I-41: Charles Reed	F-69
F.2.2.41.1	Comment I-41-1	F-69
F.2.2.41.2	Response to Comment I-41-1	F-70
F.2.2.42	Comment I-42: Yvette Serrano	F-71
F.2.2.42.1	Comment I-42-1	F-71
F.2.2.42.2	Response to Comment I-42-1	F-71
F.2.2.43	Comment I-43: Allison Sides.....	F-71
F.2.2.43.1	Comment I-43-1	F-71
F.2.2.43.2	Response to Comment I-43-1	F-72
F.2.2.44	Comment I-44: Gwen Smith.....	F-72
F.2.2.44.1	Comment I-44-1	F-72
F.2.2.44.2	Response to Comment I-44-1	F-72
F.2.2.45	Comment I-45: Jim and Cathy Smith	F-72

F.2.2.45.1	Comment I-45-1	F-72
F.2.2.45.2	Response to Comment I-45-1	F-73
F.2.2.46	Comment I-46: Madeline Solomon.....	F-73
F.2.2.46.1	Comment I-46-1	F-73
F.2.2.46.2	Response to Comment I-46-1	F-76
F.2.2.46.3	Comment I-46-2	F-76
F.2.2.46.4	Response to Comment I-46-2.....	F-77
F.2.2.46.5	Comment I-46-3.....	F-77
F.2.2.46.6	Response to Comment I-46-3.....	F-79
F.2.2.46.7	Comment I-46-4	F-79
F.2.2.46.8	Response to Comment I-46-4.....	F-81
F.2.2.46.9	Comment I-46-5.....	F-82
F.2.2.46.10	Response to Comment I-46-5.....	F-82
F.2.2.47	Comment I-47: Sonic (last name unknown)	F-83
F.2.2.47.1	Comment I-47-1.....	F-83
F.2.2.47.2	Response to Comment I-47-1	F-83
F.2.2.48	Comment I-48: Nathan Spindel.....	F-83
F.2.2.48.1	Comment I-48-1	F-83
F.2.2.48.2	Response to Comment I-48-1	F-84
F.2.2.49	Comment I-49: Pamela Steffen.....	F-84
F.2.2.49.1	Comment I-48-1	F-84
F.2.2.49.2	Response to Comment I-49-1	F-84
F.2.2.50	Comment I-50: Jill Templeton	F-84
F.2.2.50.1	Comment I-50-1	F-84
F.2.2.50.2	Response to Comment I-50-1	F-85
F.2.2.51	Comment I-51: Jess Todd.....	F-86
F.2.2.51.1	Comment I-51-1.....	F-86
F.2.2.51.2	Response to Comment I-50-1	F-86
F.2.2.52	Comment I-52: Lori Todd	F-86
F.2.2.52.1	Comment I-52-1	F-86
F.2.2.52.2	Response to Comment I-52-1	F-87
F.2.2.52.3	Comment I-52-2	F-87
F.2.2.52.4	Response to Comment I-52-2.....	F-87

F.2.2.52.5	Comment I-52-3	F-87
F.2.2.52.6	Response to Comment I-52-3	F-87
F.2.2.53	Comment I-53: Ed Tollefson	F-88
F.2.2.53.1	Comment I-53-1	F-88
F.2.2.53.2	Response to Comment I-53-1	F-89
F.2.2.54	Comment I-54: Jan Tyler.....	F-89
F.2.2.54.1	Comment I-54-1	F-89
F.2.2.54.2	Response to Comment I-54-1	F-90
F.2.2.55	Comment I-55: Matthijs van Leeuwen.....	F-90
F.2.2.55.1	Comment I-55-1	F-90
F.2.2.55.2	Response to Comment I-55-1	F-91
F.2.2.56	Comment I-56: Elissa VanDeusen	F-91
F.2.2.56.1	Comment I-54-1	F-91
F.2.2.56.2	Response to Comment I-56-1	F-91
F.2.2.57	Comment I-57: Karen Walker.....	F-91
F.2.2.57.1	Comment I-57-1	F-91
F.2.2.57.2	Response to Comment I-75-1	F-92
F.2.2.58	Comment I-58: James Williams	F-92
F.2.2.58.1	Comment I-56-1	F-92
F.2.2.58.2	Response to Comment I-58-1	F-92
F.2.2.59	Comment I-59: Cori Wood	F-92
F.2.2.59.1	Comment I-59-1	F-92
F.2.2.59.2	Response to Comment I-59-1	F-93
F.2.2.60	Comment I-60: Neil and Judy Yeager	F-93
F.2.2.60.1	Comment I-60-1	F-93
F.2.2.60.2	Response to Comment I-60-1	F-93

F.1 Master Responses

F.1.1 Master Response MR 1 – Bicycle Lanes and Facilities

Several comments were received regarding bicycle improvements proposed as part of the Project. Commenters expressed opposition to Class II bicycle lanes on State Route (SR) 116, particularly through downtown Forestville, and requested that Caltrans instead implement Class III bicycle facilities or not implement any new facilities and have bicyclists rely on the existing West County/ Joe Rodota Trail. Commenters also raised concerns that Class II bicycle lanes would be unnecessary, unsafe, inconsistent with local bicycle travel patterns, discontinuous, or inappropriate given existing vehicle and truck traffic on SR 116 through downtown Forestville. Some commenters also asked whether Class II bicycle lanes would be buffered, whether bicycle improvements would be constructed as part of this Project or as part of a separate County effort, and whether the Project would include Class II bicycle lanes through downtown Forestville/ Front Street. Other commenters expressed general support for bicycle safety improvements, Class II bicycle lanes, wider shoulders, or lane narrowing, or requested improved bicycle and pedestrian connectivity in specific locations.

Comments requesting alternative design concepts, such as alternative bicycle routes, bicycle treatments, or bicycle improvements outside the Project limits, are addressed in Master Response MR 3 – Alternative Design Concepts or Offsite Improvements.

The Draft IS/MND states that the Project would “widen narrow shoulders to provide Class II bicycle lanes and bicycle pull outs.” These bicycle-related improvements are included as part of the Project’s Complete Streets improvements. The Bicycle Facilities discussion in Section 1.2.2.3, Americans with Disabilities Act and Complete Streets Improvements, further states that the Caltrans District 4 Bike Plan and the Sonoma County Bicycle and Pedestrian Plan propose Class II bicycle lanes on SR 116 in the Project corridor. That section states that the Project proposes widening narrow shoulders to provide bicycle pullouts at eight locations, from Odd Fellows Park Road (PM 14.0) to Green Valley Road (PM R22.13) and creating Class II bicycle lanes in existing paved shoulders from Green Valley Road (PM R22.13) to Mill Station Road (PM 25.05). These locations are identified in Table 3, Bicycle Pullout Locations, and are depicted on the project mapping included in Appendix E, Project Mapping. Whether the Class II bicycle lanes from Green Valley Road to Mill Station Road would be buffered would be determined during final design, based on available roadway width, applicable design standards, and site-specific constraints. The Draft IS/MND also states that the Project would repave the West County/ Joe Rodota Trail, an off-street Class I bicycle facility. The Project-related bicycle improvements described above would not occur in downtown Forestville and would not remove existing parking.

Several commenters reference Class II bicycle lane improvements through downtown Forestville/Front Street and suggest these improvements are part of the proposed Project analyzed in the Draft IS/MND. Those improvements, however, are evaluated separately by Sonoma County Public Infrastructure as part of the separate Front Street

(Highway 116) Active Transportation Project, which includes the area along SR 116 from Mirabel Road to Covey Road. This Draft IS/MND analyzed the potential for significant impacts to environmental resources as a result of the proposed SR 116 Capital Preventive Maintenance Project. The proposed Project would repave the highway and does not propose bicycle lane improvements in downtown Forestville. Additional detail regarding completed and planned coordination and outreach between Caltrans, the community, and other agencies and organizations—including but not limited to Sonoma County, the Forestville Chamber of Commerce, and local businesses—is provided in Master Response MR 5 – Community and Agency Coordination.

The Front Street (Highway 116) Active Transportation Project is being developed separately by Sonoma County Public Infrastructure. Questions regarding the design status, public review process, schedule, or supporting documentation for that separate project should be directed to Sonoma Public Infrastructure. Caltrans understands that the County is still developing bicycle facility designs for downtown Forestville. Caltrans continues to coordinate with the County regarding that separate effort, including participating in discussions about the potential options to retain existing on-street and local parking to the extent possible.

F.1.2 Master Response MR 2 – Parking and Business Access

Several comments were received regarding potential parking impacts in downtown Forestville. Commenters expressed concern that bicycle lanes or roadway reconfiguration on SR 116/Front Street would remove or reduce existing on-street parking, make parking less convenient for customers, affect short-duration business visits, shift parking demand to side streets or areas such as Oaks Park, and harm local businesses. Commenters also noted that close-in parking is important for older adults, persons with disabilities, families with children, and others who may have difficulty walking longer distances or crossing SR 116 from more remote parking areas. Some commenters asked whether parking and business-access impacts had been studied, whether replacement parking would be provided, and whether parking changes would affect diagonal parking or create conflicts with vehicles backing out of parking spaces. Other commenters supported bicycle improvements and stated that bicycle and pedestrian infrastructure can be compatible with local business activities.

As discussed in Master Response MR 1 – Bicycle Lanes and Facilities, several comments appear to be responding to a perceived Class II bicycle lane design through downtown Forestville/Front Street that commenters understood to be part of the proposed Project analyzed in the Draft IS/MND. Those improvements, however, are being evaluated separately by Sonoma County Public Infrastructure as part of the Front Street (Highway 116) Active Transportation Project. The proposed Project, including the bicycle-related improvements described in the Draft IS/MND, does not include the removal of any existing parking spaces in downtown Forestville or any other areas. A new section, 1.4 Project Background, was added to the Final IS/MND to explain how

Class II bicycle lanes through downtown Forestville/Front Street are part of Sonoma County Public Infrastructure's Front Street (Highway 116) Active Transportation Project, which is a separate and complete Project from Caltrans 116 CAPM Project, and are outside the scope of the proposed Project. Although comments received regarding concerns for parking and construction of a Class II bicycle lane through downtown Forestville/Front Street have been reviewed by Caltrans, approval for the County's project is separate from that of the proposed Project.

Questions regarding the design status, parking effects, public review process, schedule, or supporting documentation for the Front Street (Highway 116) Active Transportation Project should be directed to Sonoma County Public Infrastructure. Caltrans will continue coordinating with Sonoma County Public Infrastructure as that separate effort advances. Comments regarding the type, location, and design of bicycle facilities included for the proposed Project are addressed in Master Response MR 1 – Bicycle Lanes and Facilities. Additional detail regarding completed and future coordination with Sonoma County, the Forestville Chamber of Commerce, local businesses, and the community is provided in Master Response MR 5 – Community and Agency Coordination.

Caltrans acknowledges the importance of parking and convenient business access in downtown Forestville, including access for local businesses, residents, older adults, persons with disabilities, families with children, and visitors. The Draft IS/MND evaluates the physical environmental effects of the proposed Project, including effects on transportation, pedestrian facilities, construction traffic, access, and related safety considerations. Because the proposed Project, including the bicycle-related improvements described in the Draft IS/MND, would not remove existing parking, including parking in downtown Forestville, the Project would not result in parking-related physical environmental impacts requiring additional analysis in the Final IS/MND. To the extent that comments raise concerns regarding economic effects on local businesses, CEQA does not require analysis of economic or social effects except where those effects would result in a physical change in the environment. Comments regarding pedestrian safety, including pedestrian crossings, walking access, and access for persons with disabilities, are addressed in Master Response MR 4 – Pedestrian Safety and Crossings.

F.1.3 Master Response MR 3 – Alternative Design Concepts or Offsite Improvements

Commenters provided a range of recommendations regarding alternative design approaches for the proposed SR 116 improvements, particularly related to bicycle facilities, roadway configuration, traffic operations, and pedestrian safety. These comments generally fall into several overarching themes, including alternative bicycle facility types and routing, preservation of on-street parking and alternatives that preserve the existing roadway configuration, alternatives involving targeted safety improvements in lieu of geometric changes, and consideration of larger system-level alternatives or improvements outside the Project scope or limits.

Commenters suggested a variety of alternatives to the bicycle facilities described in the Draft IS/MND, particularly for downtown Forestville. These suggestions included using Class III shared bicycle routes with sharrows and signage instead of Class II bicycle lanes, directing bicyclists to the West County/Rodota Trail, routing bicycle travel to parallel or lower-volume streets, expanding or improving off-street or regional trail connections, and adding wayfinding signage or bicycle parking rather than dedicated on-street bicycle lanes in constrained downtown areas.

Many commenters emphasized alternative designs that would maintain the existing downtown roadway configuration to avoid impacts to parking, access, and business activity. Recommended alternative designs include repaving with minimal geometric changes, avoiding lane reconfiguration or narrowing; retaining existing on-street parking and two-lane operations; and implementing limited intersection improvements (e.g., turn lanes) without altering the overall roadway cross-section. Comments regarding parking, business access, and roadway configurations intended to preserve existing parking are addressed in Master Response MR 2 – Parking and Business Access.

Several comments supported improving pedestrian safety through operational and traffic control measures rather than modifying roadway geometry. Suggested alternative designs include enhanced speed management measures, such as advance warning signs, pavement markings, and radar feedback signs; installation of flashing beacons or other active warning devices at key approaches and intersections; additional or modified pedestrian crossings, including high-visibility crosswalks, rectangular rapid flashing beacons (RRFBs), and other treatments not identified in the proposed Project; and localized traffic calming treatments that do not require removal of parking or lane narrowing. The proposed Project does include pedestrian safety and accessibility improvements, including Americans with Disabilities Act (ADA) curb ramps, pedestrian landings, streetlights, bus pads, crosswalk locations, sidewalk locations, and accessible pedestrian signals, as described in Master Response MR 4 – Pedestrian Safety and Crossings.

Commenters also proposed other broader or corridor-level alternatives, including development of a truck bypass or alternate alignment to divert heavy vehicles from downtown; expansion or enhancement of the regional trail network as an alternative to on-highway bicycle facilities; additional turn lanes, speed management treatments, or traffic control devices; rerouting of traffic onto alternate corridors; and incorporation of additional wildlife crossing or connectivity features beyond those identified in the Draft IS/MND. These recommendations generally extend beyond the scope of the proposed Project. Although these concepts are acknowledged and may inform future planning efforts by Caltrans or partner agencies, they are not currently included as part of this Project.

Caltrans appreciates the range of alternative design suggestions provided by commenters. As described in the Draft IS/MND, the Project has been developed to be consistent with applicable Caltrans policies, including Complete Streets Guidance, while also considering site-specific physical constraints, operational needs, and community input. The proposed design reflects a balanced approach to improving pavement

conditions, safety, and multimodal accessibility within the Project limits. The CEQA Guidelines do not require that a lead agency explore alternative design concepts for an IS/MND in the same manner required for an Environmental Impact Report. In the case of an IS/MND, CEQA requires that the proposed Project be designed in such a way that impacts are less than significant. CEQA does not require the inclusion of additional build alternatives, design elements, or interim improvements where the Draft IS/MND supports a determination that the proposed Project, as designed, would meet the Project's purpose and need while avoiding or reducing environmental impacts to a less-than-significant level.

The alternatives and design modifications suggested by commenters—including modifications to the proposed bicycle facilities, rerouting of bicycle facilities, addition of traffic control measures, and intersection or crossing improvements—have been noted and may be considered, as appropriate, during future planning, design, or separate project development efforts, subject to engineering feasibility, right-of-way constraints, safety standards, jurisdictional responsibility, and funding availability.

Caltrans will continue to coordinate with local agencies and stakeholders, as appropriate, consistent with Project objectives and regulatory requirements. Additional detail regarding coordination with Sonoma County, other public agencies, community organizations, local businesses, property owners, and other interested parties is provided in Master Response MR 5 – Community and Agency Coordination.

F.1.4 Master Response MR 4 – Pedestrian Safety and Crossings

Several comments were received regarding pedestrian safety, crossings, walking access, and accessibility along SR 116. Commenters requested safer pedestrian crossings, flashing beacons or other enhanced crossing treatments, improved visibility for pedestrians, safe access for children and families, and improved walking conditions for older adults and persons with disabilities. Commenters also expressed concern that perceived bicycle-lane and parking changes in downtown Forestville could affect pedestrian safety by reducing convenient parking, requiring pedestrians to walk farther or cross SR 116 from more remote parking areas, or increasing conflicts among pedestrians, bicyclists, parked vehicles, and through traffic. Commenters also asked about proposed crosswalk locations, including whether crosswalks would connect to sidewalks or other pedestrian facilities, and raised concerns regarding vehicle speeds and truck traffic.

The Draft IS/MND identifies pedestrian improvements as part of Section 1.2.2.3, Americans with Disabilities Act and Complete Streets Improvements. The proposed Project would upgrade existing pedestrian infrastructure to comply with current ADA standards and would improve pedestrian and bicycle infrastructure in accordance with Caltrans' Complete Streets Guidance. The current design includes upgrades, additions, or replacements of 40 ADA curb ramps, three pedestrian landings, six streetlights, eight driveways, three bus pads, 12 crosswalk locations, three sidewalk locations, and 34

additional accessible pedestrian signals. The pedestrian improvements include constructing missing sidewalk sections, adding new crosswalks, restriping existing crosswalks, upgrading curb ramps, installing detectable warning surfaces and pedestrian landing pads, and installing new or upgraded accessible pedestrian signals where required.

The locations of proposed pedestrian improvements are identified in Table 2, Pedestrian Facility Locations, of the Draft IS/MND. These include, among other locations, proposed improvements at Packinghouse Road, Travis Road, Occidental Road, Graton Road, Mill Station Road, Meuller Road, and several locations in Guerneville. At Packinghouse Road, the Draft IS/MND identifies two curb ramps, a new crosswalk, a new pedestrian hybrid beacon, two accessible pedestrian signal systems, and two detectable warning surfaces. At Occidental Road, the Draft IS/MND identifies curb ramps, crosswalk restriping, sidewalk improvements, accessible pedestrian signal systems, detectable warning surfaces, curb and gutter, and driveway work.

Caltrans acknowledges comments requesting additional or modified pedestrian safety improvements, including flashing beacons, additional crosswalks, curb extensions, turn lanes, sidewalk extensions, shared pedestrian/bicycle paths, and other traffic-calming or access improvements. The proposed Project includes the pedestrian improvements described in the Draft IS/MND and identified in Table 2. Requests for additional design concepts, new pedestrian facilities not included in the proposed Project, or improvements outside the Project scope or limits are addressed in Master Response MR 3 – Alternative Design Concepts or Offsite Improvements.

As discussed in Master Response MR 1 – Bicycle Lanes and Facilities, several comments appear to be responding to a perceived Class II bicycle lane design through downtown Forestville/Front Street; however, those downtown Forestville bicycle and pedestrian improvements are being evaluated by Sonoma County Public Infrastructure as part of a separate project (The Front Street [Highway 116] Active Transportation Project) and are not part of the proposed Project. As discussed in Master Response MR 2 – Parking and Business Access, the proposed Project, including the bicycle-related improvements described in the Draft IS/MND, would not remove existing parking, including parking in downtown Forestville.

F.1.5 Master Response MR 5 – Community and Agency Coordination

Several comments were received regarding coordination between Caltrans, Sonoma County, other public agencies, community organizations, local businesses, property owners, and other interested parties. Commenters requested that Caltrans coordinate with Sonoma County Public Infrastructure, the Forestville Chamber of Commerce, downtown Forestville businesses, community members, and other local stakeholders regarding bicycle and pedestrian improvements, parking, business access, and related design considerations. Commenters also requested coordination regarding other nearby or related efforts, including the planned Forestville Skate Spot and Community Park,

potential pedestrian crossings near Packinghouse Road, quarry access and operations, and potential bypass concepts suggested by commenters.

Chapter 3, Coordination, of the Draft IS/MND describes coordination and outreach completed for the proposed Project. Chapter 3 states that Caltrans is coordinating with Sonoma County in the development of the proposed Project, specifically in the areas of Guerneville and Forestville, where there is a cooperative effort to plan and implement ADA and Complete Streets components in the proposed Project footprint in areas owned and/or managed by Sonoma County. Section 3.1, Community Outreach, describes public availability of the Draft IS/MND, project maps, project information, and supporting technical studies, including availability at the Caltrans District 4 Office; on the Caltrans District 4 Environmental Documents by County website; and at local libraries in Guerneville, Forestville, and Sebastopol. Section 3.2, Consultation and Coordination with Public Agencies, identifies agency consultation and coordination completed during the environmental evaluation process.

Caltrans acknowledges that several comments requested clarification regarding the relationship between the proposed Project and other planned or potential improvements in downtown Forestville, including the respective roles and responsibilities of Caltrans and Sonoma County Public Infrastructure. As discussed in Master Response MR 1 – Bicycle Lanes and Facilities and Master Response MR 2 – Parking and Business Access, the proposed Project analyzed in the Draft IS/MND is the SR 116 Capital Preventive Maintenance Project. Bicycle and pedestrian improvements in downtown Forestville, including the area along SR 116 from Mirabel Road to Covey Road, are being evaluated by Sonoma County Public Infrastructure as part of a separate active transportation project and are not part of the proposed Project. Caltrans will continue coordinating with Sonoma County Public Infrastructure as that separate effort advances, including on issues such as bicycle facility design, pedestrian improvements, parking, and business access, as appropriate. Caltrans will coordinate with Sonoma County during additional public outreach. Caltrans will also attend a community meeting to be arranged by Sonoma County Public Infrastructure this summer to ensure constructive engagement with the community towards balancing the needs of all users with the respective projects.

Caltrans also acknowledges comments requesting coordination with the Forestville Chamber of Commerce, local businesses, community groups, residents, and property owners. Caltrans will continue to coordinate with Sonoma County and other interested parties, as appropriate, during design and construction. This coordination may include continued discussion of construction access, traffic handling, project design refinements, pedestrian and bicycle facility details, and construction-period coordination with affected businesses, property owners, and community facilities.

Comments pertaining to or recommending alternative designs, including alternative bicycle routes, a potential truck bypass, additional turn lanes, additional pedestrian crossings, curb extensions, traffic-calming measures, or improvements outside the Project scope or limits, are addressed in Master Response MR 3 – Alternative Design Concepts or Offsite Improvements. Comments regarding pedestrian crossings and

pedestrian safety improvements included in the proposed Project are addressed in Master Response MR 4 – Pedestrian Safety and Crossings.

F.1.6 Master Response MR 6 – Separate Projects and Requests Outside the Project Scope

Several comments reference external issues and other projects that are outside the scope of the proposed Project. This includes references to existing conditions external to the Project, such as transportation and traffic issues (e.g., large trucks driving through downtown Forestville); existing wildlife fatalities associated with wildlife crossings; and references to other projects, such as rock quarry projects west of Forestville and other potential or future roadway, drainage, or flooding-warning improvements.

The purpose of the proposed Project is to preserve, repair, and extend the service life of the existing pavement and improve ride quality for the traveling public along SR 116 from Church Street, PM 7.74, in Monte Rio; to Mill Station Road, PM 25.05, near Sebastopol. The proposed Project also includes drainage improvements, guardrail replacement, ADA and Complete Streets improvements, bicycle-related improvements, pedestrian improvements, and related project components within the Project limits. Comments that raise specific environmental concerns regarding the proposed Project are addressed in the applicable Master Responses or individual responses to comments.

Caltrans acknowledges comments regarding existing conditions, separate projects, potential future improvements, and other facilities or locations outside the proposed Project scope or limits, including concerns related to traffic, flooding, and wildlife safety along other segments of SR 116 and other roadways in the region. These comments are acknowledged and included in the public record for decision-maker consideration. However, because these comments address conditions, facilities, or projects outside the scope of the proposed Project, they do not identify environmental effects of the proposed Project that require additional analysis or mitigation in the Final IS/MND. In addition, as described in Section 2.1.21, Mandatory Findings of Significance, of the Final IS/MND, Caltrans completed an expanded review of other projects in the vicinity of the proposed Project and determined that past, present, or reasonably foreseeable future projects would result in some cumulative effects together with implementation of the proposed Project, but they are less than significant.

Comments regarding requests for alternative design concepts, offsite improvements, or additional project features not included in the proposed Project are addressed in Master Response MR 3 – Alternative Design Concepts or Offsite Improvements. Comments regarding coordination with Sonoma County, other agencies, local businesses, property owners, and interested parties are addressed in Master Response MR 5 – Community and Agency Coordination. No edits to the IS/MND have been made in response to these comments.

F.1.7 Master Response MR 7 – CEQA Process and Public Review

Several commenters questioned the adequacy of the CEQA process conducted for the proposed Project, including concerns regarding public noticing; opportunities for comment; sufficiency of the duration of the public review period; accessibility of environmental documentation and supporting materials (e.g., technical studies); and the reliance on Caltrans Standard Specifications and Special Provisions, regulatory requirements, and best management practices (BMPs) in the significance determinations. Commenters also raised concerns regarding the clarity of the Project description; the relationship between the proposed Project and other planned or potential improvements; cumulative impacts; and whether additional review, recirculation, or preparation of an Environmental Impact Report would be required. Several of these topics overlap with specific issues addressed in the preceding Master Responses, including bicycle lanes and facilities, parking and business access, alternative design concepts or offsite improvements, community and agency coordination, and separate projects or requests outside the Project scope.

Caltrans conducted public review in accordance with all applicable public noticing requirements set forth in CEQA Guidelines Sections 15072 and 15073. A Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration was made available to the public on April 3, 2026. The NOI included a brief description of the Project, its proposed environmental determination, locations where the Draft IS/MND was available for review, and instructions for submitting written comments. In addition, Caltrans filed a Notice of Completion (NOC) with the State Clearinghouse on April 3 that was published on April 6, 2026, initiating formal interagency review.

Public notification efforts included, but were not limited to the following:

- Publication of a notice in the *Press Democrat* on April 12, 2026, and April 19, 2026; and a notice in the *El Observador* on April 3, 2026 (hard copy) and April 16 through April 22, 2026 (digital advertisement)
- Distribution of notices to property owners and business owners in the following mailer carrier routes: zip code 95436 – R002, R003, R004; zip code 95446 – R001, R002, R003, R004; zip code 95462 – H084; and zip code 95472 – C001, C004, C005, C008, C013, C016, R005, R001, C019, C018, C014, and C010
- Online availability via <https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs>

CEQA requires a “good faith effort” to provide notice to the public and interested agencies; it does not require actual notice to every individual (CEQA Guidelines §15072). Courts have consistently upheld that compliance with prescribed noticing procedures satisfies CEQA’s procedural requirements. Accordingly, Caltrans has satisfied its legal obligations for public notification.

Some commenters asserted that the public review period was insufficient to allow meaningful public participation. CEQA Guidelines Section 15073 requires a minimum public review period of 20 days, or 30 days when submitted to the State Clearinghouse. The Draft IS/MND was circulated for a 31-day review period from April 3, 2026, through May 4, 2026, consistent with CEQA requirements. Caltrans also accepted comments received after the close of the formal review period through May 5, 2026. Although Caltrans acknowledges requests for extended review periods, CEQA does not obligate the Lead Agency to extend circulation beyond the prescribed timeframe where the statutory requirements have been met.

Several commenters expressed concerns regarding the level of public engagement and requested additional public meetings. CEQA does not require a public hearing or meeting for projects evaluated under an IS/MND (CEQA Guidelines §§15070–15075). Nonetheless, Caltrans voluntarily conducted outreach activities to facilitate public participation, including the following:

- A public meeting held on April 21, 2026, at the El Molino Campus Library at 7050 Covey Road, Forestville, CA 95436
- Availability of Project staff via email at Sonoma116repaving@dot.ca.gov
- Ongoing coordination with stakeholders and agencies

These efforts reflect Caltrans' commitment to meaningful public engagement. Caltrans will continue to provide opportunities for public involvement during subsequent phases of Project development, as appropriate. Additional information regarding community and agency coordination is provided in Master Response MR 5 – Community and Agency Coordination.

Commenters raised concerns regarding access to the Draft IS/MND and its supporting technical studies. During the public review period, Caltrans made the Draft IS/MND available through multiple channels:

- Online via the District 4 Environmental Documents by County Website: <https://dot.ca.gov/caltrans-near-me/district-4/d4-popular-links/d4-environmental-docs>
- Hard copies at the Caltrans District 4 office at 111 Grand Avenue, Oakland, CA 94612
- Hard copies at local libraries identified in the Draft IS/MND, including libraries in Guerneville, Forestville, and Sebastopol
- Upon request in alternative formats, consistent with accessibility requirements

All technical studies relied on to support the environmental analysis were incorporated by reference or otherwise made available for public review upon request. CEQA requires that environmental documents be reasonably available for public review; it does not require that every supporting document be physically distributed to all interested parties (*Laurel Heights Improvement Assn. v. Regents of University of California* [1988] 47 Cal.3d 376, 404). Caltrans has satisfied this standard but acknowledges comments requesting easier access to supporting technical studies and will consider document-access improvements for future public review processes, as appropriate.

Commenters questioned the transparency and accessibility of Caltrans Standard Specifications and Special Provisions referenced in the IS/MND. Caltrans Standard Specifications are publicly available, standardized requirements that govern construction practices and support compliance with applicable environmental protection measures. These specifications are accessible at:

- <https://dot.ca.gov/programs/design/manual-standard-specifications>

Project-specific Special Provisions are developed during final design to address site-specific conditions and regulatory requirements. These provisions are enforceable through the construction contract. CEQA permits reliance on regulatory compliance and established standards in determining whether impacts are less than significant. Courts have upheld that compliance with existing regulatory schemes can constitute substantial evidence supporting a less-than-significant impact determination (*Save Our Big Trees v. City of Santa Cruz* (2015) 241 Cal.App.4th 694, 706–707). The Draft IS/MND identifies applicable project features, avoidance and minimization measures, mitigation measures, regulatory requirements, BMPs, and standard construction requirements that would be implemented as part of the proposed Project. Together with the supporting technical studies, these requirements provide the basis for the Draft IS/MND’s significance determinations. Accordingly, the Draft IS/MND appropriately relies on Caltrans Standard Specifications and other enforceable regulatory and construction requirements as part of the Project’s environmental framework.

Some commenters also asserted that the Draft IS/MND failed to identify all federal, state, and local regulations, ordinances, and BMPs relied upon to reduce impacts. The Draft IS/MND evaluates environmental impacts within the context of a regulatory framework governing transportation projects in California, including requirements related to biological resources, hydrology and water quality, air quality, cultural resources, hazards and hazardous materials, and greenhouse gas reduction strategies. Compliance with applicable regulatory requirements is mandatory and enforceable as part of Project implementation. CEQA does not require the exhaustive listing of every applicable regulation; rather, it requires a good faith, reasoned analysis supported by substantial evidence (CEQA Guidelines §15151). The adequacy of an IS/MND is judged by whether it provides sufficient information to permit informed decision-making and public participation, not by perfection (*Association of Irrigated Residents v. County of Madera* [2003] 107 Cal.App.4th 1383, 1397). The IS/MND meets this standard by identifying key regulatory requirements and explaining how compliance will avoid or reduce impacts.

Caltrans has complied with all applicable CEQA procedural requirements related to public noticing, document circulation, and public review. The agency has also undertaken additional outreach efforts to enhance transparency and community participation. The Final IS/MND reflects Caltrans’ careful consideration of all comments received and incorporates revisions where appropriate. Caltrans remains committed to an open and transparent process and will continue to provide opportunities for stakeholder engagement as the Project advances.

F.2 Comments and Responses

Section F.2 presents the full text of each public comment, grouped first by organizations and businesses and then by individuals. Responses follow each comment; most comments are addressed through reference to the Master Responses in Section F.1, with tailored replies provided for select comments.

Written comments were received from fourteen self-identified organizations or businesses and 58 individuals during the public review period for the Draft IS/ND. The text of each public comment is presented in the following sections. Responses follow each comment. Text changes incorporated into the IS/ND resulting from the comments are summarized in the responses or described in the Master Responses references in the individual responses. Revisions made after the public review period are indicated by a vertical line in the margin of the Final IS/ND text, similar to the one shown to the left of this paragraph.

F.2.1 Responses to Comments from Organizations and Businesses

F.2.1.1 Comment O-1: Brian Borchers, Russian River Cycle Service

F.2.1.1.1 Comment O-1-1

Speaking for the cycling community. We do not want to be on the side of the highway. Not safe, there are alternate routes. I have spent the last 25 years trying to find safe alternate routes. If cyclist safety is relevant please reach out.

F.2.1.1.2 Response to Comment O-1-1

See response to MR 1 – Bicycle Lanes and Facilities.

Caltrans acknowledges the commenter's offer to provide input regarding cyclist safety and alternate routes. The comment has been considered as part of the public review process for the Draft IS/MND; however, as discussed in Master Response MR 1 – Bicycle Lanes and Facilities, downtown Forestville bicycle facility design is being evaluated through Sonoma County Public Infrastructure's separate Front Street (Highway 116) Active Transportation Project. The commenter is encouraged to provide input to Sonoma County Public Infrastructure as that separate effort advances.

F.2.1.2 Comment O-2: Jacque Brazieal, Forestville Skatespot

F.2.1.2.1 Comment O-2-1

We are building a skatepark and Community Park in Forestville with Sonoma County Public Infrastructure. We will need, for safety, a cross walk from the Forestville Elementary School to the Packinghouse Rd/Forestville Street parcel where the Park will be built. How do we make this happen so youth can safely cross 116?

F.2.1.2.2 Response to Comment O-2-1

See response to MR 4 – Pedestrian Safety and Crossings.

See response to MR 5 – Community and Agency Coordination.

The Draft IS/MND identifies proposed pedestrian improvements at Packinghouse Road and at adjacent Travis Road, both identified at postmile 18.910 (Table 2). Improvements at both locations include new crosswalks, curb ramps, detectable warning surfaces, and accessible pedestrian signal systems.. Caltrans acknowledges the commenter’s request for a crossing that would support safe access between Forestville Elementary School and the planned Forestville Skate Spot and Community Park. The specific locations, designs, and relationship of the proposed Packinghouse and Travis Road improvements to the planned park access will be considered during final design, as appropriate.

F.2.1.3 Comment O-3: Jessie Frost, Nightingale Breads

F.2.1.3.1 Comment O-3-1

Dear Sonoma County Public Infrastructure,

I am writing to you today as the owner and operator of Nightingale Breads in Forestville to express my concerns regarding the proposed Class II bike lanes along Front Street (SR 116) between Mirabel Road and Covey Road. While I fully support making our community more accessible and safe for everyone, I believe the current design would create a significant hardship for our local small businesses.

My primary concern is the preservation of parking along Front Street. As a small, community-supported bakery that has been in operation for 17 years, we rely heavily on the ability of our customers to find quick and accessible parking near the shop. We serve a diverse group of locals and tourists, including families with young children and elderly neighbors, for whom losing street parking would make visiting us much more difficult. I know the proposed plan preserves the parking in front of the bakery, but when parking becomes scarce downtown, it will impact my business just as much as others there. Forestville is such a small blip of a town on 116 that it's easy to overlook. If parking is hard to find I fear would-be visitors will just keep driving.

I fully support the conversation about finding other parking spaces around town, but honestly, those spaces were needed in addition to our current situation. Adding other lots off the main strip, or a few spots on Covey, I don't think will make up for the need to have access within town with easy stops for customers.

Many of our customers also utilize the West County Regional Trail, which already offers a safer and much-preferred route for cyclists in our area. I'd propose a possible detour for cyclists: use Covey to Mirabel as a pass through, and use the West County Trail to and from Sebastopol.

Given the existing trail infrastructure, I also believe a shared Class III bicycle route—which allows cars and bikes to share the lane without removing vital parking—is a much better fit for this specific stretch of downtown Forestville. As a local business owner, parent, and community member, I have seen how hard we must fight for resources and infrastructure in unincorporated Sonoma County. I'd hate for the repair of our local sidewalks and crosswalks—repairs that are long overdue and desperately needed—to be wrapped up in a package that also delivers a crushing blow to our current downtown business community. I hope you will consider the economic impact on our downtown merchants and opt for a solution that supports both cyclists and the local businesses that make Forestville such a unique destination.

Thank you for gathering our feedback and for all the work you do for our county.

Best,
Jessie Frost
Nightingale Breads

F.2.1.3.2 Response to Comment O-3-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

See response to MR 4 – Pedestrian Safety and Crossings.

F.2.1.4 Comment O-4: Lucy Hardcastle, Forestville Partnership Alliance

F.2.1.4.1 Comment O-4-1

I work at Nightingale Bakery on Front Street in downtown Forestville and live across the street in a small house fronting 116. The businesses you are trying to destroy are basically my front yard.

As such I observe the comings and goings with businesses, locals and tourists all day, every day. I see the value close to destination parking has with folks jumping in and out of their cars for quick errands, to pick up cash at the bank ATM; buy batteries at the hardware store; pick up a loaf of bread or an ice cream cone. Those parking spaces aren't static, they are fluid serving hundreds of in and out trips. Losing them pushes parking onto the side streets where there aren't any extra spots available. People who live there are my neighbors. We call ourselves “townies.” Taking parking spaces from our downtown businesses affects us all. We are fighting mad.

Put your thinking caps on. We love bicyclists and thrive on their visits from all over West County and beyond. We envision bicycle tourism with wineries along the West County trail/places for them to stay with a seamless experience. Why not put a Class 2 lane

along Westside Road or other scenic corridors where tourists could bike in safety! An economic boom for the County. Plus Forestville already has a Class 2 through the West County Trail. Find a way to put bicyclists onto the West County Trail, perhaps down Kay Lane from 115 and avoid town altogether?

Lucy Hardcastle
President of the Forestville Partnership Alliance
Owners of the Oaks Park where the West County Trailhead has parking

F.2.1.4.2 Response to Comment O-4-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

F.2.1.5 Comment O-5: Adrian Manspeaker, Business (Joseph Jewell Wines)

F.2.1.5.1 Comment O-5-1

I own a small business in Forestville and adding Class 3 bike lanes will impact the parking in downtown by around 30%. Not to mention new sidewalks and all the downtime my business will see from that. I'm all for safety for bikers and foot traffic from that. However the town will greatly suffer without proper parking.

F.2.1.5.2 Response to Comment O-5-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 4 – Pedestrian Safety and Crossings.

Caltrans acknowledges the commenter's concern regarding potential disruption to downtown Forestville businesses during construction, including sidewalk or roadway work near business frontages and temporary effects on parking. As discussed in Master Response MR 2, the proposed Project would not permanently remove existing parking in downtown Forestville. Construction activities may temporarily affect parking, sidewalk access, or business-frontage access; however, Caltrans will require the contractor to maintain temporary access to businesses during construction, and businesses would remain open. The Draft IS/MND estimates that construction of the proposed Project would require approximately 360 working days; however, work would be phased and carried out in segments to keep travel lanes open as much as feasible and minimize traffic disruption. Lane closures would generally occur during off-peak hours, with one-way traffic control, flaggers, and pilot cars used to direct traffic where needed. Construction access, pedestrian access, traffic handling, parking effects, and business-

frontage coordination would be further refined during final design and construction planning.

F.2.1.6 Comment O-6: Casey Mazzoni, Canyon Rock Co.

F.2.1.6.1 Comment O-6-1

Dear Caltrans Project Team:

On behalf of Canyon Rock Co., Inc., please find the attached comments regarding the Route 116 Forestville to Sebastopol Paving Project.

We welcome any questions or discussion and look forward to working collaboratively with Caltrans to advance this important project.

Kind Regards,
Casey Mazzoni
Director of Community Relations and Governmental Affairs
Canyon Rock Co., Inc.

F.2.1.6.2 Response to Comment O-6-1

Please refer to Responses to Comments O-6-2 and O-6-3.

F.2.1.6.3 Comment O-6-2

Dear Mr. Pincetich and the Caltrans District 4 Project Team,

Canyon Rock Co., Inc. is a commercial trucking and materials company operating in the Forestville area of Sonoma County. We write to propose a one-way bypass extending eastbound from Mirabel Road to Packing House Road. We further urge Caltrans to relocate the proposed downtown bike lanes to this bypass corridor. Finally, we request that Caltrans coordinate the bypass directly with the ongoing Route 116 Forestville-to-Sebastopol Paving Project (EA 4Q910). The alignment of these two projects presents a rare and time-sensitive opportunity to deliver compounded benefits to the traveling public, the freight industry and the Forestville community at reduced overall cost and with minimal disruption.

Support for the Forestville Truck Bypass

The proposed bypass would realign the curve on Highway 116 and construct widening and signalization improvements at the intersections of Highway 116/Packing House Road and Highway 116/Mirabel Road. Canyon Rock Co., Inc. fully endorses this scope of work.

The current alignment requires large trucks to navigate turns through the downtown shared by pedestrians, cyclists, local businesses and the nearby elementary school. By routing truck traffic around downtown, the bypass would relieve congestion, reduce

vehicle conflicts, improve emergency response times and enhance the overall character of Forestville.

The bypass was previously studied and underwent a preliminary environmental review in 2005. Canyon Rock Co., Inc. and Bodean Company have since been jointly funding the project's advancement. Additionally, the right-of-way is already owned by Sonoma County, further reducing the barriers to moving this project forward.

The Critical Link: Coordinating with the Paving Project

The Route 116 Paving Project is scheduled to begin construction in 2029. The logical and fiscally responsible solution is to coordinate both projects so the bypass is built in conjunction with the paving improvements. Coordination would deliver multiple compounding benefits: shared construction mobilization costs, a single period of traffic disruption rather than two and design decisions made with full knowledge of the bypass.

Concern Regarding Bike Lanes Without the Bypass

Canyon Rock Co. Inc. supports bicycle infrastructure. We believe moving the proposed downtown bike lanes to the bypass corridor is not only a practical transportation decision but a sound economic one for Forestville's downtown merchants. Installing bike lanes along the main downtown corridor would reduce vehicle parking and slow traffic flow through the commercial core, outcomes that directly harm the businesses that depend on convenient customer access and high visibility.

Conclusion

Canyon Rock Co., Inc. urges Caltrans to advance the Forestville Truck Bypass, relocate the proposed downtown bike lanes to the bypass corridor and coordinate both improvements with the Route 116 Paving Project. We believe such coordination represents sound stewardship of public resources and is in the best interest of all corridor users.

We are available to meet and stand ready to partner in thoughtful solutions that support residents and businesses alike. Thank you for your consideration and for your ongoing investment in the safety and resilience of this important regional corridor.

F.2.1.6.4 Response to Comment O-6-2

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

See response to MR 5 – Community and Agency Coordination.

See response to MR 6 – Separate Projects and Requests Outside the Project Scope.

Caltrans acknowledges the commenter's request to advance a Forestville truck bypass, relocate downtown bicycle facilities to a bypass corridor, and coordinate that potential bypass with the proposed Project. The proposed Project analyzed in the Draft IS/MND is the SR 116 Capital Preventive Maintenance Project and does not include construction of a truck bypass or alternate alignment. As discussed in Master Response MR 3, requests for a truck bypass, alternate alignment, or relocation of bicycle facilities to an offsite corridor are alternative design concepts or offsite improvements not included in the proposed Project. As discussed in Master Response MR 6, separate or future roadway improvements outside the proposed Project scope do not identify environmental effects of the proposed Project requiring additional analysis in the Final IS/MND. Caltrans acknowledges the commenter's offer to coordinate; however, the proposed bypass is not part of the proposed Project and would require separate planning, design, funding, and environmental review, as applicable.

F.2.1.6.5 Comment O-6-3

Hello:

I attended the community meeting on April 21st and have a follow-up question.

Many of the drainage ditches along the highway are overgrown with vegetation and/or filled with silt. Will maintenance of these drainage ditches, by removing vegetation and/or silt, be part of the project?

It seems like common sense that replacing culverts and repaving the highway should go hand-in-hand with maintaining the ditches, but I do not see any description of this in the ISMND project description.

Also, can you please provide the following studies referenced in the ISMND:

Caltrans (California Department of Transportation). 2025f. Location Hydraulic Study, July 23, 2025. District 4 Office of Hydraulic Engineering.

Caltrans (California Department of Transportation). 2026b. Natural Environment Study State Route 116 Minor Pavement Rehabilitation Project, February 5, 2026. District 4 Office of Biological Sciences and Permits.

Thank you for your help,
Casey Mazzoni
Canyon Rock Co., Inc.

F.2.1.6.6 Response to Comment O-6-3

See response to MR 7 – CEQA Process and Public Review.

Caltrans acknowledges the commenter's question regarding drainage ditch vegetation and silt maintenance, and the request for the Location Hydraulic Study and Natural Environment Study. The proposed Project includes drainage and culvert improvements

within the Project limits; however, routine maintenance of roadside drainage ditches, including vegetation or silt removal outside the proposed Project's drainage work, is addressed through Caltrans' existing maintenance programs and is not identified as a separate Project component in the Draft IS/MND. Drainage maintenance needs identified during project development may be coordinated with Caltrans Maintenance. As discussed in Master Response MR 7, technical studies referenced in the Draft IS/MND may be made available upon request; members of the public seeking copies of technical studies or supporting records should submit a request through Caltrans' public records/California Public Records Act request process, so the request can be reviewed and processed consistent with applicable public records requirements.

F.2.1.7 Comment O-7: Vikki Miller, Forestville Partnership Alliance

F.2.1.7.1 Comment O-7-1

Concern: The FPA (Forestville Partnership Alliance) owns a park Forestville Downtown Oaks Park — Please speak to any parking reduction — Additionally, there is a real danger with no visibility for cars pulling out. Recipe for disaster.

F.2.1.7.2 Response to Comment O-7-1

See response to MR 2 – Parking and Business Access.

See response to MR 4 – Pedestrian Safety and Crossings.

F.2.1.8 Comment O-8: Dan Northern, Forestville Chamber of Commerce

F.2.1.8.1 Comment O-8-1

My comments on the Hwy 116 repaving project Forestville to Sebastopol are attached to this email in pdf format.

Thank you,
Dan Northern

F.2.1.8.2 Response to Comment O-8-1

Please refer to Responses to Comments O-8-2, O-8-3, and O-8-4.

F.2.1.8.3 Comment O-8-2

My comments on the Hwy 116 repaving project Forestville to Sebastopol are attached to this email in pdf format.

Thank you,
Dan Northern

F.2.1.8.4 Response to Comment O-8-2

Please refer to Responses to Comments O-8-2, O-8-3, and O-8-4.

F.2.1.8.5 Comment O-8-3

To Whom It May Concern,

I am writing to comment on the project identified in public materials as the “Route 116 Forestville to Sebastopol Paving Project” prepared by the California Department of Transportation.

Based on review of the Proposed Mitigated Negative Declaration prepared pursuant to the CEQA, the project clearly extends beyond Sebastopol and continues west to Monte Rio. The document also includes elements such as roadway widening, tree removal, and culvert replacement outside the limits suggested by the project’s public facing title.

This discrepancy is not a minor labeling issue; it is a fundamental defect in how the project has been presented to the public.

CEQA requires a clear, accurate, and stable project description so that the public can understand the full scope of the action and meaningfully participate in the environmental review process. By consistently referring to the project as limited to “Sebastopol to Forestville” in public meetings, notices, and web materials, Caltrans has created a misleading and incomplete picture of the project’s true extent.

Members of the public reasonably rely on project titles and descriptions to determine whether a project affects their community. A resident or stakeholder in areas between Forestville and Monte Rio would have no clear reason to believe this project applies to them based on its current naming and presentation. That is a failure of public disclosure under CEQA.

Because this project is being advanced under a Mitigated Negative Declaration, asserting that no significant environmental impacts will occur, the obligation for clarity and full transparency is especially high. Any ambiguity or inconsistency in the project description undermines the credibility of that determination.

Additionally, as currently presented, the Proposed Mitigated Negative Declaration does not mention relocation of the roadway crown within a four-block segment of downtown Forestville. However, this work is clearly part of a broader, coordinated set of improvements being advanced in conjunction with Sonoma County, including but not limited to curb bulb-outs, sidewalk expansion, installation of crosswalks and signalization, removal of parallel parking, and narrowing of travel lanes to accommodate Class II bicycle lanes.

Under the California Environmental Quality Act, this approach constitutes improper segmentation (piecemealing). CEQA requires analysis of the “whole of the action,” and prohibits dividing a single project into smaller components to avoid full disclosure and

evaluation of environmental impacts such as parking removal potential impact on the environment.

The roadway crown relocation is not an independent project. It is functionally and physically interdependent with the County's proposed streetscape and circulation changes. These elements share a common purpose, are located within the same corridor, and together fundamentally alter the character, capacity, and function of downtown Forestville's main street.

By isolating the crown relocation from the related lane reconfiguration, parking removal, and pedestrian/bicycle infrastructure changes, Caltrans fails to evaluate the full range of environmental impacts, including but not limited to:

- Changes in traffic operations and emergency vehicle access
- Increase traffic congestion on adjacent residential streets
- Safety implications of narrowed travel lanes in a rural main street context
- Cumulative impacts of corridor wide design changes

California courts have consistently rejected this type of segmentation, requiring agencies to consider reasonably foreseeable and interrelated components of a project together in a single environmental document.

Because Caltrans is the agency with jurisdiction over Highway 116, it is the appropriate lead agency to conduct a comprehensive CEQA review addressing the full scope of the project, including the County's related improvements. Alternatively, Caltrans must coordinate with Sonoma

County to prepare a joint environmental document that evaluates all components as a unified project.

Proceeding with a segmented review undermines CEQA's core purpose of informed decision making and public transparency. For these reasons, I respectfully request that Caltrans:

- Revise the project title and all public facing materials to accurately reflect the full geographic scope of the project;
- Clearly disclose, in a prominent and consistent manner, that the project extends beyond Forestville to Monte Rio;
- Recirculate public notices and provide a meaningful opportunity for review and comment based on an accurate description of the project;
- Revise the project description to include all related improvements within the Forestville downtown corridor;
- Prepare a single, comprehensive CEQA document analyzing the full project; and
- Recirculate the environmental document for public review

Failure to correct these deficiencies risks rendering the environmental review legally inadequate.

These are not simply procedural concerns. They go directly to the integrity of the CEQA process and the public's right to understand and respond to government actions affecting their communities.

F.2.1.8.6 Response to Comment O-8-3

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 5 – Community and Agency Coordination.

See response to MR 6 – Separate Projects and Requests Outside the Project Scope.

See response to MR 7 – CEQA Process and Public Review.

Caltrans acknowledges the commenter's concerns regarding the public description of the proposed Project, the relationship between the proposed Project and other planned or potential improvements in downtown Forestville, and the commenter's assertion that additional CEQA review or recirculation is required. The Draft IS/MND identifies the proposed Project as the Sonoma SR 116 Capital Preventive Maintenance Project and describes the Project limits as extending along SR 116 from Church Street, PM 7.74, in Monte Rio; to Mill Station Road, PM 25.05, near Sebastopol. The Draft IS/MND also describes the proposed Project elements, including pavement rehabilitation, drainage and culvert work, guardrail replacement, ADA and Complete Streets improvements, bicycle-related improvements, pedestrian improvements, and related work within the Project limits. Therefore, the Draft IS/MND discloses the proposed Project's geographic limits and major project components.

To the extent the commenter is referring to downtown Forestville bicycle and pedestrian improvements, lane narrowing, parking changes, roadway crown relocation, curb bulb-outs, sidewalk expansion, crosswalks, or signalization between Mirabel Road and Covey Road, those improvements are being evaluated separately by Sonoma Public Infrastructure as part of the Front Street (Highway 116) Active Transportation Project and are not part of the proposed Project analyzed in the Draft IS/MND. As discussed in Master Response MR 1 and Master Response MR 2, the proposed Project does not propose new bicycle lanes in downtown Forestville and would not remove existing parking in downtown Forestville. As discussed in Master Response MR 5, Caltrans will continue coordinating with Sonoma Public Infrastructure as that separate effort advances. Comments regarding separate projects, existing conditions, or requests outside the proposed Project scope are addressed in Master Response MR 6. Comments regarding CEQA public review, document availability, and recirculation are addressed in Master Response MR 7.

F.2.1.8.7 Comment O-8-4

Hello, I am writing on behalf of the Forestville Chamber of Commerce regarding the proposed Class II bike lane project planned for downtown Forestville along

Highway 116. We understand that this project is being funded and designed by the County of Sonoma, but that final review and approval authority rests with Caltrans District 4. We would appreciate your assistance in identifying the appropriate District 4 staff member or division responsible for oversight, review, and approval of this project. Our organization is seeking to better understand the approval process and to communicate directly with a Caltrans representative(s) responsible for this portion of Highway 116 through downtown Forestville. Could you please direct us to the individual, project manager, or department within District 4 who has responsibility for this project? Thank you for your time and assistance. We appreciate your help in connecting us with the appropriate contact. Dan Northern Forestville Chamber of Commerce 707-536-8991 dsnorthern@sbcglobal.net

F.2.1.8.8 Response to Comment O-8-4

See response to MR 5 – Community and Agency Coordination.

Caltrans acknowledges the Forestville Chamber of Commerce’s request to identify the appropriate Caltrans contact for questions regarding the proposed Class II bicycle lane project in downtown Forestville. Caltrans responded to the Forestville Chamber of Commerce by letter dated April 24, 2026, regarding the Complete Streets concepts in Forestville and Caltrans’ coordination with Sonoma Public Infrastructure. That letter identified Gezahegn Tizazu, Regional Project Manager, as the Caltrans contact for additional information regarding these projects. Additional information regarding coordination between Caltrans, Sonoma Public Infrastructure, the Forestville Chamber of Commerce, local businesses, and other interested parties is provided in Master Response MR 5 – Community and Agency Coordination.

F.2.1.8.9 Comment O-8-5

Hi Chris,

Since you have been so responsive I thought I would run this request by you. Any information would help, we have been trying for 6 months to reach someone at Caltrans about this project.

[Inquiry Regarding Responsible Caltrans Contact for Forestville Downtown Infrastructure (Class II Bike Lanes) Project]

Hello,

I am writing on behalf of the Forestville Chamber of Commerce regarding the proposed Class II bike lane project planned for downtown Forestville along Highway 116.

We understand that this project is being funded and designed by the County of Sonoma, but that final review and approval authority rests with Caltrans District 4. We would appreciate your assistance in identifying the appropriate District 4 staff member or division responsible for oversight, review, and approval of this project.

Our organization is seeking to better understand the approval process and to communicate directly with a Caltrans representative(s) responsible for this portion of Highway 116 through downtown Forestville.

Could you please direct us to the individual, project manager, or department within District 4 who has responsibility for this project?

Thank you for your time and assistance. We appreciate your help in connecting us with the appropriate contact.

Sincerely,
Dan Northern
Forestville Chamber of Commerce
707-536-8991

F.2.1.8.10 Response to Comment O-8-5

See response to MR 5 – Community and Agency Coordination.

Caltrans acknowledges the Forestville Chamber of Commerce’s request to identify the appropriate Caltrans contact for questions regarding the proposed Class II bicycle lane project in downtown Forestville. Caltrans responded to the Forestville Chamber of Commerce by letter dated April 24, 2026, regarding the Complete Streets concepts in Forestville and Caltrans’ coordination with Sonoma Public Infrastructure. That letter identified Gezahegn Tizazu, Regional Project Manager, as the Caltrans contact for additional information regarding these projects. Additional information regarding coordination between Caltrans, Sonoma Public Infrastructure, the Forestville Chamber of Commerce, local businesses, and other interested parties is provided in Master Response MR 5 – Community and Agency Coordination.

F.2.1.9 Comment O-9: Jovanna Quezada-Montano, Sonoma County Public Infrastructure

F.2.1.9.1 Comment O-9-1

Dear Mr. Pincetich,

I am writing to submit a comment on the Draft Initial Study/Mitigated Negative Declaration for the State Route 116 Capital Preventive Maintenance Project.

As Caltrans advances pavement rehabilitation through downtown Guerneville, I encourage the project team to evaluate the feasibility of incorporating bicycle facilities within the downtown corridor. This segment is anticipated to serve as a critical connection for the planned Lower Russian River Trail, which would provide a regional active transportation link through Guerneville. Given this future role, consideration of striped or otherwise delineated bicycle accommodations—such as Class II bike lanes or other context-sensitive treatments—would improve safety and connectivity while supporting long-term regional mobility goals.

In addition, I encourage Caltrans to consider low-cost, context-sensitive bicycle safety improvements along SR 116 between Mirabel Road and Martinelli Road. This segment is currently used by cyclists traveling from Forestville and the West County Trail to access Martinelli Road, both for recreational riding and to reach nearby destinations such as Steelhead Beach. Given likely roadway width constraints, I recommend evaluating enhanced striping and signage treatments—such as edge line striping, shared lane markings, and wayfinding—to improve visibility, predictability, and safety for all users.

Thank you for the opportunity to comment on this project.

Sincerely,
Jovanna (Jo) Quezada-Montano, EIT
Sonoma County Public Infrastructure

F.2.1.9.2 Response to Comment O-9-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

See response to MR 4 – Pedestrian Safety and Crossings.

Caltrans acknowledges the commenter’s support for bicycle facilities and context-sensitive bicycle safety improvements in downtown Guerneville and along SR 116 between Mirabel Road and Martinelli Road. The proposed Project includes bicycle-related improvements within the Project limits, including bicycle pullouts, Class II bicycle lanes where identified in the Draft IS/MND, and repaving of the West County/Rodota Trail. Requests for additional or modified bicycle facilities, striping, signage, wayfinding, or other bicycle connections not currently included in the proposed Project are addressed in Master Response MR 3. Caltrans will continue coordinating with Sonoma County Public Infrastructure and other interested agencies and stakeholders, as appropriate, as design advances.

F.2.1.10 Comment O-10: Mary Radil, Rusty Gate Farm

F.2.1.10.1 Comment O-10-1

Cookie cutter solutions don’t work in many communities like this! Human beings are part of the environment! Who has assessed the impact of Class II bike vs Class III on reducing/eliminating street parking and impact on businesses in downtown Forestville along Hwy 116 and the aged residents who depend on those local businesses? What impacts were identified and who has provided input?

F.2.1.10.2 Response to Comment O-10-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 7 – CEQA Process and Public Review.

F.2.1.11 Comment O-11: Gaylord Schaap, Northwood Golf Club

F.2.1.11.1 Comment O-11-1

Hello Christopher: I manage the Northwood Golf Club in Monte Rio, between Crescent Ave and Redwood Drive. I would like to know more about your plans for our Hwy frontage along 116. Gaylord Schaap GM 707-865-1924

F.2.1.11.2 Response to Comment O-11-1

Caltrans acknowledges the commenter's request for additional information regarding proposed work along the Northwood Golf Club frontage on SR 116 between Crescent Avenue and Redwood Drive. The Draft IS/MND and Appendix E, Project Mapping, identify proposed work in this area, generally between PM 8.5 and PM 8.8, including roadway resurfacing, culvert improvements, and a nearby construction staging area. Based on the current design information, three culverts and a staging area are identified in this vicinity, and temporary construction access/easement needs may be required for culvert work near PM 8.69. Project design details, including access needs and any temporary easement requirements, will be further refined during final design and right-of-way coordination.

F.2.1.12 Comment O-12: Stephen Schurke, County of Sonoma

F.2.1.12.1 Comment O-12-1

Good Morning, I just wanted to introduce myself, I am the mining program coordinator for the County of Sonoma. I am very familiar with upcoming projects at both rock quarries west of Forestville. The projects are related to the entrance and exits to the rock quarries and drainage, so I wanted to make sure Caltrans is aware of those projects. I am planning on attending the public meeting on April 2026 at El Molino. I am available to provide details on the projects, please feel free to email or call me. Thank you, Stephen Schurke P.G., C.E.G. Senior Environmental Specialist Mining Program Coordinator Permit Sonoma | County of Sonoma 2550 Ventura Avenue, Santa Rosa, CA 95403 Stephen.Schurke@SonomaCounty.Gov Office: (707) 565-3610

F.2.1.12.2 Response to Comment O-12-1

See response to MR 5 – Community and Agency Coordination.

See response to MR 6 – Separate Projects and Requests Outside the Project Scope.

Caltrans acknowledges the commenter's offer to provide information regarding upcoming rock quarry entrance/exit and drainage projects west of Forestville. Those quarry-related projects are not identified as components of the proposed Project

analyzed in the Draft IS/MND; however, the information may be relevant to future coordination with Sonoma County and construction planning, as appropriate.

F.2.1.13 Comment O-13: Alan Siegle and Shelley Brown, Forestville Business Owner

F.2.1.13.1 Comment O-13-1

Hello,

We have been residents of Forestville since 1988. We live near the end of Giovanetti Road off of Hwy 116 near Canyon Rock Quarry. We also own several commercial properties on Front Street in "Downtown Forestville."

For the most part we are in strong support of the improvement plans for Front Street. Improving sidewalks to make the town compliant with ADA guidelines will be a huge improvement. We also support the efforts to slow the traffic moving through town.

The one area of concern is the plan to try to promote bike access through the commercial area. We are bike riders and can tell you that we would not feel safe riding along Front Street as shown in your proposal. We have seen too many close calls with cars backing out of diagonal parking into the levels of traffic that travel through town. Between the hundreds of gravel trucks that go through town every day and the number of cars attempting to park and back out into traffic, we cannot see how encouraging bike riders to also use that stretch of road makes sense. We can personally tell you of several accidents and near accidents that we have witnessed.

We encourage Cal Trans and the County of Sonoma to study and consider using Forestville Lane and/or Railroad Avenue as alternatives to adding bike traffic to Front Street. Forestville Lane is immediately to the south of Front Street and currently is primarily a gravel road. The access from Hwy 116 from the south would be from Packing House Road to Forestville Street and then to either Railroad Avenue or Forestville Lane. Forestville Lane also dead-ends right into the Forestville Town Square where the Joe Rodota Trail connects to Sebastopol and on to Santa Rosa. This would be a much safer and more appropriate bike trail than Front Street.

Please listen to the residents and businesses of Forestville who understand the unique traffic issues and will have to live with any changes.

Sincerely,
Alan Siegle
Shelley Brown

F.2.1.13.2 Response to Comment O-13-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

F.2.1.14 Comment O-14: A. Sirenko, California Highway Patrol

F.2.1.14.1 Comment O-14-1

The CHP Santa Rosa Area had some concerns with the project below, regarding traffic congestion. Please see the attached letter for more information.

[Note: The Special Projects Section (SPS) recently received the referenced Notice of Environmental Impact document from the State Clearinghouse (SCH) for the Sonoma State Route 116 Capital Preventive Maintenance Project. Due to the project's geographical proximity, the checklist was used to assess its potential impact to local operations and public safety. Impact was determined — see attached letter.]

F.2.1.14.2 Response to Comment O-14-1

Please refer to Response to Comment O-14-2.

F.2.1.14.3 Comment O-14-2

The California Highway Patrol (CHP), Santa Rosa Area, received the “Notice of Preparation” of the Environmental document for the proposed project name for State Clearinghouse (SCH) number 2026040222. After review, we have concerns with the potential impact this project could have on traffic congestion, causing an increase in response time for CHP and other first responder/emergency services. We recommend implementing one-way traffic control to eliminate complete closures; this will reduce emergency response times and avoid the few available alternate routes. Should you have any inquiries, please feel free to contact Lieutenant Chris Mullins at (707) 806-5600 Monday through Friday from 8 am to 5 pm. A. SIRENKO, Captain Commander Santa Rosa Area Safety, Service, and Security

F.2.1.14.4 Response to Comment O-14-2

Caltrans acknowledges CHP’s concern regarding potential construction-related traffic congestion and emergency response times, and the recommendation to use one-way traffic control rather than complete closures. The Draft IS/MND evaluates public services in Section 2.1.15 and concludes that the Project would not adversely affect police, fire, or medical services. The Draft IS/MND also states that the Project would include lane closures and one-way traffic control, but no detours or complete closures are anticipated. With traffic control implemented, potential effects on emergency response would be less than significant. In addition, Project Feature PF-TRANS-1 requires preparation of a Final Traffic Management Plan (TMP) prior to construction. The TMP would identify traffic delays and alternative routes for emergency and medical vehicles and would avoid or minimize short-term, localized traffic congestion and delays. CHP’s recommendation regarding one-way traffic control has been noted and will be considered during development of construction traffic control planning.

F.2.1.15 Comment O-15: Andrew Wojtowicz, BoDean/CRH Americas Materials

F.2.1.15.1 Comment O-15-1

Good afternoon,

Attached are BoDean's comments regarding the Draft Environmental Document.

We appreciate the opportunity to provide comment and look forward to reviewing responses.

Thank you,

Andrew Wojtowicz
Environmental Specialist
CRH Americas Materials

F.2.1.15.2 Response to Comment O-15-1

Please refer to Response to Comment O-15-2.

F.2.1.15.3 Comment O-15-2

Mr. Christopher Pincetich

We appreciate the opportunity to provide comments on the Draft Environmental Document prepared for the Sonoma State Route 116 Capital Preventive Maintenance Project.

BoDean operates the Blue Rock Quarry located at 7888 Highway 116, Forestville, CA 95436. The quarry provides construction grade aggregates to jobs throughout Sonoma and adjacent Counties. Ready-mix concrete and asphalt plants rely on this aggregate to supply construction products throughout Sonoma and adjacent counties. Our operation is subject to Use Permits issued by The Permit and Resource Management Department of Sonoma County (PRMD), File No PLP97-0069.

We agree that this project provides much-needed repairs, upgrades, and installation of infrastructure along State Route 116, we are concerned that the work proposed to occur outside of our quarry may affect our business, the public, and cause unintended issues related to the requirements of our Use Permit.

The culvert replacements along Highway 116 between miles post 18.23 and 18.62 will impede traffic entering and exiting our quarry during construction. We ask that Caltrans engages with BoDean to determine the best course of action for traffic management and control during this portion of the job. During the public meeting on 4/21/2026, it was mentioned that Caltrans would only be required to shut down one lane during each of

the culvert replacements. We ask that this plan is implemented in the field to best serve the traveling public and our customers, with the least impact to our business.

The culvert at mile post 18.32 is directly outside our Blue Rock Quarry. The replacement of this culvert has potential to impact the screening of the quarry on parcel 084-220-017. The screening berm and vegetation is required by various conditions in our Use Permit. The area on the south side of the culvert of mile post 18.32 extends below existing vegetation that helps screen our quarry. As required by our Use Permit, we are not allowed to disrupt this berm and must preserve as much natural vegetation as possible. The cost to plant additional native evergreen shrubs was incurred by Bodean and has taken years to establish. This berm helps reduce noise, particulate emissions, and shields the processing equipment from public view when traversing Highway 116, a scenic route. We ask that Caltrans engage with BoDean regarding their plans associated with vegetation removal and replacement when replacing this culvert.

Our last concern involves the permanent and temporary drainage easements on parcel 084-220-009. Without having this area marked on the maps provided at the end of this document, it is hard to gauge whether this area will impact our operations. We ask that Caltrans takes into consideration that the vegetation along the south side of parcel 084-220-009 helps screen the quarry operations, and we are required to meet specific setbacks per our Use Permit obligation. We request that Caltrans add the drainage easement annotations to the maps provided at the end of this Draft Environmental Document and provide those to us in order to make informed comments on these areas.

We appreciate the opportunity to provide comments on this Draft Environmental Document. We hope to engage with Caltrans on the topics mentioned above to avoid conflicts during construction of the project.

F.2.1.15.4 Response to Comment O-16-2

Caltrans acknowledges BoDean's support for needed repairs and upgrades along SR 116 and the commenter's concerns regarding access to Blue Rock Quarry, traffic control during culvert replacement work, vegetation screening, and proposed drainage easements. The Draft IS/MND identifies culvert replacement and drainage improvements in the vicinity of PM 18.23 to PM 18.62, including work near the Blue Rock Quarry frontage. Culvert replacement work would generally be performed using cut-and-cover methods and may require one-way traffic control to keep one travel lane open and minimize traffic disruption. Traffic handling, access to adjacent properties and businesses, and construction sequencing will be further refined during final design and construction planning. Caltrans will coordinate with affected property owners and businesses, including BoDean, as appropriate, to minimize construction-related access disruptions.

Caltrans also acknowledges the commenter's concerns regarding vegetation removal and screening associated with quarry operations and use-permit requirements. The

Draft IS/MND states that some vegetation removal, including trees and shrubs, would be required to complete drainage improvement work, culvert replacements, and rock slope protection placement. Where feasible, tree or shrub pruning would be completed to avoid removal, vegetation would be cleared only where necessary, and existing trees would be protected in accordance with AMM-VIS-1, Minimize Vegetation Removal. Temporarily disturbed areas would be restored, and exposed slopes and bare ground would be reseeded with native grasses to stabilize soil, prevent erosion, and re-establish the visual character of the Scenic Highway. Caltrans will consider the commenter's concerns regarding screening vegetation during final design and construction coordination.

Caltrans acknowledges the commenter's request to identify permanent and temporary drainage easements on the project mapping. The Draft IS/MND identifies proposed right-of-way acquisitions, permanent drainage easements, temporary construction easements, and permits to enter and construct in the Project description tables. Easement and access needs will continue to be refined during final design and right-of-way coordination, and Caltrans will coordinate directly with affected property owners, as appropriate.

F.2.2 Responses to Comments from Individuals

F.2.2.1 Comment I-1: Jeanne Acuña

F.2.2.1.1 Comment I-1-1

I have lived in Forestville for 50 years. We now FINALLY have a healthy, thriving downtown business community. The proposed bike lanes will negatively impact businesses and increase risks for citizens. Alternatives are clear, safe and easily accessed without impacting Caltrans downtown. Please listen to the people who live here!!!

F.2.2.1.2 Response to Comment I-1-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 4 – Pedestrian Safety and Crossings.

F.2.2.2 Comment I-2: Kristin and Doug Allison

F.2.2.2.1 Comment I-2-1

Hi Christopher,

Overall, we support this project with the following comment, questions, suggestion, and concern:

- 1) We support the bike lane improvements on 116, but do not feel they are necessary through downtown Forestville.
- 2) We live at the corner of Packing House and Conor Court. Where will the crosswalks planned for this intersection be? There are no sidewalks on any of the streets here for the crosswalks to lead to, are there plans to build them? If so, where?
- 3) Please consider adding a left turn lane into Packing House.
- 4) We are concerned about tree removal, especially any redwoods.

Thank you,
Kristin and Doug Allison

F.2.2.2.2 Response to Comment I-2-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

See response to MR 4 – Pedestrian Safety and Crossings.

Thank you for your comment. Initial surveys estimate that approximately 52 trees may need to be removed to complete construction. Some of these trees may include individual redwoods, but the exact details of tree removal are not known at this stage. Impacts to trees would be avoided and minimized to the maximum extent practicable during the later detailed design phase of the Project, following AMM-VIS-1. As stated in Section 2.1, Biological Resources, there would be less-than-significant impacts to riparian forest and the sensitive natural plant and forest alliances with the implementation of AMM-VIS-1 and AMM-BIO-1 to avoid and minimize potential impacts on sensitive natural plants and forest communities, including redwoods.

F.2.2.3 Comment I-3: Erne Ballinger

F.2.2.3.1 Comment I-3-1

Dear Sir or Madam,

We moved to Forestville in 1989. I currently own two bicycles and one recumbent trike. I agree that much of 116, particularly through “Pocket Canyon” is hazardous for bicyclists. I support improving the highway, but not through downtown Forestville. It is already often difficult to find parking near businesses in Forestville. Running a dedicated bike lane through downtown will further reduce parking. This will damage local businesses and push locals and visitors to travel elsewhere for day-to-day items.

In my years of driving and biking through town I have never seen a vehicle/bicycle accident. I have seen people looking carefully and riding carefully, but I have always seen them being successful.

Just as a side note. I have observed that the majority of bicyclists don't ride through town. Most of them use the bike path along the old railroad that connects Forestville to the Graton area. That path connects to town near the west end, allowing riders to bypass the congested area of downtown.

Please reconsider this planned bike lane, it will cause substantial damage to our small town.

Sincerely,
Erne Ballinger

F.2.2.3.2 Response to Comment I-3-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

F.2.2.4 Comment I-4: Christine Bell

F.2.2.4.1 Comment I-4-1

Attn: Christopher Pincetich

I moved to Forestville in July 2018 with my sister, who has lived here for twenty years. Forestville reminds me of the small town I grew up in, only a few blocks long, still maintaining the neighborhood feel and most of the necessities of daily life. Based on what I have observed, merchants and restaurants, old and new, seem to enjoy lots of foot traffic with almost every parking space filled and spilling over into the Oaks Park area near the head of Joe Rodota Trail. Forestville is a bustling community. Therefore, I am struggling to understand the rationale of replacing much needed parking space with a Class 2 bike lane. In addition, during the summer months, our high tourist season, the Farmers Market requires all the parking space at the Oaks Park, further depleting what is available for locals and tourists in order to spend time (and money) in our little community.

Though the original Class 2 plan has been amended to reduce the number of lost parking spaces from about 25 to 17, that is still a considerable loss. Also included in the Class 2 plan is the narrowing of lanes through downtown to 11 feet wide. There are two quarries just outside of town with 10-foot-wide commercial trucks using this highway.

The Class 2 proposed bike lanes would run directly behind the diagonal parking in front of a few of our local businesses. Bikers would be virtually invisible to anyone trying to back out from that area. At the least, if bicyclists were further out in the flow of traffic they would be more visible. CalTrans reps stated that they believe the Class 2 bike lane proposal “is safer for the bicyclists.” This makes no sense.

Why is there no consideration for a Class 3 bike lane through our tiny downtown? An alternative Class 3 bike lane through downtown would be letting drivers and bicyclists all

know they are sharing the traffic lane and the road could remain at a safer width for everyone.

The West County/Joe Rodota trail runs from Forestville to Sebastopol and beyond. With well-placed signage, it provides safe travel for all in keeping bikes off the busy downtown area. The addition of bike racks would allow both residents and visitors to safely secure their bicycles while they visit our shops and restaurants. There is considerable savings to be had with adjustments from the current 'proposal.'

Thank you for your time and attention. I sincerely hope you take all the concerns of Forestville residents into consideration before making this very impactful decision.

Sincerely,
Christine A. Bell

F.2.2.4.2 Response to Comment I-4-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

Caltrans acknowledges the commenter's concerns regarding parking, business access, Class II bicycle lanes, lane narrowing, diagonal parking, quarry truck traffic, Class III bicycle facilities, use of the West County/Rodota Trail, and bicycle parking. As discussed in Master Response MR 1 – Bicycle Lanes and Facilities, and to the extent the commenter is referring to lane narrowing associated with Class II bicycle lanes through downtown Forestville/Front Street, that work is part of Sonoma County Public Infrastructure's separate Front Street (Highway 116) Active Transportation Project and is not part of the proposed Project analyzed in the Draft IS/MND. Requests for Class III shared-lane facilities, use of the West County/Rodota Trail, bicycle parking, or other alternative bicycle facility designs are addressed in Master Response MR 3 – Alternative Design Concepts or Offsite Improvements.

F.2.2.5 Comment I-5: Susan Begun

F.2.2.5.1 Comment I-5-1

I hope the SR116 project includes installing sensors for bicycles at the Mill Station stop light heading east and west. The bike path is across SR 116 from Mill Station Rd and the signal does not have sensors for bicycles (I've seen the signal ignore motorcycles) to turn the signal green. Heading eastward bikes have to ride up on the sidewalk to press the crosswalk button to get a green light. Heading westward on Mill Station requires waiting for a car turning left at the signal or riding south on SR 116 to cross into the left hand turn lane to turn into the business complex, which is a dangerous maneuver with the amount of traffic and speed of inconsiderate drivers. Reducing speed limits by five MPH would also be wise.

Regards,

Susan Begun

F.2.2.5.2 Response to Comment I-5-1

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

See response to MR 4 – Pedestrian Safety and Crossings.

Caltrans acknowledges the commenter's concerns regarding the crossing at Mill Station Road stop light and the need for sensors to improve bicycle safety and acknowledges the concern about the speed limit. The proposed Project does include pedestrian safety and accessibility improvements, including ADA curb ramps, pedestrian landings, crosswalk locations, sidewalk locations, and accessible pedestrian signals, some of which occur at Mill Station Road, as discussed in Master Response MR 4. However, sensors under the roadway pavement to detect bicycles are not identified as part of the proposed Project and are addressed as additional design requests in Master Response MR 3

F.2.2.6 Comment 1-6: Davida Brookfield

F.2.2.6.1 Comment I-6-1

Hello, I have lived in Forestville for 55yrs and throughout my time driving through town, the existing parking spots and added parking at Joe Rodota trail are working well. The percentage of cyclists riding down 116 into Forestville is a very low percentage. Most of the riders are using the Joe Rodota Trail and spending time in the oaks, visiting local food businesses, and then leaving town via the JRT trail. I understand there are some bicyclists who do take routes to River Road and Wohler Road so a bike lane on Mirabel may be safer with a designated riding area. Highway 116 through town though should remain as is. With your changes, the road narrows and takes away parking spots in front of local shops which will disrupt their business and cause parking issues in the future. Please try to listen to the people who live here..... Class III bike lane is more logical and makes good sense for Forestville and visitors. "I oppose the Class II bike lanes that will negatively impact parking, businesses, safety and access in downtown Forestville, and support Class III lanes and the West County Trail as more appropriate and cost-effective alternatives. I respectfully request that Caltrans pause the installation of Class II bike lanes in downtown Forestville and work collaboratively with the County of Sonoma, our Chamber of Commerce, business owners, property owners and our community to implement these Class III and West County Trail alternatives that better reflect local needs and conditions. " Thank you for your time, Davida (Forestville resident)

F.2.2.6.2 Response to Comment I-6-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 5 – Community and Agency Coordination.

F.2.2.7 Comment I-7: Amy Calhoun

F.2.2.7.1 Comment I-7-1

I am writing to add my voice to the decisions about Forestville. I have lived here for 30 years and currently live 2 blocks from the center of town. I am most concerned about additional SAFE parking and SAFE walking for handicap. Please do NOT reduce the parking for wide bike lanes. I am requesting the YELLOW FLASHING LIGHTS for pedestrian crossing, like Sebastopol. The gravel trucks are a constant issue and need to SLOW down. Thank you, Anne Marie Calhoun

F.2.2.7.2 Response to Comment I-7-1

See response to MR 2 – Parking and Business Access.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

See response to MR 4 – Pedestrian Safety and Crossings.

See response to MR 6 – Separate Projects and Requests Outside the Project Scope.

Caltrans acknowledges the commenter's concerns regarding parking, accessible pedestrian access, pedestrian crossings, and gravel truck traffic in downtown Forestville. The proposed Project does include pedestrian safety and accessibility improvements, including ADA curb ramps, pedestrian landings, crosswalk locations, sidewalk locations, and accessible pedestrian signals, as discussed in Master Response MR 4. However, yellow flashing pedestrian crossing lights, such as RRFBs or other flashing beacon treatments, are not identified as part of the proposed Project and are addressed as additional design requests in Master Response MR 3. Gravel truck traffic through downtown Forestville is an existing transportation condition and is addressed in Master Response MR 6.

F.2.2.8 Comment I-8: Helen C. Cannon

F.2.2.8.1 Comment I-8-1

Please don't cut down the trees in downtown FORESTVILLE. Fix the sidewalks so the trees and the sidewalks are compatible. We love our trees. Also, the green bike lanes replacing parking spaces for locals to go to our local business are absolutely not necessary. Your project in Guerneville almost bankrupted several businesses. Listen to us, the people who live and work and shop here.

Respectfully,
Helen C Cannon

F.2.2.8.2 Response to Comment I-8-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

Thank you for your comment. Eight ornamental street trees have been identified as possibly being removed in downtown Forestville to accommodate pedestrian upgrades in the area. Through the implementation of AMM-VIS-1, the trees would be avoided if possible and replaced as practicable in conjunction with community input on tree species and placement. Tree planting details may include increased diameter tree well openings, tree well coverings that allow more usable space for pedestrians on the sidewalk, and root barriers to minimize future damage to the sidewalk from tree growth and will be developed at a later design stage.

F.2.2.9 Comment I-9: Marilyn Cannon

F.2.2.9.1 Comment I-9-1

Ask for questions/comments prior to meetings. Project people's names on screen when you introduce them. That would be very helpful since I try to take notes for future reference.

F.2.2.9.2 Response to Comment I-9-1

See response to MR 7 – CEQA Process and Public Review.

Caltrans acknowledges the commenter's suggestions regarding meeting format and presentation materials. The suggestions regarding soliciting questions in advance of public meetings and displaying project team member names during introductions are noted and will be considered, as appropriate, for future public outreach efforts.

F.2.2.10 Comment I-10: Donna Cherlin

F.2.2.10.1 Comment I-10-1

We do not want to lose parking spots in Forestville. Bikes usually take the W. County Trail & Then Mirabel or Covey. We don't need a bike lane in downtown Forestville. We have a gravel truck going through downtown every 1½ minutes. Do something about that!

F.2.2.10.2 Response to Comment I-10-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 6 – Separate Projects and Requests Outside the Project Scope.

Caltrans acknowledges the commenter's concern regarding gravel truck traffic through downtown Forestville. As discussed in Master Response MR 6 – Separate Projects and Requests Outside the Project Scope, truck traffic through downtown Forestville is an existing transportation condition and is not a project element or environmental effect caused by the proposed Project analyzed in the Draft IS/MND. Requests to address gravel truck routing or operations outside the proposed Project scope are acknowledged but do not require additional analysis in the Final IS/MND.

F.2.2.11 Comment I-11: Katharina von Neumann Cosel

F.2.2.11.1 Comment I-11-1

Dear Sir or Madam, I am writing to respectfully request that the upcoming repair work on the section of Route 116 between Guernewood Park and Guerneville include the addition of a bicycle lane, or ideally a shared pedestrian and bicycle path. Adding such infrastructure would significantly improve the safety of residents who rely on non-automobile transportation. At present, traveling this stretch by bicycle or on foot feels quite dangerous due to the lack of dedicated space for cyclists and pedestrians. Including a bike lane—or a combined pedestrian and bicycle lane—as part of the planned repairs would greatly enhance safe, car-free mobility for the residents of Guernewood Park and strengthen connectivity to Guerneville. I would sincerely appreciate your consideration of this specific section during the planning and implementation of the repair work. Thank you for your attention and your efforts to improve transportation safety in our community. Kind regards, Katharina von Neumann Cosel

F.2.2.11.2 Response to Comment I-11-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

See response to MR 4 – Pedestrian Safety and Crossings.

Caltrans acknowledges the commenter's request for additional bicycle and pedestrian facilities between Guernewood Park and Guerneville. The proposed Project includes pedestrian and bicycle-related improvements within the Project limits, including ADA and Complete Streets improvements, bicycle pullouts, and other pedestrian facility upgrades identified in the Draft IS/MND. However, a continuous bicycle lane or shared pedestrian/bicycle path between Guernewood Park and Guerneville is not identified as part of the proposed Project. Requests for additional or modified bicycle facilities, pedestrian/bicycle paths, or other improvements outside the proposed Project scope are addressed in Master Response MR 3 – Alternative Design Concepts or Offsite Improvements. Pedestrian safety improvements included in the proposed Project are addressed in Master Response MR 4 – Pedestrian Safety and Crossings.

F.2.2.12 Comment I-12: Kathleen Curtis

F.2.2.12.1 Comment I-12-1

Town meetings have always included audience input. People were disappointed - we left feeling scolded for the Chambers input.

F.2.2.12.2 Response to Comment I-12-1

See response to MR 7 – CEQA Process and Public Review.

Caltrans acknowledges the commenter's concerns regarding the format and tone of the public meeting. The public meeting was intended to provide information about the proposed Project and offer an opportunity for community members to ask questions and provide input; comments received during the public review process have been considered and are addressed in the Final IS/MND.

F.2.2.13 Comment I-13: Dave Davis

F.2.2.13.1 Comment I-13-1

Good Morning –

Please refer to the attached comment letter regarding the above-reference Initial Study/ Proposed Mitigated Negative Declaration.

Please do not hesitate to reach out with any questions.

This is a very important project for West Sonoma County and I am in complete support. I hope the comments presented in this letter are taken as constructive and in support of this project.

Thanks,
Dave Davis
(707) 869-0736

I appreciate receiving the printed notice sent to my home announcing this important roadway maintenance project. Being a resident of the State Route 116 (SR 116) corridor since 1998, I am in complete support of this project and appreciate the attention Caltrans District 4 has given to western Sonoma County in the past few years.

While I am supportive of this project, having reviewed the project's Initial Study/ Proposed Mitigated Negative Declaration (IS/MND), I found it absolutely lacking in providing project salient information and explanation within its analyses describing the methods, standards, and information supporting nearly every impact finding in the document. My comments are as follows:

F.2.2.13.2 Response to Comment I-13-1

See response to MR 7 – CEQA Process and Public Review.

Caltrans acknowledges your comments and appreciates your support for the project.

Caltrans acknowledges the commenter's support for the Project and the concern that the Draft IS/MND should provide sufficient information regarding the methods, standards, and supporting information used to reach its impact conclusions. As discussed in Master Response MR 7, the Draft IS/MND identifies the proposed Project; evaluates potential environmental effects; identifies applicable project features, avoidance and minimization measures, mitigation measures, regulatory requirements, BMPs, and standard construction requirements; and relies on technical studies to support its significance determinations. More specific comments regarding individual resource topics are addressed in the applicable responses to comments.

Please refer to Responses to Comments I-13 2 through I-13-8 for additional information.

F.2.2.13.3 Comment I-13-2

1. Following the links referenced in this IS/MND, I could not readily access the technical studies referenced throughout the document and in Appendix D (i.e., Natural Environment Study, Visual Impact Assessment, Location Hydraulic Study, etc.). While the IS/MND indicates that these documents are available for viewing at the Caltrans District 4 office in Oakland, that is too far distant to be reasonably accessible to residents within the project area. Including links to each of these documents on the Caltrans District 4 Environmental Documents webpage would be a low-effort way to provide this access.

F.2.2.13.4 Response to Comment I-13-2

See response to MR 7 – CEQA Process and Public Review.

Caltrans acknowledges the commenter's request for easier access to the technical studies referenced in the Draft IS/MND. Supporting technical studies may be made available upon request through appropriate Caltrans document-request procedures; however, Caltrans does not post all supporting technical studies directly to the project webpage because technical studies may require accessibility review and remediation before public posting. Caltrans acknowledges the commenter's suggestion regarding improved access to supporting materials and will consider document-access improvements for future public review processes, as appropriate.

F.2.2.13.5 Comment I-13-3

2. While the Project Description indicates a project schedule of 360 working days on page 3, it is not readily apparent if these are concurrent days, whether they may be broken up into work seasons (in response to resource regulatory requirements), or when the project would occur (e.g., fall 2026 to winter 2027,

etc.). Related to Comment 7 below, a more specific, calendar-based schedule should be presented. While project schedules are inherently best guesses, a calendar-based schedule – whether it be based on months or seasons – is needed to provide temporal context to the impact analyses and findings.

F.2.2.13.6 Response to Comment I-13-3

Caltrans acknowledges the commenter's request for additional detail regarding the construction schedule. The Draft IS/MND identifies an estimated construction duration of approximately 360 working days. Construction is anticipated to occur over approximately two construction seasons, from winter 2028 through summer 2030; however, as noted in Section 1.3 of the Draft IS/MND, the proposed Project would require permits and approvals from regulatory agencies, and permit conditions may affect the allowable construction seasons and final construction schedule. Construction timing may also be adjusted, as needed, to avoid or minimize disruption during local events. The Final IS/MND has been revised to provide additional construction schedule information.

F.2.2.13.7 Comment I-13-4

3. To help the reader better understand the location of each proposed project improvement, references to Appendix E and the corresponding map page number should be added to Tables 1 through 7.

F.2.2.13.8 Response to Comment I-13-4

Caltrans acknowledges the commenter's request to add references to Appendix E map pages in Tables 1 through 7 to help readers identify the locations of proposed Project improvements. This recommendation will be passed to the team for incorporation into future documents.

F.2.2.13.9 Comment I-13-5

4. Throughout the IS/MND, the resource analyses reference a number of Caltrans Standard Specifications and Special Provisions which are relied upon to reduce potential impacts to a less-than-significant level. However, the referenced and applied Specifications and Special Provisions are not included or explained in the analyses. The means by which they would reduce impacts to a less-than-significant impact is not disclosed, which is a primary purpose of a CEQA analyses – to disclose to the public potential environmental impacts and mitigative actions to reduce those impacts. This is noted specifically in Air Quality, Hazards and Hazardous Materials, Hydrology and Water Quality, and Greenhouse Gas Reduction Strategies. A more thorough explanation of how the application of Caltrans Standard Specifications and Special Provisions is needed to demonstrate to the reader (i.e., public and agencies) how the measures would adequately reduce potential impacts to the environment.

5. Following on Comment 4, the analyses throughout this CEQA document appear cursory. For the most part, a potential impact is identified and a mitigative action (e.g., mitigation measure, avoidance and minimization measures, Caltrans Standard Specifications and Special Provisions, etc.) is applied to reduce the impact to a
6. less-than-significant level. However, very little information and data is provided to show how the mitigative action would be applied, how it would reduce the impact, and what would be done to ensure the mitigative action would be successfully implemented. Vague references to the project's compliance with federal, state, and local regulations, ordinances, rules, statutes, best management practices beg the same comment. I do not see the information needed to demonstrate the effectiveness and adequacy of the mitigative action, as well as whether it could be feasibly and/or practicably implemented. This information is necessary to support the findings.

F.2.2.13.10 Response to Comment I-13-5

See response to MR 7 – CEQA Process and Public Review.

Caltrans acknowledges the commenter's concern regarding the level of detail provided for Caltrans Standard Specifications, Special Provisions, regulatory requirements, BMPs, avoidance and minimization measures, and mitigation measures referenced in the Draft IS/MND. As discussed in Master Response MR 7, the Draft IS/MND identifies the proposed Project, evaluates potential environmental effects, and relies on applicable project features, avoidance and minimization measures, mitigation measures, regulatory requirements, BMPs, standard construction requirements, and supporting technical studies to support its significance determinations. Caltrans has reviewed the commenter's concern and determined that Master Response MR 7 adequately addresses this comment.

F.2.2.13.11 Comment I-13-6

7. Given the existing geometry of SR 116, particularly from Martinelli Road and west to the project's western terminus (Pocket Canyon, Russian River), the response of No Impact for Section 2.1.17, Question c, would seem to wholly disregard the potential of traffic hazards related to project construction activities. At the least, PF-TRANS-1 should be applied to Question c to bring potential traffic hazard impacts to a less-than-significant level. Again, no explanation – including reference to independent supporting documentation – is provided to explain any of the impact findings.

F.2.2.13.12 Response to Comment I-13-6

Caltrans acknowledges the commenter's concern regarding potential transportation hazards during construction and the suggestion to apply PF-TRANS-1 to Section 2.1.17, Question C. Section 2.1.17, Question C, addresses whether the Project would substantially increase hazards due to a geometric design feature or incompatible

use. The proposed Project would primarily maintain and replace existing roadway features, maintaining the existing geometric design, and does not introduce a new geometric design feature or incompatible use that would create a transportation hazard; therefore, the Draft IS/MND identifies no impact under this threshold. Temporary construction traffic management, including lane closures, one-way traffic control, and emergency access considerations, is addressed separately through Project Feature PF-TRANS-1, which requires preparation of a Final Traffic Management Plan prior to construction.

F.2.2.13.13 Comment I-13-7

8. In response to Question b in Section 2.1.21, Mandatory Findings of Significance, no past, present, or reasonably foreseeable cumulative projects were identified. As of the date of this letter, Caltrans District 4 has an active hillside stabilization project on SR 116 near the Northwood Golf Course, an ongoing ADA/sidewalk improvement project in Guerneville, a planned ADA/sidewalk/bike lane improvement project in Forestville, and a proposed intersection improvement project at SR 116/Green Valley Road. To state that there are no cumulatively considerable projects within this project area is inaccurate. With no other project schedule information other than the estimated 360-working-day duration provided in the Project Description, there is a fair argument that these projects would overlap and create a cumulatively considerable effect related to Transportation. Please at least identify these projects and explain how this project would not contribute a cumulatively considerable impact on the resources included in the IS/MND checklist when taken with these other Caltrans projects.

F.2.2.13.14 Response to Comment I-13-7

See response to MR 7 – CEQA Process and Public Review.

Caltrans acknowledges the commenter's concern regarding cumulative impacts and the request to identify other Caltrans projects in the SR 116 corridor. Section 2.1.21, Mandatory Findings of Significance, of the Draft IS/MND addresses cumulative impacts. Caltrans has reviewed the projects identified by the commenter and has updated the cumulative impacts discussion in the Final IS/MND. The cumulative projects considered and the basis for the cumulative impact determination were updated in Section 2.1.21 of the Final IS/MND.

F.2.2.13.15 Comment I-13-8

9. This project is indeed needed for the benefit of residents of western Sonoma County and its visitors. We commute, visit, and evacuate on this roadway. I am afraid this IS/MND in its current state leaves the project open to challenge. I hope you and your team take these comments as constructive and in support of a very important project.

F.2.2.13.16 Response to Comment I-13-8

See response to MR 7 – CEQA Process and Public Review.

Caltrans acknowledges the commenter's support for the Project and appreciates the commenter's constructive feedback. Caltrans has reviewed and considered the commenter's concerns regarding the adequacy of the Draft IS/MND, including comments regarding the level of detail provided to support impact conclusions, and the Final IS/MND includes responses to comments and revisions where appropriate.

F.2.2.14 Comment I-14: Brigitte and Steve DeLeon

F.2.2.14.1 Comment I-14-1

We are writing to express our concerns and advise about the repaving set for hwy 116. The repaving and improvements are much needed and appreciated. We have some suggestions regarding the portion through downtown Forestville.

We have been residents here for over 30 years, Raising our kids here, working locally, driving this route daily-somedays more than once.

Forestville downtown has never felt unsafe for a pedestrian and the bike path is available for safer bike transportation all the way to Sebastopol. There is no need to take much needed parking from our little downtown that has been trying so hard to survive, thrive and grow.

Why not improve 116 up to Forestville, route the bikers to the bike path via packing house rd.? That would be a much better solution for our little town.

Probably not your domain-but if you really want to help bike riders and pedestrians, continue the bike path down Mirabel rd to River-that's the truly dangerous space to walk or bike ride.

Brigitte and Steve DeLeon

F.2.2.14.2 Response to Comment I-43-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

F.2.2.15 Comment I-15: Tim Dellinger

F.2.2.15.1 Comment I-15-1

Dear Caltrans,

The Route 116 repaving plan offers many improvements, but it falls short in its proposed changes to Front Street in Forestville.

The plan does not directly address the need to slow westbound traffic entering Forestville on Front Street. Flashing crosswalk lights may catch most drivers' attention, but they do little to slow vehicles downhill into town when no pedestrian is present. This has been a safety concern during the 15 years I have lived here. I hoped this project and plan would offer a solution.

Caltrans plan would place Class II bike lanes between curbside parking and narrowed travel lanes. Although narrower lanes may slightly reduce speeds, this layout increases conflict points among cyclists, vehicles entering and exiting parking, and heavy trucks serving the nearby quarry. Even at lower speeds, these added interactions could increase crash risk. The bike-lane configuration should be reconsidered in favor of a safer design. A bike lane on Front Street would not encourage me to ride there, given the nearby bike trail that already provides easy access to Forestville.

Forestville has a strong business community, yet parking is already scarce. Further reducing parking on Front Street would limit access and could harm local businesses. Has an economic survey or impact study been included in this plan? If not, it should be. At a minimum, replacement parking to offset the lost spaces should be identified and implemented at the same time as—not after—the proposed Caltrans design.

Tim Dellinger
Forestville, CA

F.2.2.15.2 Response to Comment I-15-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

See response to MR 4 – Pedestrian Safety and Crossings.

Caltrans acknowledges the commenter's concern that the proposed Project does not directly address vehicle speeds entering Forestville on Front Street. The purpose of the proposed Project is to preserve, repair, and extend the service life of the existing pavement and improve ride quality for the traveling public; it is not a traffic-enforcement project. The Project includes pedestrian, ADA, Complete Streets, drainage, guardrail, bicycle-related, and pavement improvements within the Project limits, but enforcement of posted speed limits is the responsibility of law enforcement agencies. Requests for additional speed-management or traffic-calming treatments not included in the proposed Project are addressed in Master Response MR 3 – Alternative Design Concepts or Offsite Improvements.

F.2.2.16 Comment I-16: Jennifer Duckhorn

F.2.2.16.1 Comment I-16-1

To Whom It May Concern, regarding the proposed addition of bike lanes through downtown Forestville which I believe are not necessary nor safe. I've lived, and cycled in Forestville for 30+ years. In the beginning it was necessary to be on the roads, with the cars. It is unnerving, and not safe (even with a bike lane). Since the addition of the Joe Rodota Bike Trail, it has been 100% better. I've spoken with other community members, and we all feel the same. We can't understand spending tax payer dollars on something that puts others in danger. Dealing with cars is a challenge, but gravel trucks are a catastrophe waiting to happen. I respectfully request that you reconsider the installation of the proposed bike lanes. The Joe Rodota Bike Trail is easily accessible by side roads, thus making bike riding not only safer but also enjoyable. We have a small town, with minimal parking available. The existing parking spaces need to remain. I am available for further conversation, if that's desired. Thank you for your attention to this request. - Jennifer Duckhorn Sent from my iPhone

F.2.2.16.2 Response to Comment I-16-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 6 – Separate Projects and Requests Outside the Project Scope.

F.2.2.17 Comment I-17: Barbara Farrell

F.2.2.17.1 Comment I-17-1

Dear Caltrans,

I am a frequent bike rider and resident of Forestville and was present at the April 21, 2026 meeting/presentation. I am very pleased that part of the project will include RRFBs at the downtown crossing and at Hwy 116/Covey Rd crossing. That improvement is long overdue.

However, the plan to include Class II bike lanes concerns me greatly. Our local businesses depend on nearby parking to survive and if spaces are removed to accommodate full designated bike lanes, they will suffer. Also, the resulting lane narrowing will make it much more hazardous for the gravel trucks to face each other as they navigate the route through tiny downtown Forestville.

The nearby Joe Redota Trail already allows bike riders to safely access Forestville. And I believe that by improved marking of the section of 116 through Forestville to alert drivers that there are bicycles sharing the road is enough. The speed limit through town is 25 mph and really most people seem to honor that.

With the planned pavement and curb improvements, the planned RRFBs, implementation of obvious signage reminding drivers that it is a Class III Bike Route and that the speed limit is 25 mph- that will be a compromise that will also cost significantly less money.

I really hope that Caltrans will address the concerns that the more than 200 people present at the town meeting expressed. Our little village does not need to have 4-5 blocks of downtown rearranged to hurt our businesses and make access to them more difficult and less convenient.

Sincerely,
Barbara Farrell

F.2.2.17.2 Response to Comment I-17-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

See response to MR 4 – Pedestrian Safety and Crossings.

Caltrans acknowledges the commenter's support for RRFBs, pavement and curb improvements, and pedestrian safety improvements, as well as the commenter's concerns regarding Class II bicycle lanes, parking, lane narrowing, gravel truck traffic, and access to downtown Forestville businesses. To the extent the commenter is referring to travel-lane narrowing associated with downtown Forestville bicycle facilities, that work is part of Sonoma County Public Infrastructure's separate Front Street (Highway 116) Active Transportation Project and is not part of the proposed Project analyzed in the Draft IS/MND. Requests for Class III shared-lane facilities, additional signage, use of the West County/Rodota Trail, or other alternative bicycle facility designs are addressed in Master Response MR 3. Pedestrian safety improvements included in the proposed Project are addressed in Master Response MR 4.

F.2.2.18 Comment I-18: Margreet Fledderus

F.2.2.18.1 Comment I-18-1

Although I support resurfacing and cold planing Hwy 116, it is NOT a good idea to install Class II bike lanes in the town of Forestville itself. Bad for our local business, lanes would be too narrow for the large trucks that come through daily from the gravel pits, and a connection to the Rodota trail is already available next to the park (edge of laundromat). It would actually be UNSAFE. The logic you use for safety does not apply in this case. Thank you for considering this very important issue. It would destroy our local businesses.

F.2.2.18.2 Response to Comment I-18-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 4 – Pedestrian Safety and Crossings.

F.2.2.19 Comment I-19: Lucy Hardcastle

F.2.2.19.1 Comment I-18-1

A plan to wipe out multiple parking spaces downtown is unacceptable — no way.

F.2.2.19.2 Response to Comment I-19-1

See response to MR 2 – Parking and Business Access.

F.2.2.20 Comment I-20: Tony Hawke

F.2.2.20.1 Comment I-19-1

Hello, I was excited to hear about the improvements coming to 116 in our neighborhood. I am unable to make the meeting, but I was curious about the changes for the Occidental/116 intersection? This section is currently one of the weakest links on the West County trail, and crossing here with my family on bikes is very tricky. If you are only after comments, my comment is: Please make the connection of the West Country trail to Occidental road West as simple as possible for families and children on bicycles. Cheers, Tony Hawke 7828 Apple Blossom Ln, Sebastopol, CA 95472

F.2.2.20.2 Response to Comment I-20-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 4 – Pedestrian Safety and Crossings.

The Draft IS/MND identifies proposed pedestrian improvements at Occidental Road, including curb ramps, crosswalk restriping, sidewalk improvements, accessible pedestrian signal systems, detectable warning surfaces, curb and gutter, and driveway work. Caltrans acknowledges the commenter's request regarding bicycle/family connectivity between the West County Trail and Occidental Road.

F.2.2.21 Comment I-21: Allan Hill

F.2.2.21.1 Comment I-21-1

When considering the Hwy 116 repairs in the Forestville area, I strongly suggest that the speed limit sign coming into town from the south be highlighted by adding flashing

lights and a speed indicator. A similar sign has been installed on the west side of Forestville on 116.

Currently, drivers coming up to town from the south/east travel through a long stretch of 45 mph road. At the crest of the hill that leads into town (by the Forestview Cemetery) there is a 35 mph posting and a few hundred yard down the hill there is a 25 mph post and shortly after that there is 25 mph school zone posting and a speed indicator.

What happens with traffic is that vehicles come over the crest of the hill at 45-50 mph (past the 35 mph sign) and continue down the hill past the 25 mph sign and usually slow to the speed limit, or at least close to it, by the time they reach the school zone. In that stretch of road there is Kay Lane, with 8 households, and 3 driveways that enter Hwy 116 for households. Vehicles coming over the blind crest of the hill into town from the south at excessive speed put at risk the other drivers that may be waiting to turn into Kay Lane or a driveway, or those entering the highway by turning left from Kay Lane or a driveway.

Please put a flashing speed indicator display at the 35 mph sign during the Hwy 116 repair project.

thanks,
Allan Hill

F.2.2.21.2 Response to Comment I-21-1

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

Caltrans acknowledges the commenter's concern regarding vehicle speeds approaching downtown Forestville from the south/east and the request for a flashing speed indicator display at the 35-mile-per-hour speed limit sign. The proposed Project was developed to preserve, repair, and extend the service life of the existing pavement, improve ride quality for the traveling public, and address project drainage and culvert needs within the Project limits. The requested flashing speed indicator display at this location is not identified as part of the proposed Project. Requests for additional traffic-control devices, pavement markings, speed-limit signage, or speed-management treatments not included in the proposed Project are addressed in Master Response MR 3 – Alternative Design Concepts or Offsite Improvements. Enforcement of posted speed limits is the responsibility of law enforcement agencies.

F.2.2.21.3 Comment I-21-2

The proposal to install bike lanes as part of the Hwy 116 repair project in Forestville is not a good idea. It removes the scarce business related parking spots. As a Forestville resident of 35 years, I find the existing streetside parking spots helpful. I use multiple businesses "downtown" each week and since there is scant parking in the residential areas, I would find the loss of parking close to the stores to be problematic.

Also, I question the need for bike lanes in Forestville along 116. Most, if not all, of the cyclists coming through town are recreational cyclists or locals using their bikes for errands. I have never seen a student ride to school on Hwy 116. Basically nobody rides a bicycle on Hwy 116 in the downtown area. Both recreational cyclists and local shoppers use side roads or the Joe Rodata Trail to get through the area. A bike lane through town is not needed. Bike parking (racks) in the Oak Park area would be helpful.

With thanks,
Allan Hill

F.2.2.21.4 Response to Comment I-21-2

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

F.2.2.22 Comment I-22: Cheryl Jern

F.2.2.22.1 Comment I-22-1

I'm writing to you about the decision to add bike lanes, removing parking spaces, in downtown Forestville. I live in Petaluma, but my grand kids live between Graton and Forestville. I am in Forestville several times/week - especially at Angela's Ice Cream and the hardware store (favorite spots for the grand kids).

I am 82 years old with a disability. One of the reasons I enjoy shopping (spending money!) in Forestville is because I can PARK! (I've stopped going to Mimi's in Sebastopol because it's impossible to park.) Without adequate parking on the main road, I will have to park across the street next to the public park (have you tried crossing 116 w/ a limp, a cane, and two small children?) or around the block, while a young bicyclist breezes by me (and in some cases, attempting to run over me!). Why can't the young cyclist ride around the block?

I'm a former member of Petaluma's Senior Advisory Committee, and currently a member of Sonoma County's Master Plan on Aging. I am actively involved in "older adult" politics in this county. We talk a lot about the abundance of ageism that exists - and it's hard NOT to interpret THIS decision as anything but ageist. Have you spoken with older adults, people with disabilities and mothers with small children about what WE think about this plan?

I'm concerned how this bike lane represents a growing, larger movement in the county - the take over by bicyclists disregarding the needs of older adults/disabled. I would like to remind you that older adults make up 1/3 of the population in Sonoma County.

I understand global warming and lessening our dependence on fossil fuel. But this has to be done in a way that doesn't discriminate against 1/3 of the population.

I often wonder if the bicyclists are just waiting around until all of us old folks just die off and we're no longer a "problem."

PLEASE DO NOT GO THROUGH WITH THE BIKE LANES ON 116 IN FORESTVILLE!

Dr. Cheryl Jern

F.2.2.22.2 Response to Comment I-22-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 4 – Pedestrian Safety and Crossings.

Caltrans acknowledges the commenter's concerns regarding access for older adults, persons with disabilities, families with children, and others who rely on convenient parking and safe pedestrian crossings in downtown Forestville. The Draft IS/MND was circulated for public review and comment consistent with the CEQA process, including public noticing, a public meeting, opportunities to submit written comments by mail or email, and availability of the document in accessible formats so that members of the public could review and comment on the proposed Project. Public noticing included newspaper publication in the Press Democrat and El Observador, and the Draft IS/MND identifies accessibility assistance and alternative-format options for individuals with sensory disabilities.

F.2.2.23 Comment I-23: Emily J-M

F.2.2.23.1 Comment I-23-1

Hello, I live 5 minutes from downtown Forestville, and often visit main street to support my local businesses. While I frequently use the bike trail that goes into Forestville, and always support car-free endeavors, I am greatly troubled by the proposed bike lanes/parking reduction on main street.

My mother, who lives with us, is disabled, and benefits greatly from the ease of being able to park close to businesses. I have young children who also benefit from being able to easily access shops. If parking is replaced by bike lanes, the young and handicapped simply won't be able to have the access they once had. Sure, my kids will be fine, but my mother won't. As we all know, staying involved in the community helps those who are old and at risk for isolation. If my mom and all the other elderly and/or disabled residents of Forestville can't access their town's businesses, the fallout will be much more profound and detrimental than the simple annoyance expressed by the able-bodied bicyclists who can't easily ride along one stretch of road.

I ask you to please reconsider the plans for repaving in Forestville. We already have a robust bike trail. We do not need to lose the parking that's integral to our entire community, including those most vulnerable.

Thank you,
Emily J-M

F.2.2.23.2 Response to Comment I-23-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 4 – Pedestrian Safety and Crossings.

Caltrans acknowledges the commenter's concerns regarding access to downtown Forestville businesses for older adults, persons with disabilities, families with children, and other community members who rely on convenient parking and safe pedestrian access. As discussed in Master Response MR 4 – Pedestrian Safety and Crossings, the proposed Project includes pedestrian infrastructure improvements to comply with current ADA standards, including curb ramp upgrades, detectable warning surfaces, pedestrian landing pads, accessible pedestrian signals, crosswalk improvements, sidewalk improvements, and related pedestrian accessibility features.

F.2.2.24 Comment I-24: Susan Jungfrau

F.2.2.24.1 Comment I-24-1

To Caltrans re: Sonoma116repaving,
Caltrans District 4, Office of Environmental Analysis Attn: Christopher Pincetich

I live near the town of Forestville. Its nickname is "Tiny Town" (as in its local gathering spot, Tiny Town Cafe), because Front St Forestville is just a 3-block stretch that pretty much has at least one of everything needed in a town. It has a school, a church, a bank, a fast-food drive-in, a dive bar, a taqueria/market, a winery tasting room, a pizza joint, a local gathering-place cafe, a bike shop, a thrift store, a bakery, a hardware store, some restaurants, a coffee bar, an ice cream shop, a laundromat, a gas station, a couple of gift shops, hair salon, a hardware store, a liquor store, a trailhead to a regional park trail...I'm sure I'm missing something. But even so, Forestville has a lot happening in that 3-block stretch.

I also live near the community of Forestville. I call it so, because it certainly fits the definition of community... "a social unit—a group of people—sharing common characteristics, interests, or location, bonded by a sense of belonging, cohesion, and shared identity. It thrives on interaction, mutual support, and shared experiences (such as culture, goals, or place), creating a 'sense of community' that fosters trust and collaboration."

If you can't tell, I love Forestville and have lived close by for 48 years. And from that long-term perspective, I have found that it is the businesses (the town) of Forestville that provide the backbone and gathering places of the community of Forestville. If you are finding that local folks are resistant to some of the changes proposed in the Hwy 116

proposal, it is because we are fiercely protective not only of the livelihood of our businesses, but also of the lifeblood of our community.

Generally, I think folks are supportive of most of the items proposed in the Hwy 116 improvements. I am. Who would not like better pavement, culverts, guardrails, sidewalks, streetlights, pedestrian crossings, as well as bicycle pullouts/lanes where appropriate? And also, who would not like that Caltrans is taking into consideration impact on visual effect, tree removal, zoning/general plan, biological resources, the environment, tribal cultural resources?

But what I don't see being taken into consideration is the impact that taking away parking spaces on Front St would have on the many small businesses serving the community of Forestville, our cultural resources. That is a problem. And that is why the community of Forestville is upset. There is already a big problem with not enough parking on Front Street, and removing even a few spaces will compound that. These businesses aren't big chain stores. They are all mom-and-pops, with I'm sure not much of a profit margin.

The trade-off of losing parking spaces, and potentially our businesses and community, to a bike lane does not make sense to folks that I've talked to, when all the bike traffic we see goes on to Rodota Trail, rather than 116. Also, it does not make sense to have a bike lane in town, when there is not the continuation to existing or proposed lanes into and out of town.

So for these reasons, I strongly oppose the removal of parking spaces on Front St to provide for a short stretch of bike lane. Talk with the folks of Forestville more, to reach mutually agreed upon solutions. I'm sure there are some creative solutions that can be reached if the folks that know the community so well are involved.

Here are perhaps a couple?

Route the bikes around the town, not down Main Street (2nd/Center/Covey; 1st/Railroad/Forestville/Packinghouse)

Put a separate bike lane along Rodota Trail (It is tenuous now having just two lanes for walkers and bikers. If there was a separate bike lane, bikers and walkers would be more separated. It would be safer.)

Thanks for considering what I have to say. I may just be one voice, but I know many folks in the Forestville community feel similarly. Please listen to us and let us be involved.

Sincerely and respectfully,
Susan Jungfrau

F.2.2.24.2 Response to Comment I-24-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

Caltrans acknowledges the commenter’s description of Forestville’s community character and the commenter’s support for many of the proposed Project elements, including pavement, culvert, guardrail, sidewalk, streetlight, pedestrian crossing, and bicycle improvements where appropriate. The Draft IS/MND evaluates the proposed Project’s potential environmental effects, including visual resources, tree removal, biological resources, tribal cultural resources, and other applicable environmental topics. As discussed in Master Response MR 1 – Bicycle Lanes and Facilities and Master Response MR 2 – Parking and Business Access, the proposed Project analyzed in the Draft IS/MND would not remove existing parking in downtown Forestville, and downtown Forestville bicycle and pedestrian improvements are being evaluated separately by Sonoma County Public Infrastructure. Requests for alternative design concepts or offsite improvements are addressed in Master Response MR 3 – Alternative Design Concepts or Offsite Improvements.

F.2.2.25 Comment I-25: Leander Kahney

F.2.2.25.1 Comment I-25-1

To whom it may concern,

I'd like to voice my support for the planned cycling/pedestrian improvements on Highway 116.

The road is currently no fun whatsoever to ride a bicycle on. It's a beautiful road, but it's currently fast and dangerous. I wholeheartedly support a new bike lane and wider shoulders.

Many thanks, Leander.

Leander Kahney.
15371 River Road, Guerneville, CA 95446.

F.2.2.25.2 Response to Comment I-25-1

See response to MR 1 – Bicycle Lanes and Facilities.

Caltrans acknowledges the commenter’s support for planned bicycle and pedestrian improvements and wider shoulders on SR 116. The proposed Project includes bicycle-related improvements within the Project limits, including bicycle pullouts, Class II bicycle lanes where identified in the Draft IS/MND, shoulder widening at selected locations, and repaving of the West County/Rodota Trail, as described in Master Response MR 1 – Bicycle Lanes and Facilities.

F.2.2.26 Comment I-26: Kevin Keating

F.2.2.26.1 Comment I-25-1

Hi, Half that road was worn out with cracks by the Canyon Rock Quarry trucks, they go down 116 hang a left on Occidental Road into Santa Rosa and wore out Occidental road also. I hope you can heavy duty that part of the 116 road that those double length quarry rock trucks use, they are so heavy I wouldn't want them cracking the new road so soon after fixing. Thanks, Kevin

F.2.2.26.2 Response to Comment I-26-1

Caltrans acknowledges the commenter's concern regarding pavement wear from heavy quarry truck traffic, including truck traffic using SR 116 and Occidental Road. The SR 116/Occidental Road intersection identified by the commenter is within the proposed Project limits and would be repaved as part of the Project. As described in the Draft IS/MND, the proposed pavement work would include cold planing and resurfacing with hot-mix asphalt and rubberized hot-mix asphalt. Areas of failed pavement would be removed through dig-outs, including removal and rebuilding of underlying base layers as needed, and repaired prior to placement of the pavement overlay. Caltrans has reviewed existing pavement conditions along the Project corridor, including distressed pavement areas, and the final pavement design will be tailored to address locations of severe pavement damage. A strong reconstructed base and pavement overlay are intended to extend the service life of the roadway and improve ride quality for the traveling public.

F.2.2.27 Comment I-27: Gerry Kelsall

F.2.2.27.1 Comment I-27-1

Attention Christopher's Pincetich I have reviewed the proposed repaving project for downtown Forestville and am adamantly opposed to it. I think that it is a ridiculous waste of time and money to put in bicycle lanes in a town of about three thousand people, especially when there already is the Rodota trail that is used by bicycle riders to traverse the west county. This project would cripple downtown businesses by dramatically reducing the available parking spaces downtown while catering to the few cyclists that might use the lanes. I am not a business owner, but I know how hard it is for them to survive in a small community and they need our support, not some poorly thought out, ill conceived project like this. It is an unwanted, unnecessary, and wasteful project, as a longtime resident of Forestville I do not welcome Caltrans poorly thought out ideas for our town. Gerrard Kelsall Jr 6548 Wayne Court Forestville, CA 95436 Sent from my iPad

F.2.2.27.2 Response to Comment I-27-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

In response to the commenter's general opposition for the proposed project, these comments have been reviewed and acknowledged. General comments of project opposition are not directed at the adequacy of the Draft IS/ND for addressing adverse physical impacts associated with the proposed project, nor do these comments contain an argument raising significant environmental issues. CEQA Guidelines Section 15088 requires that a lead agency respond to comments that raise significant environmental issues. For this reason, general comments are acknowledged and published for public disclosure and for the consideration of decision-makers. However, no further edits to the Draft IS/ND have been made in response to this comment.

F.2.2.28 Comment I-28: Vicki Knirck

F.2.2.28.1 Comment I-28-1

The recent CalTrans plan for repaving and upgrading in downtown Forestville along Hwy 116 is flawed. While the upgrades are necessary, the class II bike lanes are excessive. The removal of most of the parking along Front Street is a grave threat to all the small businesses that exist there. Please do all in your power to keep our downtown accessible to customers. There is little other parking nearby.

Vicki Knirck

F.2.2.28.2 Response to Comment I-28-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

F.2.2.29 Comment I-29: Sandra Krey

F.2.2.29.1 Comment I-29-1

NO CLASS 2 BIKE LANES IN DOWNTOWN! FIX FLOODING RD ON 116 BY FRVL ELE. SCHOOL

F.2.2.29.2 Response to Comment I-29-1

See response to MR 1 – Bicycle Lanes and Facilities.

The Draft IS/MND evaluates hydrology and water quality in Section 2.1.10 and concludes that the proposed Project would not substantially increase runoff, exceed stormwater drainage capacity, or impede or redirect flood flows. The purpose of the proposed Project is to preserve, repair, and extend the service life of the existing pavement and improve ride quality for the traveling public and also includes drainage improvements. Flooding at the SR 116 intersections with Packinghouse and Travis Roads adjacent to the elementary school have been addressed as part of the hydraulic review and project recommendations. The proposed drainage improvements at PM 19.82 include extending the existing culvert approximately 15 feet, adding a new

junction box, and installing three new drainage inlets to connect to the extended culvert. These drainage features were incorporated to improve stormwater collection and conveyance in the area and are expected to reduce or eliminate flooding in this location.

F.2.2.29.3 Comment I-29-2

Our downtown businesses need the parking spaces left alone in front of the stores, they lost revenue during COVID & now this plan which removes the parking. A class 2, share the road is much more appropriate. Bicyclists use the Joe Rodota Trail directly behind the southern block of stores which takes them from Forestville to Santa Rosa!

Secondly, the road at SR 116 & Packing House Road services the elementary school. It floods every time we have long heavy rains. North Bay receives more rain than the rest of the Bay Area. Children, parents & teachers are in danger every time this road section floods & it does 2 - 4 times a year. The road's culverts cleaned will not solve the problem. That section needs a small bridge. Think of parents trying to reach their children in the winter on a dark, flooded road to enter Forestville Elementary. They have an after school program there & a 2 lane road that floods keeps children & teachers from leaving at a reasonable hour if parents have to circle back to Hwy 12, 7 miles away & enter 101 North Exit River Rd & drive 7 - 8 more miles in bad weather down River Rd (2 lane). That is at least 21 additional miles in extreme weather to reach their children. Meanwhile teachers are kept from their families as well, because they can't leave the children!

This section of SR 116 & Packing House Rd has been flooding for 20+years. It is time to do something about it, even if it means to scrap all other improvements on SR 116! We have dedicated public school teachers & children at risk. Teachers are far too overworked to write to complain at this time so do the right thing, no class 2 bike lane & raise the road at the school.

F.2.2.29.4 Response to Comment I-29-2

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

Caltrans acknowledges the commenter's concerns regarding parking, bicycle facilities, and flooding near SR 116 and Packinghouse Road. As discussed in Master Responses MR 1 and MR 2, the proposed Project analyzed in the Draft IS/MND would not remove existing parking in downtown Forestville, and downtown Forestville bicycle and pedestrian improvements are being evaluated separately by Sonoma Public Infrastructure. The commenter's request to raise the road or construct a bridge near SR 116/Packinghouse Road is not included in the proposed Project and is addressed as an alternative or offsite improvement request in Master Response MR 3. The purpose of the proposed Project is to preserve, repair, and extend the service life of the existing pavement and improve ride quality for the traveling public; it is not a flood-

control project. The Draft IS/MND evaluates hydrology and water quality in Section 2.1.10 and concludes that the Project would not substantially increase runoff in a manner that would result in flooding on- or off-site, exceed stormwater drainage capacity, or impede or redirect flood flows. Flooding at the SR 116 intersections with Packinghouse and Travis Roads adjacent to the elementary school have been addressed as part of the hydraulic review and project recommendations. The proposed drainage improvements at PM 19.82 include extending the existing culvert approximately 15 feet, adding a new junction box, and installing three new drainage inlets to connect to the extended culvert. These drainage features were incorporated to improve stormwater collection and conveyance in the area and are expected to reduce or eliminate flooding in this location.

F.2.2.30 Comment I-30: Joan Langfeld

F.2.2.30.1 Comment I-30-1

Caltrans, District 4,
Attention Christopher Pincetich

I have lived close to Forestville for many years in unincorporated Sonoma County and love this community. I see this as my town. I went to the public hearing/meeting on April 21. The speaker gave an overview of the project. And I talked to people at the different stations to ask questions after the speaker presented the project. At this time, I do not feel it gave the public enough specific information or time for us to discuss the project as a community with the DOT. I understand your agency has been working on this for quite a while, but we, the community have not had enough time to digest the pros and cons of the 116 Forestville to Sebastopol Paving Project.

I commend the project for doing all the studies regarding environmental and cultural, hazards. I do not have concerns about resurfacing roads, installing/replacing streetlights, replacing guard rails, adding sidewalks and cross-walks, and repairing or replacing culverts. These are all helpful upgrades for safety.

I don't know your study and how you determined that this project would have "less-than-significant" effects from widening shoulders/lanes or the impact your project will have on the businesses of Forestville, specifically Front Street to provide Class II bike lanes and bike pull outs. But I have some comments I would like to present.

Questions and Statements:

Did you do any studies on how this could affect the businesses on Front Street regarding traffic congestion and less parking? In Santa Rosa, I have noticed and other people have commented that traffic has worsened when taking car lanes away and replacing them with bike lanes. I wonder, if there is less parking ability and more congestion, will people stop going to certain businesses?

How can you widen Front Street in Forestville to add Class II bike lanes and pull outs? It is just a two-lane road as it is. There is a sidewalk on the south side of the street in front

of businesses and there is parking for the businesses on the street only, and there isn't enough parking as it is. There is already a problem of tenants who rent housing that park up on Front Street and take many of the parking places away. On the north side of the road, east of the Joe Rodota trail, there is parking for those businesses, as well as the street parking. If there isn't street parking, there could be a problem of not enough parking during the restaurant busy times.

I do not have a problem with bicyclers or bike lanes if they really get used and they don't make traffic more congested. Many people have noticed the traffic has worsened where car lanes were taken away and bike lanes were added in our county. I also notice that there are few if any bicyclists using the new bike lanes that have been constructed in Sonoma County. Before constructing more lanes, wouldn't it be fruitful to conduct studies regarding this? Will it congest traffic as noted in other parts of the county? And do bicyclists really use the lanes?

Who are we making bike lanes for (transportation vs. recreation) and are there enough of those people that will use the bike lanes? Many of my friends who cycle say they don't like to bike in traffic, and instead use county roads that aren't as congested as the highways.

It looks like there are bits and pieces of bike lanes and pull outs from Forestville to Mill Station Road proposed. What do the bicyclists do in that regard, to staying safe? My understanding is bike lanes would provide safety, but this discontinuous bike lane would not keep them safe.

Possible Remedy:

There is the Joe Rodota trail for pedestrians and bicyclists. Maybe there could be a widening of the trail and have bike lanes in there. Plenty of bicyclists use that trail and it actually has been a hazard for pedestrians when bicyclists come up from behind without warning. This could be a win/win for the bicyclists in getting to Mill Station Road since it is already established and well used, instead of taking out parking from the businesses and congest traffic on Front Street.

I hope there are other meetings to discuss the questions and comments we all write in to you to give you input regarding our community. The date of the Initial Study was approved on 3/27/2026. This was newly presented to us less than a month ago on 4/21/2026, and I would hope you would take constructive feedback and ideas to possibly update your Project, rather than rush it through. Our community wants to be involved in anything that affects us. The businesses, in this small town really care about us as we care about them.

Please take some time reading all the comments and input from a very special tight-knit community of Forestville that cares about what is happening in our town. I encourage you to hold more public hearings/meetings to get better conversation/discussion going and incorporate some creative ideas we have that may help you develop alternatives or see things in a different light. You may agree or not agree, but we want to be heard. We

live in this community and want to see it developed in a positive way for businesses, residents and tourists alike. And we know you want to improve infrastructure but may not see how involved this community wants to be in making that happen.

Thank you for reading this and having a concern for upgrading our community

Sincerely,
Joan Langfeld

F.2.2.30.2 Response to Comment I-30-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

See response to MR 5 – Community and Agency Coordination.

See response to MR 7 – CEQA Process and Public Review.

Caltrans acknowledges the commenter's question regarding how the Draft IS/MND determined that impacts would be less than significant. As discussed in Master Response MR 7 – CEQA Process and Public Review, the Draft IS/MND identifies the proposed Project, evaluates potential environmental effects, and relies on applicable project features, avoidance and minimization measures, mitigation measures, regulatory requirements, BMPs, standard construction requirements, and supporting technical studies to support its significance determinations. To the extent the commenter is asking about studies, traffic/parking analysis, business-access analysis, or bicycle-use information associated with downtown Forestville bicycle and pedestrian improvements, those improvements are being evaluated separately by Sonoma County Public Infrastructure and are not part of the proposed Project analyzed in the Draft IS/MND. Questions regarding documents, studies, schedule, or public review opportunities for that separate County project should be directed to Sonoma County Public Infrastructure. Additional information regarding the relationship between the proposed Project and the separate County project is provided in Master Response MR 1 – Bicycle Lanes and Facilities, Master Response MR 2 – Parking and Business Access, and Master Response MR 5 – Community and Agency Coordination.

F.2.2.31 Comment I-31: Jeanette Lebell

F.2.2.31.1 Comment I-31-1

Hello:

I am concerned about the current plans for repaving 116 through downtown Forestville.

Many years ago, my family would frequently ride our bikes from our home just south of Sebastopol, to Forestville, on the West County Regional Trail that connects the two areas.

My son was young at the time but it still felt reasonably safe for the three of us to do that ride. We'd enjoy eating in Forestville, and then riding back home.

Now I'm older and I don't ride much these days, but the Regional Trail is one of the few places that I still consider safe enough.

No matter what's painted on the road, 116 will never be safe enough. Bunching up cars more -- that just annoys the drivers. It's not a good dynamic.

I do drive into Forestville on occasion and easy parking is crucial. Take that away and I fear Forestville will start to shrivel up, and for what?

Make sure the Regional Trail is in good shape and leave 116 to the cars AND pedestrians (yes -- better crosswalks please!).

Thank you.
Jeanette Lebell

F.2.2.31.2 Response to Comment I-31-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

See response to MR 4 – Pedestrian Safety and Crossings.

Caltrans acknowledges the commenter's concerns regarding bicycle safety on SR 116 and the commenter's preference for use of the West County/Rodota Trail. The proposed Project includes repaving the West County/Rodota Trail within the Project limits; however, broader requests regarding trail routing, trail maintenance outside the Project limits, or routing bicyclists away from SR 116 are outside the scope of the proposed Project and are addressed in Master Response MR 3 – Alternative Design Concepts or Offsite Improvements.

F.2.2.32 Comment I-32: Talia Machado

F.2.2.32.1 Comment I-32-1

NO CLASS TWO BIKE LANES IN FORESTVILLE! CLASS THREE IS JUST FINE. NO ONE EVEN RIDES ON 116 THEY ALL RIDE ON THE TRAIL. CLASS TWO BIKE LANES ARE A WASTE OF SPACE. CLASS THREE IS GOOD!

F.2.2.32.2 Response to Comment I-32-1

See response to MR 1 – Bicycle Lanes and Facilities.

F.2.2.33 Comment I-33: Leslie Markham

F.2.2.33.1 Comment I-33-1

Dear Caltrans,

I am very confused about the Caltrans project and the downtown Forestville project. In addition, Saturday's Press Democrat article, confused me more. During the April 21 Forestville townhall meeting: talking with Caltrans and separately, Vanessa Garrett (Deputy Director of Engineering and Maintenance for the County), I was of the understanding that there are two projects. Perhaps they will actually be done together in the end?

As I understood it, the town meeting was scheduled to present the Hwy. 116 project from Mill Station Rd. to Monte Rio which is proposed to begin in the summer of 2029. I couldn't find any information in the attached about downtown Forestville improvements, but it's a big document and maybe I missed it. I also didn't see anything on a map addressing such, at the meeting.

I could not find in the project description specific improvements being proposed for downtown Forestville. Again, as I understood it, another project is being proposed by the county for downtown Forestville, of which Caltrans has to okay, to make sure it complies with bottom line state standards. Dan Northern got up at the end of the "Caltrans meeting" to alert the townsfolk, the county, and Caltrans of the county project; and to express concerns about that separate (?) project.

At the end of the Caltrans meeting, I talked with Vanessa Garrett, who is the Deputy Director for Engineering and Maintenance, and was at the "county table." I asked her several questions because I was confused and concerned. As I understood her, she confirmed the downtown Forestville project was separate; and that there was plenty of time to comment on that project. She said that the county would be speaking with the Forestville businesses, and would send out emails to those in the community who put their names and emails on a list they had going on the table (I have yet to receive an email). I asked for the possibility of another meeting to address the Forestville project itself, and she said that one could be arranged. She said that she and the county were unaware that the towns folk had come to the meeting to discuss the Forestville project. I went away thinking we have time to work with the county and express our concerns.

Can you possibly clarify what I am missing? I am truly confused by all of this.

1. Are there two separate projects?
2. What exactly is proposed for downtown Forestville?

3. When, and how can we learn about, and comment on, the downtown Forestville Project?
4. Is there a CEQA document associated with the “Forestville Project”?
5. I've lived in Forestville for 28 years, and have ridden my bike to Santa Rosa many times, always utilizing the trail out of Forestville, as 116 is not safe. I rarely see a bicyclist on 116 between Guerneville Rd. and downtown Forestville—my assumption is that the bicyclist is unaware of the trail. The trail is far safer. In my opinion there is no need for a green striped bike trail in downtown Forestville, as the majority of folks use the trail almost exclusively, and can be guided to streets other than 116 for the most part to get access to the trail.
6. Parking is a huge issue for the downtown. Reduction of parking would be a significant adverse impact to the businesses and their patrons. It appears this would require a CEQA document to address that impact.
7. Narrowing the road in downtown Forestville also has the potential for significant adverse impacts, particularly because there are several large gravel (and other) trucks traveling through downtown Forestville each day. There is also an asphalt plant being considered in Pocket Canyon. This could impact the road even more. In addition, piecemealing these projects does not appear to comply with CEQA.
8. If there are in fact two projects, what will be done under Caltrans and the CEQA document through downtown Forestville, and what will be done under the Forestville project?

Thank you,
Sincerely,
Leslie Markham

F.2.2.33.2 Response to Comment I-33-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 5 – Community and Agency Coordination.

See response to MR 6 – Separate Projects and Requests Outside the Project Scope.

See response to MR 7 – CEQA Process and Public Review.

Caltrans acknowledges the commenter’s questions regarding the relationship between the proposed Project and downtown Forestville bicycle and pedestrian improvements. As discussed in Master Response MR 1 – Bicycle Lanes and Facilities, Master Response MR 2 – Parking and Business Access, and Master Response MR 5 – Community and Agency Coordination, the proposed Project analyzed in the Draft IS/MND is the SR 116 Capital Preventive Maintenance Project. The proposed Project

would repave the highway and would not include active transportation improvements in downtown Forestville. Bicycle and pedestrian improvements in downtown Forestville, including the area along SR 116 from Mirabel Road to Covey Road, are being evaluated separately by Sonoma Public Infrastructure as part of the Front Street (Highway 116) Active Transportation Project. Questions regarding the schedule, design status, environmental review status, public review opportunities, or supporting documents for that separate County project should be directed to Sonoma Public Infrastructure. Caltrans will continue coordinating with Sonoma Public Infrastructure as that separate effort advances. Comments regarding alternative bicycle routes, use of the West County/Rodota Trail, Class III bicycle facilities, lane narrowing, and other alternative design concepts are addressed in Master Response MR 3 – Alternative Design Concepts or Offsite Improvements. Comments regarding separate projects, existing conditions, or requests outside the proposed Project scope are addressed in Master Response MR 6 – Separate Projects and Requests Outside the Project Scope.

F.2.2.34 Comment I-34: Camille Matson

F.2.2.34.1 Comment I-34-1

To whom it may concern, Construction of Forestville Skatepot and Community Park on Highway 116 at Packing House Rd across the highway from the primary and middle school in Forestville makes safe crossing of children a priority. Please include a crosswalk with flashing lights and speed calming such as a curb extensions at this location. (See map attached.) Even without the park, trucks and cars driving down the hill south on 116 excelebrate quickly and routinely drive 20 miles per hour higher than the limit in the school zone. The closest safe crossing is north at Covey Rd and is unlikely to draw kids away in the opposite direction. A turn lane for northbound traffic at this location would also be valuable. Finally - widening the shoulder of 116 to allow for safe walking and cycling into and out of town would increase safety. Cyclists riding into and out of Forestville to the south have no shoulder for safety. -- Camille Matson (E) camilledoumat@gmail.com (M) 831-277-5922

F.2.2.34.2 Response to Comment I-34-1

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

See response to MR 4 – Pedestrian Safety and Crossings.

Caltrans acknowledges the commenter's concern regarding safe pedestrian access between Forestville Elementary School and the planned Forestville Skate Spot and Community Park near SR 116/Packinghouse Road. The proposed Project includes pedestrian improvements in this area, including new crosswalks, curb ramps, accessible pedestrian signal systems, detectable warning surfaces, and a new pedestrian hybrid beacon at both the Packinghouse Road and Travis Road intersections with SR 116. Requests for curb extensions, a northbound left-turn lane, shoulder widening, and other additional or modified safety improvements not identified in the proposed Project are addressed in Master Response MR 3 – Alternative Design Concepts or Offsite Improvements. The purpose of the proposed Project is to preserve, repair, and extend

the service life of the existing pavement and improve ride quality for the traveling public. Vehicle speed enforcement concerns are addressed by law enforcement agencies.

F.2.2.35 Comment I-35: Sean McFarland

F.2.2.35.1 Comment I-35-1

Dear Mr. Pincetich and Caltrans Project Team,

I am Forestville resident of 15 years and strongly support the repair and upgrade of this section of State Route 116. I would like to offer the following comments regarding the bicycle facilities planned as part of this project:

Regional Bike Trail Context

This project is an important opportunity to advance the long-standing regional vision — first championed over 20 years ago by former Sonoma County Supervisor Ernie Carpenter — of a safe, continuous bicycle and multi-use trail from inland Sonoma County (Rohnert Park area) to the coast at Jenner. The current trail segment (following the old railroad alignment) successfully terminates in Forestville while avoiding traffic on Highway 116.

Recommendations for the Next Segment

From Forestville westward, the next connection becomes challenging. While some have proposed routing the trail north down Mirabel Road to River Road, I believe a better alignment would be to extend Class 2 bike lanes west from Forestville approximately one mile to Martinelli Road, then north on Martinelli Road to River Road. Martinelli Road is far less traveled and would provide a safer, more direct connection.

Specific Requests for This Caltrans Project

- Please include high-quality Class 2 bike lanes on SR 116 from the west end of Forestville to Martinelli Road as part of this repaving project. Installing them now would be highly cost-effective.
- The community of Forestville strongly opposes dedicated Class 2 bike lanes through the center of town on Main Street. We are willing to support Class 3 bike routes (shared roadway with sharrows and signage) as a reasonable compromise.
- Should Caltrans proceed with Class 2 lanes through town, major road crown realignment will be required. This work is expensive, highly disruptive, and does not appear to be budgeted in the current project scope. These costs should be fully accounted for if that option is pursued.

Thank you for considering these comments. I respectfully urge Caltrans to coordinate closely with the Town of Forestville and local residents on the final bicycle facility design.

Sincerely,
Sean McFarland

F.2.2.35.2 Response to Comment I-35-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

See response to MR 5 – Community and Agency Coordination.

Caltrans acknowledges the commenter's support for repair and upgrade of SR 116 and the commenter's recommendations regarding bicycle facility design, including Class II bicycle lanes west of Forestville, Class III shared-lane facilities through downtown Forestville, and coordination with Forestville residents. As discussed in Master Response MR 1, the proposed Project includes bicycle-related improvements within the Project limits, and downtown Forestville bicycle and pedestrian improvements are being evaluated separately by Sonoma Public Infrastructure as part of the separate Front Street (Highway 116) Active Transportation Project. Requests for additional or modified bicycle routes, trail connections, lane configurations, or other bicycle facility designs are addressed in Master Response MR 3. Caltrans also acknowledges the commenter's concern regarding potential roadway crown realignment associated with Class II bicycle lanes through downtown Forestville; as discussed in Master Response MR 1, those downtown Forestville bicycle and pedestrian improvements are not part of the proposed Project analyzed in the Draft IS/MND. Coordination with Sonoma County and local stakeholders is addressed in Master Response MR 5.

F.2.2.36 Comment I-36: Dan Northern

F.2.2.36.1 Comment I-36-1

Chris,

I noticed that based on the speed limit, traffic ADT and truck volume that it is recommended that the Class II bike lanes between Sebastopol and Forestville be buffered. Will this be the case?

Thanks Dan

F.2.2.36.2 Response to Comment I-36-1

See response to MR 1 – Bicycle Lanes and Facilities.

The Draft IS/MND identifies Class II bicycle lanes from Green Valley Road, PM R22.13, to Mill Station Road, PM 25.05, which is the portion of the Project corridor generally

between Forestville and Sebastopol. The Draft IS/MND does not specify whether those Class II bicycle lanes would be buffered. Whether the bicycle lanes would be buffered would be determined during final design, based on available roadway width, applicable design standards, and site-specific constraints.

F.2.2.36.3 Comment I-36-2

Hey, Citizens of Forestville are not able to email you with input because they are not on your email list. This is wrong! Please provide an email that anyone can use. You are purposely limiting input on this project. Thank you, Dan Northern 707-536-8991

F.2.2.36.4 Response to Comment I-36-2

See response to MR 7 – CEQA Process and Public Review.

Caltrans acknowledges the commenter's concern regarding the ability to submit comments by email. The NOI and public review materials identified the project email address, Sonoma116repaving@dot.ca.gov, for submittal of comments; members of the public were not required to be on an email list to submit written comments on the Draft IS/MND. Numerous internal tests showed that all emails sent to the project email address were received by Caltrans.

F.2.2.37 Comment I-37: Sunoma Northern

F.2.2.37.1 Comment I-76-1

If you take the Chinese pistache trees out in Forestville to fix the sidewalk I would like the same to be replanted.

NO Class II Bike Lanes through Forestville!!! LEAVE our town alone

F.2.2.37.2 Response to Comment I-37-1

See response to MR 1 – Bicycle Lanes and Facilities.

Thank you for your comment. Initial surveys estimate that approximately 8 trees may need to be removed to complete construction in downtown Forestville. Through the implementation of AMM-VIS-1, the trees would be avoided if possible and replaced as practicable in conjunction with community input on tree species and placement. Tree planting details may include increased diameter tree well openings, tree well coverings that allow more usable space for pedestrians on the sidewalk, and root barriers to minimize future damage to the sidewalk from tree growth and will be developed at a later design stage.

F.2.2.38 Comment I-38: Mina Olamina

F.2.2.38.1 Comment I-38-1

Odd Fellow where it intersects with 116 need to be addressed perhaps a flashing light or reflectors on the road.

F.2.2.38.2 Response to Comment I-38-1

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

See response to MR 4 – Pedestrian Safety and Crossings.

The Draft IS/MND identifies project work near this location, including shoulder widening/ bicycle pullout improvements and culvert improvements. However, the specific flashing light or reflector treatments requested by the commenter are not identified as part of the proposed Project. Requests for additional or modified safety treatments are addressed in Master Response MR 3 – Alternative Design Concepts or Offsite Improvements.

F.2.2.39 Comment I-39: Alexia Pellegrini

F.2.2.39.1 Comment I-39-1

Received mailer regarding Sonoma State Route 116 Capital Preventive Maintenance Project. Writing to provide comment in favor of this project, both improving pedestrian access and driving conditions. As a longtime resident of Guerneville with a business in West Santa Rosa, I travel 116 by car daily. About a month ago, I was involved in a car accident where my tire made contact with a redwood which is directly on the white line. (Mile marker 13.6, photo attached). My SUV bounced off the tree and flipped over. Luckily, my only injury is a broken hand. Where I had noticed trees are too close to the road in the past, making it difficult to see around turns or oncoming traffic, this incident has had me discussing the safety of these trees directly on the line with friends and neighbors. A person whom lives near this stretch of road says they hear a car accident at this corner monthly. The base of the redwood shows multiple hits over time, as do others on corners up and down the road. I have not yet measured the distance between the yellow and white lines, though I suspect the width of the road is narrower here too. Because of the accident and new feelings of being less safe traveling on 116, I now drive to and from home on River Road. As I am sure others are writing to save the trees, I send my support to save the people. Thank you, and good luck with the public forum tomorrow. Alexia Pellegrini

F.2.2.39.2 Response to Comment I-39-1

Caltrans acknowledges the commenter's support for the Project and the commenter's safety concern regarding a redwood tree near PM 13.6. Appendix E, Project Mapping, identifies proposed work in the PM 13.5 to PM 13.7 area, including culvert improvements and associated work areas; however, the Draft IS/MND does not identify individual trees proposed for removal by location. The Draft IS/MND states that

approximately 52 trees may need to be removed to complete construction, including redwoods, and that Caltrans would avoid and minimize tree removal at culvert locations where feasible. Tree removal needs will continue to be refined during the Plans, Specifications, and Estimates phase, including completion of the tree survey.

F.2.2.40 Comment I-40: Brian Plaughner

F.2.2.40.1 Comment I-40-1

I very much support maximum bicycle safety. [The public meeting can be improved by] not having the meeting hijacked by the pro-parking/anti bike hysteric.

F.2.2.40.2 Response to Comment I-40-1

See response to MR 1 – Bicycle Lanes and Facilities.

Caltrans acknowledges the commenter's support for bicycle safety and recommendations for improving the public meeting.

F.2.2.41 Comment I-41: Charles Reed

F.2.2.41.1 Comment I-41-1

Dear Caltrans Staff,

I am writing to express my strong support for the Highway 116 resurfacing project in Forestville and to encourage the inclusion of bicycle lanes and related non-vehicular infrastructure as an integral part of the project design.

This project presents a clear and timely opportunity to implement Complete Streets principles consistent with Caltrans Deputy Directive DD-64-R2 and the broader framework established under the California Complete Streets Act (AB 1358). These policies call for routine accommodation of all users, including bicyclists and pedestrians, in roadway projects. In this case, there do not appear to be significant physical or operational constraints that would preclude the inclusion of bicycle facilities.

Because this is a resurfacing project, lane striping will be reconstructed regardless of final configuration. As such, incorporating bicycle lanes is a cost-effective design decision rather than a separate capital investment. The funding required for restriping is already embedded within the project scope, making this an efficient and practical opportunity to improve multimodal access without additional financial burden.

Concerns are sometimes raised regarding potential impacts to adjacent businesses due to the loss of on-street parking. However, a growing body of peer-reviewed research, including studies published in Transportation Research Record, consistently finds that reallocating roadway space to bicycle infrastructure does not negatively affect local business performance and may, in some cases, enhance it. These findings suggest that such concerns, while understandable, are not supported by the available data.

In contrast, the potential benefits of bicycle infrastructure are substantial. The addition of bike lanes would help unlock currently underutilized non-vehicular travel in this corridor, encouraging both local trips and recreational cycling. This is particularly relevant in Sonoma County, where cycling is a significant and growing component of both transportation and tourism.

Importantly, this segment of Highway 116 serves as a key connection between Forestville and Sebastopol, yet it is presently perceived as unsafe for casual cyclists. The absence of dedicated bicycle facilities limits access for a broad segment of potential users. Providing safe, designated space for bicyclists would significantly improve conditions and expand the usability of the corridor.

More broadly, this project represents an incremental but meaningful step toward establishing a connected and safe cycling network in western Sonoma County. Enhancing this segment could contribute to longer-term connectivity between Forestville, Sebastopol, and potentially Guerneville, supporting both local mobility and regional recreation.

Given the above, I respectfully request that Caltrans incorporate bicycle lanes and appropriate non-vehicular infrastructure into the final design of this project. If such facilities are not included, the basis for that determination should be clearly documented in accordance with applicable policy.

This project offers a rare and valuable opportunity to improve safety, accessibility, and community connectivity through a relatively modest design choice. I encourage Caltrans to take full advantage of this opportunity.

Thank you for your consideration.

Sincerely,
Charles Reed

F.2.2.41.2 Response to Comment I-41-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

See response to MR 5 – Community and Agency Coordination.

Caltrans acknowledges the commenter's support for bicycle facilities, nonvehicular infrastructure, and Complete Streets principles. The proposed Project includes bicycle-related improvements within the Project limits, including bicycle pullouts, Class II bicycle lanes from Green Valley Road, PM R22.13, to Mill Station Road, PM 25.05, and repaving of the West County/Rodota Trail. Comments regarding the location, extent, and design of bicycle facilities included in the proposed Project are addressed in Master

Response MR 1. Requests for additional or modified bicycle facilities, broader regional bicycle-network connections, or other nonvehicular improvements not included in the proposed Project are addressed in Master Response MR 3. Concerns regarding potential parking or business-access effects are addressed in Master Response MR 2.

F.2.2.42 Comment I-42: Yvette Serrano

F.2.2.42.1 Comment I-42-1

Hello,

Narrowing the road through downtown Forestville is inappropriate as it would limit our parking and would kill our local businesses.

Bikes can take the Forestville bike trail and avoid the traffic as well as avoid the giant quarry trucks that also drive through town all day as we have 2 rock quarries in Forestville.

I love the idea of improving Forestville's sidewalks, crosswalks, and slowing down traffic.

Thank you,
Sincerely,
Yvette Serrano

F.2.2.42.2 Response to Comment I-42-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

See response to MR 4 – Pedestrian Safety and Crossings.

To the extent the commenter is referring to travel-lane narrowing associated with downtown Forestville bicycle facilities, that work is part of Sonoma County Public Infrastructure's separate active transportation project and is not part of the proposed Project analyzed in the Draft IS/MND.

F.2.2.43 Comment I-43: Allison Sides

F.2.2.43.1 Comment I-43-1

My question is regarding the impact on the roads from quarry & refuse trucks.

F.2.2.43.2 Response to Comment I-43-1

Caltrans acknowledges the commenter's question regarding pavement wear from quarry and refuse truck traffic. The proposed Project would repave SR 116 within the Project limits. As described in the Draft IS/MND, the proposed pavement work would include cold planing and resurfacing with hot-mix asphalt and rubberized hot-mix asphalt. Areas of failed pavement would be removed through dig-outs, including removal and rebuilding of underlying base layers as needed, and repaired before placement of the pavement overlay. Caltrans has reviewed existing pavement conditions along the Project corridor, including distressed pavement areas, and the final pavement design will be tailored to address locations of severe pavement damage. A strong reconstructed base and pavement overlay are intended to extend the service life of the roadway and improve ride quality for the traveling public.

F.2.2.44 Comment I-44: Gwen Smith

F.2.2.44.1 Comment I-44-1

I strongly oppose the work to be done between Covey and Mirabel. The changes will affect our community and the businesses we like to support. Gwen Smith Sent from my iPhone

F.2.2.44.2 Response to Comment I-44-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

Caltrans acknowledges the commenter's concern regarding potential work between Covey Road and Mirabel Road in downtown Forestville. The proposed Project analyzed in the Draft IS/MND would not include new bicycle lane improvements in downtown Forestville, including the area between Covey Road and Mirabel Road. Bicycle improvements in that area are being evaluated separately by Sonoma County Public Infrastructure and are not part of the proposed Project.

F.2.2.45 Comment I-45: Jim and Cathy Smith

F.2.2.45.1 Comment I-45-1

Dear Project Manager,

As long time residents of Forestville we are concerned with the proposed changes to our downtown as part of the Highway 116 paving project. We feel that a Class II bike lane is not appropriate as it will result in too many lost parking spaces in town where parking is already extremely challenging. As a bike/hiking trail already exists between Graton and Forestville, perhaps the money would be better spent on trail improvements while providing greater safety to bicycle riders by moving them off of the highway and away from vehicles.

Another suggestion that we would like to add is the painting of the speed limit on the pavement west of Covey road as many drivers seem to think that the 25mph zone is only in front of Forestville Grammar School and not through the entire downtown. Also if a 25mph sign could be placed at Hidden Lake Road at the western entry into town to slow down vehicles coming over the blind hill into town would greatly improve safety at the Mirabel Road and Highway 116 intersection.

Thank You,
Jim and Cathy Smith

F.2.2.45.2 Response to Comment I-45-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

Caltrans acknowledges the commenter's concerns regarding bike lanes, parking downtown, vehicle speeds through downtown Forestville, and the request for additional speed-limit pavement markings and signage near Covey Road and Hidden Lake Road. Caltrans does not have enforcement authority or discretion with respect to traffic violations, including excessive speed; enforcement of posted speed limits is the responsibility of law enforcement agencies. Requests for additional traffic-control devices, pavement markings, speed-limit signage, or speed-management treatments not included in the proposed Project are addressed in Master Response MR 3 – Alternative Design Concepts or Offsite Improvements.

F.2.2.46 Comment I-46: Madeline Solomon

F.2.2.46.1 Comment I-46-1

Hello Chris,

I started reading the SR 116 Initial Study with Proposed MND, and found a small error that might be easily corrected? A small thing, but potentially significant, and I support accuracy in government documents when possible.

Please excuse me for going on so long in this email comment, but I thought I might as well try to address my issue of concern fully here.

The last line in Section 1.1.1 states that: The posted speed limits vary from 35 miles per hour (mph) to 45 mph.

Not true for SR 116 through Forestville, where the posted speed limit through town is 25 mph. We have a lot of speeding and a lot of close calls, cuz visibility is not great and there's lots of vehicle traffic as well as pedestrians and some cyclists. Failure to observe the posted 25 mph speed limit on 116 through Forestville has been an ongoing topic of

discussion in Forestville for at least 20 years now. There is one electronic sign that clocks drivers' speeds right past Forestville School on the north side of SR 116. That electronic sign has been in place for at least 9 years, and maybe longer. (I moved back to Forestville in 2017, after not living here for ~20 years, and the electronic speed sign was already here.)

It doesn't work too well for slowing traffic to the posted 25 mph, however. During the pandemic things got so bad in town that someone bought a metal bucket and a bunch of orange flags, so pedestrians could carry a flag to try to cross the Front St/SR 116 safely in the crosswalks.

Things are still bad regarding speeding on SR 116 through Forestville, so the Forestville Chamber of Commerce recently purchased an additional electronic speed sign and installed it on the south side of SR 116 in town.

I do think that a lighted cross walk might help, but I also see a signage deficiency that may be contributing to the speeding through Forestville that gives us so much trouble.

There is good, proper signage for the 25 mph zone on SR 116 through Forestville when driving west from from Guerneville Rd intersection or Graton. Signage slows traffic to 35 mph before Forestville School and then to 25 mph by the school and into town.

But there's no proper speed slowing signage as one approaches town of Forestville on SR 116E, like driving from Guerneville or Pocket Canyon. This section of SR 116 is mainly 45 mph with some lower speed limits (eg 35 mph) around curves, and then boom! All of a sudden one is in town of Forestville with a 25 mph speed limit. There's none of the normal signage one finds on a SR when approaching a 25 mph zone -- "25 mph zone ahead," "Pedestrian crossing ahead, 25 mph)," etc.

I think it would be great if CalTrans D4 could officially recognize the 25 mph speed limit on SR 116 through Forestville, and provide appropriate slow speed zone ahead signage on the highway from both directions approaching town of Forestville.

Having raised this issue with you, I'll do my best to be consistent and address appropriate signage on Covey and Mirabel Rds, the two main roads that intersect with SR 116 in the town of Forestville, with Sonoma County Public Infrastructure.

Covey Rd has appropriate speed limit signage from the intersection with SR 116, heading north, away from town, and right around the El Molino campus. But there are no speed slowing signs or warnings that there's a 25 mph zone ahead as one drives down Covey to SR 116. There's a crosswalk a block from the highway, but cars rarely slow or stop for pedestrians because the speed limit remains 35 mph until the intersection with SR 116.

Mirabel Rd has a speed limit of 45 mph, except around some curves. It's mainly ok for the north side of the road leading away from the intersection with SR 116, cuz traffic has been slowed to make the right turn at Mirabel and 116, and there's also a really wide shoulder area with a paved trail for pedestrians and cyclists.

But heading south on Mirabel Rd to SR 116, the speed limit remains 45 mph all the way to the intersection with the highway. No warning signs, no speed slowing signs. People drive 45 mph right past the fire station, water district and post office, which is not optimal, in my experience.

This might be a moot point from CalTrans D4 point of view because Mirabel and Covey are county roads, and slowing traffic is thus county Public Infrastructure responsibility.

One big problem I've had is that there is no crosswalk across Mirabel Rd at SR 116. I couldn't go to the Forestville Post Office for a few years during and right after the pandemic, when I had no car and my right leg was injured so I could only walk, not run. I was not able to safely cross Mirabel Rd near SR 116 to walk to the post office! It's a very busy T intersection, with cars and gravel trucks making right and left turns on and off SR 116, and drivers are not inclined to stop for a pedestrian attempting to cross Mirabel road. Especially since there's no crosswalk or signage or other accommodations for pedestrians.

I asked other pedestrians in town what do they do? How do they cross Mirabel Rd at SR 116, like to get to the Post Office? People walk up Mirabel Rd ~20-30 yards or so to where the road narrows a bit, and then run across the street when there's an opening in the traffic. Everyone I spoke with agreed that's the only way to cross Mirabel Rd near SR 116 -- wait farther up the block where the road is a little narrower and then run quickly across the road when there's a break in the traffic.

I think we can do better, and hope that we will soon. I'll continue reading through the SR 116 plan and proposed MND to see if these problematic street crossing and speed slowing signage issues are addressed, but I suspect these are the kind of details that might be addressed in the subsequent engineering and design phase of the project after the MND is approved.

I did want to address these issues up front, however, and hope that CalTrans D4 can change the wording in Section 1.1.1 to accurately state that there are sections of SR 116 with 25 mph speed limit. I hope you will be able to accommodate this small change in the SR 116 Initial Study and Proposed NMF.

I'll bring my concerns about speed limits and signage on Mirabel and Covey Rds approaching SR 116 to Sonoma County Public Infrastructure directly, and am hoping that the combined wisdom of CalTrans D4 and SC Public Infrastructure can find a way to make a safe pedestrian crossing at Mirabel and SR 116.

I promise not to write you repeatedly every time I find a small issue with the SR 116 plan and proposed MND. I did want to address the fact that SR 116 speed limit is 25 mph through town of Forestville right off the top, however, because controlling driver speed on SR 116 through town of Forestville is and has been such a long standing and problematic issue for us here. I understand it's really just a small error in the first part of the document, and have probably gone on way too long in addressing it.

On the positive side, I'm pleased that the SR 116 Scenic Highway Designation is noted right in the Introduction 1.1. Many of us here do really value the Scenic Highway designation, and want to preserve and protect that status. Thank you CalTrans D4 for supporting us in that.

I'll read through the rest of the SR 116 study and proposed MND document, and save any additional comments for a proper Public Comment after the meeting. I wanted to address the speed limit error in Section 1.1.1 right away so that CalTrans D4 would be aware of it before the meeting, in case someone else brings it up -- unlikely, but possible.

I do expect good turn out for the meeting on the 21st, and can tell you that the pink signs are already up! (That's how we announce public meetings in town -- FPA puts up little bright pink signs along the roads in advance of the scheduled meeting.) There's a long history of successful grass roots activism here in Forestville ... kinda surprising for such a tiny town, but there you very well have it.

Thank you,
Madeline Solomon

F.2.2.46.2 Response to Comment I-46-1

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

See response to MR 4 – Pedestrian Safety and Crossings.

Caltrans acknowledges the commenter's correction regarding the posted speed limit on SR 116 through Forestville. The Final IS/MND has been revised to clarify that posted speed limits in the Project corridor vary from 25 to 45 miles per hour.

F.2.2.46.3 Comment I-46-2

Hello Caltrans District 4,

I support the SSR 116 Capital Preventive Maintenance Project fully, and am most grateful to CalTrans District 4 for proposing this estimated \$34 million Project to preserve, repair and upgrade SR 116 to current state and federal standards from Church St. in Monte Rio to Mill Station Rd.

I appreciate that the Project aims to prevent further deterioration that could affect “the structural integrity of the highway and require a major roadway rehabilitation,” and am grateful for the a preventive maintenance proposal to protect our vital SR 116 transportation corridor and prevent serious damage and disruption in the future.

The scope, clarity and attention to detail in the Initial Study make it a helpful and informative document, one that provides a good or best practices example of a proper, carefully considered MND under CEQA in our area, unincorporated west Sonoma County.

I'm especially pleased that Caltrans D4 recognizes and addresses the SR 116 Scenic Highway designation clearly and directly in the Initial Study. I hope this signals that CalTrans D4 will now address the Scenic Highway designation routinely and regularly, moving forward, both as Lead Agency and when doing formal consultation under CEQA for County of Sonoma on Projects that directly affect visual aesthetics and scenic vistas along this section of SR116.

I support the MND, and mainly agree with the Findings of Significance and that the proposed measures will mitigate negative impacts of the Project.

F.2.2.46.4 Response to Comment I-46-2

Comment received. Caltrans acknowledges your support for the project.

CEQA requires lead agencies to evaluate potential impacts to scenic resources, scenic vistas, and visual character where applicable. Caltrans considers these requirements when acting as lead agency or participating in CEQA review for projects that may affect scenic resources.

F.2.2.46.5 Comment I-46-3

I'm writing this public comment letter to support for the Sonoma State Route 116 Capital Preventive Maintenance Project, as described in the Caltrans Fact Sheet for the SR 116 Pavement Replacement Project, the Initial Study with Proposed Mitigated Negative Declaration (April 2026), and the Public meeting in Forestville on April 21, 2026.

There is one caveat to my support of this Project as presented in these documents -- I'm still confused about plans for SR 116/Front St through downtown Forestville, and have decided not to address that portion of the Project in public comment to Caltrans. Instead, I'll submit my comments on this portion of the project (ca. PM 19.7 to 19.4) directly to County of Sonoma Public Infrastructure.

The Preventive Maintenance Project is both timely and beneficial, from my perspective as a climate change and environmental scientist. Preventive maintenance along this vital transportation corridor, including replacing and repairing cross culverts and guard rails, shoring up and re-engineering the roadway as needed, will make a significant contribution to our unincorporated communities' resilience in the face of continued climate change, which has already brought increased intensity of precipitation and increased frequency and likelihood of extreme events.

Tangible benefits include not only a decreased risk of catastrophic, disruptive and costly road repairs in the future, but also the environmental benefits of properly sized and properly functioning cross culverts across SR 116 and the public health and social benefits of having pedestrian and bicycle infrastructure constructed to current state and federal standards.

Repaving the Joe Rodota trail is an additional side benefit for our communities.

I mainly agree with the Findings of Significance in the MND, and find the Avoidance and Minimization, and/or Mitigation Measures adequate to minimize or mitigate the potential negative impacts described. The Initial Study with Proposed MND is a well crafted and well researched environmental compliance document.

I have three additional comments. Two are simple factual corrections, and the last is a more substantive comment on Coho salmon, a listed Special Status Species in the project area.

The two corrections are:

- 1) Speed limit on SR 116/Front St from Forestville School to Mirabel Road is 25 mph (not 25 to 45 mph); and
- 2) There is a west bound transit stop at SR 116/Front St and 2nd Avenue in Forestville that may not have been included in the list of transit stops in the Project area. This transit stop is particularly dangerous and difficult to navigate for transit riders, and so I hope that it will be upgraded along with the eastbound transit stop across the highway/Front St. Thank you.

My major concern is for something not addressed directly in the MND -- the potential effects of 6ppd-quinone contamination on our internationally recognized Lower Green Valley Creek Central Coast Coho salmon, an evolutionarily significant unit. Lower Green Valley Creek is classified as "critical habitat" for the federally and state endangered keystone Coho salmon species.

Coho salmon is the only endangered species on the Special Status Species list for the project area, and a species for whom 6ppd-quinone is especially and particularly toxic. I request that Caltrans address this issue of concern directly at a later design stage, when the biofilters and bioswales associated with the cross culverts in the Lower Green Valley Creek watershed portion of the Project area being planned.

Specifically, I request that Caltrans consult with both CA DTSC and Washington State Fish and Wildlife, the agencies currently taking the lead in developing best management practices to protect Coho salmon from 6ppd-quinone from roadway runoff, at a later engineering stage in the project.

I have more to say about this, and will submit a proposal under separate cover to the Biological Resources project staff, as time to submit this public comment is running out! Please excuse my tardiness and last minute submission. I'm addressing it here because I think culvert design is one thing I can comment on during this public comment period that ends in 5 minutes.

Thank you,
Madeline Solomon (MSc, MA, CERT)

F.2.2.46.6 Response to Comment I-46-3

See response to MR 5 – Community and Agency Coordination.

See response to MR 7 – CEQA Process and Public Review.

Caltrans acknowledges the commenter's support for the Project and appreciates the commenter's comments regarding 6PPD-quinone, coho salmon, Lower Green Valley Creek, and water quality. Caltrans recognizes that 6PPD from vehicle tires can react with ozone to form 6PPD-quinone, which has been identified as toxic to coho salmon. The Draft IS/MND identifies coho salmon as a special-status species with potential to occur in the Biological Study Area. The Draft IS/MND also identifies water-quality protection measures, including construction-site BMPs, preparation and implementation of a Storm Water Pollution Prevention Plan, and compliance with Caltrans' applicable National Pollutant Discharge Elimination System permit requirements. In addition, the Project is anticipated to require post-construction stormwater treatment measures for new impervious surfaces. Final treatment BMP types and locations will be developed during the design phase. Caltrans will consider applicable water quality requirements and current guidance related to stormwater treatment during final design.

F.2.2.46.7 Comment I-46-4

Hello Mr. Pincetich and/or District 4 environmental staff,

I'm writing as a resident and property owner here in Forestville 95436, with a courtesy request and two questions.

Could your District 4 staff please provide a hard copy of the Draft IS/MND for the preventive maintenance project on SR 116, postmile 25.05 to postmile 7.74, for the reference section at the Forestville Community Library?

Our area Forestville 95436 is under-served by the Sonoma County Library, and thus do not have a proper commercial size printer like the other Sonoma County Library branches do. We have only one staff member at work in the library at a time, and only a home office desk top style printer.

It would be an unreasonable burden for our librarian to print out the environmental documents, so can you please mail a hard copy to our library? I can arrange with the librarian to put the hard copy in a binder and keep it on our Reference materials shelf.

The reason I make this request is that I need to read the document as a hard copy in order to familiarize myself with it before the public meeting on April 21. I cannot read complex environmental documents properly on my cell phone!

Part of being underserved in Forestville 95436 is that our only public access computers are located in the library, which is only open 3-7pm weekdays and 10am-2pm Saturdays ... so it's not really possible for me to review the document properly on a computer either, due to limited access within the short timeframe.

Permit Sonoma has responded graciously to my requests in the past for hard copy of major environmental documents under review, and we keep several giant binders of community-specific environmental documents on the Forestville Library Reference shelf. I'm hoping CalTrans District 4 can provide a similar courtesy to us out here.

(1) Could you kindly let me know if you can accommodate this courtesy request? If not, would it be possible for me to come down to Oakland and pick up a hard copy of the environmental document at the CalTrans District 4 office, to bring back to our Forestville library?

The second part of this email is a question or a tip, depending on how you look at it. I used to work in Cultural Resources, and am a little suspicious of Forestville Chamber of Commerce statement that nothing can be done to safely accommodate a bicycle lane on Hwy 116 through the town of Forestville because the parking spaces that get in the way are all private property.

People out here in unincorporated west Sonoma County do not understand easements very well, in general. In our county (and maybe in other CA counties) public easements, such as one would expect to be in place along SR 116, are only recorded on the original property deed, the first time the property is purchased. So a person who purchased their property after the original first sale may have received no information about any public easement attached to their property, because it did not appear on their property deed.

All the original property deeds are on file and accessible to the public at the Sonoma County Clerk-Recorder office. I've been planning to go to the Clerk-Recorder office to look at the original property deeds to see if this private property with no public easement for the Front St/SR 116 properties determination is correct and accurate. but I won't need to make that trip if your office has already completed this standard environmental review task.

(2) Can you please tell me if your office has already done this work, which can only be done in person at the County of Sonoma Clerk-Recorder's office in Santa Rosa.

Lastly, is your office aware of the research since 2020 showing that 6PPD-quinone, formed by the interaction of a tire particle chemical with ground level ozone, is extremely toxic to Coho salmon? The severe toxicity is specific to Coho salmon -- Chinook salmon and steelhead are not similarly affected.

Washington State is pioneering engineering solutions to minimize the amount of 6PPD-quinone that gets into the creeks and rivers from roadways, in order to protect their Coho salmon populations.

Here in Sonoma County, our keystone species Central Coast Coho salmon are severely endangered. Lower Green Valley Creek is "critical habitat" for this endangered species. ("Critical habitat" is a regulatory descriptor from USEPA, as I'm sure you know).

(3) Is there any possibility that CalTrans District 4 would be willing to install the specific filters and engineering solutions along SR 116 through Forestville 95436 in order to help

protect our endangered keystone species Coho salmon in the Lower Green Valley Creek watershed from the toxic 6PPD-quinone in roadway runoff?

If so, can you please tell me what CalTrans staff member or department I should write to with a formal request to please consider protecting Lower Green Valley Creek Coho salmon “critical habitat” while replacing culverts and guard rails in the SR 116 preventive maintenance project?

I'd like to write this up as a formal letter of request and include the scientific references so that CalTrans District 4 can become aware of (a) the threat that 6PPD-quinone poses to Coho salmon and their “critical habitat,” and (b) current best practices for mitigating against this lethal threat.

In conclusion, I've posed three questions I hope you can answer directly in reply:

- 1) Can you please provide hard copy of the SR 116 preventive maintenance project environmental documents for the Forestville library?
- 2) Has CalTrans District 4 already reviewed the original property deeds for properties on Front St/SR 116 through Forestville 95436 at the County of Sonoma Clerk-Recorder and made a determination of whether public roadway easements are recorded on the original deeds for any of these properties?
- 3) Is CalTrans District 4 aware of the research showing that 6PPD-quinone from roadway runoff is specifically toxic to critically endangered Coho salmon, and how can I most effectively make a formal request that your agency incorporate BMPs to mitigate against this negative impact that roadway runoff from SR 116 has on endangered Coho salmon “critical habitat” here?

Thank you,
Madeline Solomon (MSc, MA, CERT)

F.2.2.46.8 Response to Comment I-46-4

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 7 – CEQA Process and Public Review.

Caltrans acknowledges the commenter’s request for a hard copy of the Draft IS/MND at the Forestville Community Library. Two hard copies of the Draft IS/MND were provided to the Forestville Community Library during the public review period. Comments regarding document availability and public access to environmental review materials are addressed in Master Response MR 7 – CEQA Process and Public Review.

Caltrans also acknowledges the commenter’s question regarding public roadway easements and property information along Front Street/SR 116 through downtown Forestville. As discussed in Master Response MR 1 – Bicycle Lanes and Facilities and

Master Response MR 2 – Parking and Business Access, the proposed Project analyzed in the Draft IS/MND would not remove existing parking in downtown Forestville; bicycle and pedestrian improvements in downtown Forestville are being evaluated separately by Sonoma Public Infrastructure as part of the Front Street (Highway 116) Active Transportation Project. Property acquisition and easement requirements for the proposed Project are identified in the Draft IS/MND, including in the right-of-way information provided in the Project description.

Caltrans acknowledges the commenter's question regarding 6PPD-quinone, coho salmon, and water quality. Caltrans recognizes that 6PPD from vehicle tires can react with ozone to form 6PPD-quinone, which has been identified as toxic to coho salmon. The Draft IS/MND identifies coho salmon as a special-status species with potential to occur in the Biological Study Area. The Project includes stormwater treatment BMPs that would treat stormwater and roadway runoff, and final treatment BMP types and locations will be developed during the design phase. Caltrans will consider applicable water quality requirements and current guidance related to stormwater treatment during final design.

F.2.2.46.9 Comment I-46-5

https://www.youtube.com/live/mcQJUHnWAVA?si=LuaptiSaTGplq_DG The link above is for the Green Valley Road flooding livestream camera. Everyone agrees it's a helpful thing, and local CalTrans folks agree that it would be helpful to have one on SR 116 near Packing House Rd because that stretch of road floods frequently now that the vineyards have expanded. I went looking for the mile marker one day, but it was illegible. Nonetheless, I'd like to formally propose that CalTrans try placing a similar live time flooding control camera at that problematic flood-prone part of SR116. Is there a special department in CalTrans D4 that handles this kind of request or proposal? It's outside the scope of the SR116 Repaving MND, so I don't think it's appropriate to add to my public comment on that document. Maybe D4 has a department or office in charge of flooded road awareness, like Turn Around, Don't Drown? Those folks might be interested in learning about the Green Valley Rd flooding livestream camera and seeing if we could try one out on SR116 at Packing House Rd. We all think the livestream flooding camera is a good idea. It would be helpful for the public, the first responders and the local CalTrans staff responsible for that portion of SR116. Thank you, and hope to see you tomorrow. I expect the meeting will be well attended, despite the rain, because our town leaders have posted the little pink Town Hall Meeting signs. Oh -- I do have a last question for you. Is your team going to drive to Forestville from Sebastopol along SR116, or are you/they planning to take US101 to River Rd? Just curious :) Thank you, Madeline Solomon (MSc, MA, CERT) 6794 Clara Lane Forestville CA 95436

F.2.2.46.10 Response to Comment I-46-5

The Draft IS/MND evaluates hydrology and water quality in Section 2.1.10 and concludes that the proposed Project would not substantially increase runoff, exceed stormwater drainage capacity, or impede or redirect flood flows. The purpose of the

proposed Project is to preserve, repair, and extend the service life of the existing pavement and improve ride quality for the traveling public and also includes drainage improvements. Flooding at the SR 116 intersections with Packinghouse and Travis Roads adjacent to the elementary school have been addressed as part of the hydraulic review and project recommendations. The proposed drainage improvements at PM 19.82 include extending the existing culvert approximately 15 feet, adding a new junction box, and installing three new drainage inlets to connect to the extended culvert. These drainage features were incorporated to improve stormwater collection and conveyance in the area and are expected to reduce or eliminate flooding in this location.

F.2.2.47 Comment I-47: Sonic (last name unknown)

F.2.2.47.1 Comment I-47-1

I live on and regularly drive on hwy 116 between Sebastopol and Guerneville and I support Caltrans plan for adding bike lanes, including downtown Forestville, as supported by Sonoma County Bicycle Coalition.

F.2.2.47.2 Response to Comment I-47-1

See response to MR 1 – Bicycle Lanes and Facilities.

Caltrans acknowledges your comment and appreciates your support for the proposed Project.

F.2.2.48 Comment I-48: Nathan Spindel

F.2.2.48.1 Comment I-48-1

Hello,

I'm writing in support of the Highway 116 repaving project, including the proposed Class II bike lanes and the narrowing of travel lanes from 12 to 11 feet through Forestville.

I live in Petaluma, and our family loves visiting the Russian River from Forestville to Jenner. Today those trips are almost always by car, but we'd love for more of them to be by bike as our kid grows up, and safer infrastructure on 116 is what would make that possible.

The trade-offs here are worth it. Narrower lanes and striped bike lanes are proven traffic calming tools: they reduce vehicle speeds and reduce collisions for everyone using the road, including drivers. Children, seniors, and the people who can't or choose not to drive deserve safe access to the river corridor too.

I'd also gently push back on the assumption that bike lanes hurt local business. The evidence points the other way. PeopleForBikes and Portland State University's National Street Improvements Study looked at 14 corridors across six cities and found that

adding bike and pedestrian infrastructure had positive or non-significant effects on local sales and employment — with food service businesses benefiting most. Salt Lake City saw retail sales rise after replacing parking with protected bike lanes on Broadway, and property values along the Indianapolis Cultural Trail more than doubled after construction. Forestville's downtown businesses stand to gain, not lose, from this kind of investment.

Please move forward with the bike lanes and lane narrowing as proposed.

Thank you,
Nathan Spindel

F.2.2.48.2 Response to Comment I-48-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

Caltrans acknowledges the commenter's support for the proposed Project, including bicycle-related improvements and lane narrowing as a traffic-calming measure. Caltrans also acknowledges the commenter's view that bicycle and pedestrian infrastructure can support local business activity and improve access for people who walk, bike, or do not drive. Comments regarding the location and design of Project-related bicycle facilities, the separate downtown Forestville active transportation project, and concerns regarding local business effects and parking are addressed in Master Response MR 1 – Bicycle Lanes and Facilities and Master Response MR 2 – Parking and Business Access.

F.2.2.49 Comment I-49: Pamela Steffen

F.2.2.49.1 Comment I-48-1

Class III bike lane is a must to save forestville businesses

F.2.2.49.2 Response to Comment I-49-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

F.2.2.50 Comment I-50: Jill Templeton

F.2.2.50.1 Comment I-50-1

Dear Mr. Pinchtich and Caltrans colleagues,

I was not able to attend the public meeting regarding the HWY 116 paving project on April 21st. Thus I was not able to ask my questions regarding wildlife corridors and crossings.

The length of this project traverses a variety of habitats, thus it provides or prohibits a variety of wildlife connectivity. I read that a great deal of attention will be directed at the red-legged frog. However there is very little mention of the numerous other more ordinary species that cross this road.

I recently attended a very good presentation by the Sonoma Land Trust on wildlife connectivity on Hwy 12 in Sonoma valley. I encourage you to reach out to them for “lessons learned” there. I have included contact information on this email.

Culverts can be optimized to increase successful crossings. Locations and construction methods make a difference. Sadly, roadkill information can be used to understand crossing challenges.

I do not see anything in your documentation concerning roadkill locations, wildlife cameras to record culvert usages, or any other methods of understanding and thus improving wildlife connectivity. These environmental impacts need to be included in an Environmental Impact Report.

Sincerely,
Jill Templeton
(415) 309-7709

F.2.2.50.2 Response to Comment I-50-1

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

See response to MR 6 – Separate Projects and Requests Outside the Project Scope.

See response to MR 7 – CEQA Process and Public Review.

Caltrans acknowledges the commenter’s concerns regarding wildlife movement, wildlife crossings, roadkill, and potential opportunities to improve culvert function for wildlife. The purpose of the proposed Project is to preserve, repair, and extend the service life of the existing pavement and improve ride quality for the traveling public; the Project is not a habitat-connectivity or wildlife-crossing project.

The Draft IS/MND evaluates biological resources in Section 2.1.4, Biological Resources, based on a Natural Environment Study prepared for the Project. The analysis addresses special-status species, riparian habitat and sensitive natural communities, wetlands and waters, and whether the Project would interfere substantially with wildlife movement or established wildlife corridors. The Draft IS/MND concludes that the Project would have less-than-significant impacts on biological resources, except for impacts to protected wetlands and riverine habitats, which would be reduced to a less-than-significant level with mitigation. The Draft IS/MND also identifies avoidance and minimization measures for biological resources, including rare plant surveys, preconstruction California red-legged frog surveys, wildlife exclusion fencing, biological monitoring, species reporting protocols, northwestern pond turtle surveys, northern

spotted owl surveys, nesting bird surveys, bat surveys, invasive species controls, and measures to prevent inadvertent entrapment.

The Draft IS/MND specifically evaluates wildlife movement and recognizes that culverts are used by wildlife to cross under SR 116. It states that individual culvert locations would be temporarily unavailable to wildlife during culvert replacement work, but that completion of the Project may improve wildlife migration potential in areas where culverts are upsized; therefore, the Project would have a less-than-significant effect on movement of wildlife species.

The commenter's suggestions regarding roadkill data collection, wildlife cameras, broader wildlife-connectivity analysis, and culvert optimization for general wildlife passage are acknowledged; however, those measures are not identified as necessary to reduce a significant impact of the proposed Project and are outside the scope of this pavement preservation Project. Because the Draft IS/MND concludes that the Project would not result in significant biological resources impacts with implementation of identified avoidance and minimization measures and mitigation, preparation of an Environmental Impact Report is not required.

F.2.2.51 Comment I-51: Jess Todd

F.2.2.51.1 Comment I-51-1

Mr. Christopher Pincetich,

This is addressing the Hwy116 bike plan through the town of Forestville. There is no need for this. There is a bike path from Sebastopol to Forestville already. Money was already spend to provide the bike riders their path. To disturb the town of Forestville with a bike path will take away the beauty, parking spaces, and challenge our businesses. This is not a safe answer for the bike riders or our pedestrians. Please take this project OFF the table. There is no reason for it.

Resident of Forestville since 1975

Thank You Jess Todd

F.2.2.51.2 Response to Comment I-50-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

F.2.2.52 Comment I-52: Lori Todd

F.2.2.52.1 Comment I-52-1

Mr. Christopher Pincetich,

Have you heard?

The bike riders already have their bike path. It's a beautiful path safe from vehicle. (The Joe Rodota Trail). Sebastopol to Forestville. Maybe you should take a walk or a bike ride on it.

Why are we even discussing this?

You're welcome bike riders.

Thank You, Lori Todd

F.2.2.52.2 Response to Comment I-52-1

See response to MR 1 – Bicycle Lanes and Facilities.

F.2.2.52.3 Comment I-52-2

Wanted to inform you, I just traveled through the town of Forestville going east. Going west for at least 12 bike riders traveling on the road without a bike lane and they survived. There is no need to put bike lanes in town. The bike riders can do it on their own.

Todd, Lori

F.2.2.52.4 Response to Comment I-52-2

See response to MR 1 – Bicycle Lanes and Facilities.

F.2.2.52.5 Comment I-52-3

Mr. Christopher Pincetich,

This is addressing the Hwy116 bike plan through the town of Forestville. There is no need for this. There is a bike path from Sebastopol to Forestville already. Money was already spend to provide the bike riders their path. To disturb the town of Forestville with a bike path will take away the beauty, parking spaces, and challenge our businesses. This is not a safe answer for the bike riders or our pedestrians. Please take this project OFF the table. There is no reason for it.

Resident of Forestville since 1975

Thank You Lori Todd

F.2.2.52.6 Response to Comment I-52-3

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

F.2.2.53 Comment I-53: Ed Tollefson

F.2.2.53.1 Comment I-53-1

I am a lifelong Forestville resident of 72 years and strongly support the repair and upgrade of this section of State Route 116. I would like to offer the following comments regarding the bicycle facilities planned as part of this project:

Regional Bike Trail Context

This project is an important opportunity to advance the long-standing regional vision -- first championed over 20 years ago by the former Sonoma County Supervisor Ernie Carpenter -- of a safe, continuous bicycle and multi-use trail from inland Sonoma County (Rohnert Park area) to the coast at Jenner. The current trail segment (following the old railroad alignment) successfully terminates in Forestville while avoiding traffic on Highway 116.

Recommendations for the Next Segment

From Forestville westward, the next connection becomes challenging. While some have proposed routing the trail north down Mirable Road to River Road, I believe a better alignment would be to extend Class 2 bike lanes west from Forestville approximately one mile to Martinelli Road, then north on Martinelli Road to River Road. Martinelli Road is far less traveled and would provide a safer, more direct connection.

Specific Requests for This Caltrans Project

- Please include high-quality Class 2 bike lanes on SR 116 from the west end of Forestville to Martinelli Road as part of this repaving project. Installing them now would be highly cost-effective.
- The community of Forestville strongly opposes dedicated Class 2 bike lanes through the center of town on Main Street. We are willing to support Class 3 bike routes (shared roadway with sharrows and signage) as a reasonable compromise.
- Should Caltrans proceed with Class 2 lanes through town, major road crown realignment will be required. This work is expensive, highly disruptive, and does not appear to be budgeted in the current project scope. These costs should be fully accounted for if that option is pursued.

Thank you for considering these comments. I respectfully urge Caltrans to coordinate closely with the Town of Forestville and local residents on the final bicycle facility design.

Please confirm in writing that these comments have been received and will be included in the official record.

F.2.2.53.2 Response to Comment I-53-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

See response to MR 5 – Community and Agency Coordination.

Caltrans acknowledges the commenter's support for repair and upgrade of SR 116 and the commenter's recommendations regarding bicycle facility design, including Class II bicycle lanes west of Forestville, Class III shared-lane facilities through downtown Forestville, and coordination with Forestville residents. As discussed in Master Response MR 1, the proposed Project includes bicycle-related improvements within the Project limits, and downtown Forestville bicycle and pedestrian improvements are being evaluated separately by Sonoma County Public Infrastructure. Requests for additional or modified bicycle routes, trail connections, lane configurations, or other bicycle facility designs are addressed in Master Response MR 3. Caltrans also acknowledges the commenter's concern regarding potential roadway crown realignment associated with Class II bicycle lanes through downtown Forestville; as discussed in Master Response MR 1, those downtown Forestville bicycle and pedestrian improvements are part of a separate Sonoma County Public Infrastructure active transportation project and are not part of the proposed Project analyzed in the Draft IS/MND. Coordination with Sonoma County and local stakeholders is addressed in Master Response MR 5. The comment has been received and included in the public comment record for the Final IS/MND.

F.2.2.54 Comment I-54: Jan Tyler

F.2.2.54.1 Comment I-54-1

Dear Christopher,

I attended both town hall meetings in Forestville. I have lived in Forestville on Hwy 116 for 25 years. I have a pretty good idea of what our town needs and it is not a Class 2 bike lane running down our main street. The Sonoma County representatives and also some of the Caltrans representatives were questioned about this but no one came up with a good answer.

The business community and residents of Forestville need to be asked what they want and need their concerns considered.

My concerns and suggestions are:

1. The Class 2 plan would require a loss of 17 parking places in town. There are already problems with parking on busy days when the parking overflows to the downtown park area. But during events at the park, even that is not an option. Why is there no consideration for a Class 3 bike lane through downtown and leaving those 17 spaces for parking?

2. The Class 2 bike lanes would run directly behind the diagonal parking in front of some of our local businesses. Backing out of a parking spot on this busy highway is definitely not easy. Putting a Class 2 bike lane directly behind these cars is asking for an accident to happen. At least if they were further out in the flow of traffic they would be more visible and also could see backup lights more easily.
3. Included in this plan are narrowing of the lanes through town down to 11 feet? Have you considered that we have two quarries right outside of town with 10-foot-wide commercial trucks using this highway. It's already unsafe having those trucks filled with gravel traveling through town on the main street many times a day and now you want to make the road skinnier? How is this safer for anybody, including those bicyclists? An alternative Class 3 bike lane through downtown would be letting drivers and bicyclists all know they are sharing the traffic lane and the road could remain at safer width for everyone.

Thank you for your time and attention and for taking my concerns and suggestions under consideration.

Jan Tyler

F.2.2.54.2 Response to Comment I-54-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 7 – CEQA Process and Public Review.

F.2.2.55 Comment I-55: Matthijs van Leeuwen

F.2.2.55.1 Comment I-55-1

To Whom It May Concern,

I am writing to submit formal opposition to the currently proposed redesign of Highway 116 through downtown Forestville as part of Caltrans' repaving and safety improvement project.

While I fully support the need to address the road's deteriorating pavement conditions and to improve safety for pedestrians and cyclists, I strongly object to this specific design as proposed. The concerns are not about whether to improve the corridor, they are about how.

The current proposal reflects a standardized, state-highway approach that fails to account for the unique character and function of Forestville's downtown. To Caltrans, this may be a highway. To the people who live, work, and shop here, it is Main Street. A one-size-fits-all design that prioritizes traffic throughput metrics over community context is not good planning, it is the absence of it.

Specifically, I am concerned that:

The loss of on-street parking will cause measurable harm to local businesses and reduce the viability of the downtown as a commercial and social hub.

The community was not meaningfully consulted during the design phase, resulting in a proposal that does not reflect local needs or priorities.

Alternative solutions that could achieve safety improvements without eliminating parking have not been adequately explored or presented to the public.

I urge Caltrans to pause the current design, engage in genuine community collaboration, and develop an alternative that achieves the shared goal of a safer corridor while respecting the scale and character of a small rural downtown.

Forestville residents deserve a solution designed with them — not imposed on them.

Respectfully,
Matthijs van Leeuwen
Forestville, CA

F.2.2.55.2 Response to Comment I-55-1

See response to MR 2 – Parking and Business Access.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

See response to MR 7 – CEQA Process and Public Review.

F.2.2.56 Comment I-56: Elissa VanDeusen

F.2.2.56.1 Comment I-54-1

No thank you to Caltrans Bike Lanes!! NO

F.2.2.56.2 Response to Comment I-56-1

See response to MR 1 – Bicycle Lanes and Facilities.

F.2.2.57 Comment I-57: Karen Walker

F.2.2.57.1 Comment I-57-1

We want to listen that we do not want you to take out parking spots in Downtown Forestville. It sounds like you have made your decision and will allow us to put in our comments — but they will not make a difference to you and your project.

F.2.2.57.2 Response to Comment I-75-1

See response to MR 2 – Parking and Business Access.

Comments received during the public review period have been considered as part of the Final IS/MND process.

F.2.2.58 Comment I-58: James Williams

F.2.2.58.1 Comment I-56-1

Thank you for the presentation regarding the Route 116 Paving Project held at the El Molino Library recently. As a member of the volunteer organization advocating for the planned community park at the county-owned lot on Route 116 and Packinghouse Road, I would like to share some recommendations for the project. It has been indicated that a pedestrian crossing may be planned for this location. I strongly support this addition to ensure safe access to the future park site. If a crossing is not currently included in the project scope, I urge Caltrans to consider its implementation. Furthermore, I request that you consider the inclusion of a left-hand turn lane for northbound traffic on Route 116 at the Packinghouse Road intersection to improve safety and traffic flow. Thank you for your time and consideration of these requests. Best regards, James Williams Forestville

F.2.2.58.2 Response to Comment I-58-1

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

See response to MR 4 – Pedestrian Safety and Crossings.

See response to MR 5 – Community and Agency Coordination.

The Draft IS/MND identifies proposed pedestrian improvements at Packinghouse Road and Travis Road intersections with SR 116, including new crosswalks, curb ramps, accessible pedestrian signal systems, and detectable warning surfaces. Caltrans acknowledges the commenter's request for a left-turn lane for northbound traffic at Route 116/Packinghouse Road; that improvement is not identified as part of the proposed Project and is addressed as an additional design request in Master Response MR 3.

F.2.2.59 Comment I-59: Cori Wood

F.2.2.59.1 Comment I-59-1

We don't need designated bike-only lanes and narrower roads in downtown Forestville. We have a safe bike trail that skirts the town, gravel trucks and tons of tourists who drive through it, and very limited parking downtown. If you must, repave it, paint the crosswalks, and leave Forestville decision-making to Forestville.

You know who is a big opponent of your bike lane plan? Probably the most avid cyclist in town: the Forestville resident who owns the bike shop in downtown Forestville. His comment to me? He's opposed to "using bicyclists as speed bumps". That's one of his takes on the idea expressed by Jo from the county; she told me that the narrowed lanes would reduce the speed of the trucks and other vehicles, making it safer for bicyclists and others. That's just nonsense. A Highway Patrol at the top of the hill would slow people down; narrower roads with no parking is just going to antagonize the folks who use main street the most.

Thank you,
-Cori Wood

F.2.2.59.2 Response to Comment I-59-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 2 – Parking and Business Access.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.

See response to MR 6 – Separate Projects and Requests Outside the Project Scope.

F.2.2.60 Comment I-60: Neil and Judy Yeager

F.2.2.60.1 Comment I-60-1

As Forestville residents, we are highly recommending that the bicycle lanes proposed for downtown be a CLASS III configuration. It is not necessary to have a special lane for this unincorporated area that rarely sees a bicycle riding through.

Respectfully submitted by

Neil and Judy Yeager

F.2.2.60.2 Response to Comment I-60-1

See response to MR 1 – Bicycle Lanes and Facilities.

See response to MR 3 – Alternative Design Concepts or Offsite Improvements.