

# **Final Environmental Impact Report/ Environmental Assessment**

## **Appendix N: Responses to Comments on the Draft EIR/EA**



### **State Route 1 Lagunitas Creek Bridge Project**

#### **Caltrans District 04**

Marin County  
04-13000350 PM 28.4 to 28.6  
EA 04-0G642

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

**June 2018**



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## Introduction

This Appendix (Appendix N, Responses to Comments on the Draft EIR/EA) of the State Route (SR) 1 Lagunitas Creek Bridge Project Final Environmental Impact Report/Environmental Assessment (EIR/EA) provides individual responses to comments received during the public review period of April 26 to June 23, 2017. The comment letters have been delineated in their margins to individually number discrete comments contained within each letter. Each delineated comment letter is presented in this appendix, followed by the corresponding Caltrans response to each comment. The comment letters are grouped and presented in the following order:

- **Agencies**
  - Federal** – None submitted
  - State** – Alphabetical by name of agency
  - Local** – Alphabetical by name of agency
- **Organizations** – Alphabetical by name of organization
- **Businesses** – Alphabetical by name of business
- **May 10, 2017, Public Meeting** – Responses to comments follow the meeting transcript (i.e., responses follow in the order in which commenters spoke at the meeting).
- **June 15, 2017 Public Meeting** – Follows same order as May 10, 2017, meeting.
- **Individuals** – Alphabetical by last name

The table of contents is provided to assist the reader in finding each specific commenter's submittal and the corresponding Caltrans responses.

Caltrans received a total of 392 comment letter submittals and individual statements (at the public meeting) during the public review period for the Draft EIR/EA. Caltrans received two submittals from state agencies and three submittals from local agencies; no submittals were received from federal agencies. Ten submittals were received from businesses, and five submittals were received from organizations. Caltrans received 332 submittals from individuals. During the May 10, 2017, public meeting, Caltrans received approximately 16 verbal comments. During the June 15, 2017, public meeting, Caltrans received approximately 24 verbal comments. One submittal was received after the public

comment period ended. Comments received after the comment period are not part of this Final EIR/EA.

In many cases, the same themes were repeated among many different comment submittals. To assist readers and reduce the repetitiveness of Caltrans' responses, the most common themes expressed by commenters have been responded to in Table N-1, Responses to Common Comment Themes. In the body of this appendix, following Table N-1, the Caltrans responses to comments include references in bold font to the master responses provided in this table via the common theme code found in the first column of the table; for example, "Please see Table N-1 for the response to **Common Comment 'ALT-4, Full range of alternatives.'**"

Table N-1. Responses to Common Comment Themes

Code and Common Themes	Response
<b>Project Need (PN)-1,</b> <b>Project need is too narrow</b>	<p>The “project need” is the transportation problem or deficiency that Caltrans is responding to. The need must be substantiated by studies and data demonstrating that a project is warranted. The need for this project is defined by technical investigations of the existing Lagunitas Creek Bridge, the surrounding environmental context, the use of the facility, and input from the community about tangential issues related to accessibility on and adjacent to the bridge. The primary need statements only define deficiencies and do not involve the identification of solutions. This is why the need statements focused on structural deficiencies and safety of the bridge. The project alternatives must respond to and address the need. It is insufficient for an alternative to only respond to a portion of the need.</p> <p>It is true that the need for the project supports the identification of a range of alternatives and does not direct Caltrans to “replace” the bridge. The Draft EIR/EA evaluated the No-Build Alternative and five Build Alternatives, which had been screened from a total of ten alternatives, including a retrofit alternative, which was identified and discussed as Alternative 6 in Section 1.6.2.3 of the Draft EIR/EA (which is now Section 1.7.2.3 of the Final EIR/EA). Caltrans seismic and structural engineers developed each of the ten alternatives to a preliminary design level (called “planning studies”) before comparing the alternatives based on potential impacts to the natural and human environments, as well as technological and engineering feasibility factors. Based on this evaluation and further validation with subsequent studies (see the response to Common Comment “ALT-3, Definition of a true retrofit” below), Alternative 6, the Retrofit Alternative, was not carried forward for full evaluation in the Draft EIR/EA. The alternative screening evaluation is presented in the Lagunitas Creek Bridge Alternatives Analysis Report (April 2017) and Addendum (June 2018), which is available on the project web site (<a href="http://www.dot.ca.gov/d4/lagunitascreekbridge/">http://www.dot.ca.gov/d4/lagunitascreekbridge/</a>).</p>
<b>PN-2,</b> <b>Live load limits</b>	<p>The bridge is not currently posted for weight limits. The Final EIR/EA makes this correction. Bridges are posted only if they cannot support legal loads. While the main fracture-critical steel members are severely corroded, as noted in the <i>Investigation of Corrosion of Lagunitas Creek Bridge No. 27 0023, CA Route 1 PM 28.1</i> report (dated December 7, 2016, and available on the project web site at <a href="http://www.dot.ca.gov/d4/lagunitascreekbridge/">http://www.dot.ca.gov/d4/lagunitascreekbridge/</a>), the Lagunitas Creek Bridge can support all legal trucks at present. Therefore, weight limits are not posted. The weight for legal trucks is defined in California Vehicle Code Division 15, Chapter 5. The maximum gross weight for a legal truck is 40 tons (80,000 pounds). The rating analysis uses three legal truck types—Type 3, Type 3s2, and Type 3-3, as defined in American Association of State Highway Transportation Officials’ (AASHTO’s) <i>The Manual for Bridge Evaluation</i> (see the website for the California Vehicle Code: <a href="https://leginfo.ca.gov/faces/codesTOCSelected.xhtml?tocCode=VEH&amp;tocTitle=+Vehicle+Code+-+VEH">https://leginfo.ca.gov/faces/codesTOCSelected.xhtml?tocCode=VEH&amp;tocTitle=+Vehicle+Code+-+VEH</a>).</p> <p>Although Caltrans Structure Maintenance and Investigation Bridge Engineer has deemed the bridge is acceptable for legal live loads, it was not designed to current standards, including the AASHTO design vehicle and California permit loads. Therefore, the extensive loss in steel member section (“section loss” refers to how much of the area or thickness of a member has been lost due to corrosion) that has happened in the last 88 years of use and continues due to corrosion and other outdated design standards threatens the bridge’s ability to maintain the live load standards over time. With continued loss in section (thickness) of the steel truss members, legal loads will not be acceptable in the future and the bridge may have to be closed. Also, the bridge cannot withstand truck loads that require a permit.</p>
<b>Alternatives (ALT)-1,</b> <b>Support for the No-Build Alternative</b>	<p>As stated in the EIR/EA, the No-Build Alternative does not meet the requirements of the purpose and need for this project. The purpose of the project is “to provide a safe, seismically stable crossing of Lagunitas Creek on State Route 1.” The No-Build Alternative does not meet this purpose because it would fail in a substantial seismic event.</p> <p>Caltrans has identified Alternative 3a: Three-span, Concrete Bridge, Accelerated Bridge Construction (ABC), Longitudinal Move-in as the Preferred Alternative, which has a shorter construction period than the 3-year duration that would be required for alternatives that use the conventional construction method. The Preferred Alternatives would reduce the public’s exposure to construction impacts.</p>

<p><b>ALT-2,</b> <b>Describe the no-build scenario</b></p>	<p>The EIR/EA evaluates the No-Build Alternative. Under a substantial seismic event, the No-Build Alternative may result in greater impact to the human and natural environments than the Build Alternatives. While there would be no construction-related impacts associated with the No-Build Alternative, the current bridge has a number of vulnerabilities and weaknesses that could fail during an earthquake. A significant seismic event is based on the proximity to the San Andreas Fault, which is located 0.4 mile away, and a maximum magnitude of 8.0 on the Richter scale for this fault.*</p> <p>Under the No-Build Alternative, if the bridge were to fail, emergency services response (from Point Reyes Fire Station) would be substantially delayed from reaching nearby emergencies. According to the comment letter submitted by the Marin County Fire Department (June 8, 2017), "Closure of the bridge or extended traffic delays will have a significant impact on emergency services provided to the communities of Point Reyes, Inverness, Olema, Bolinas, Stinson Beach, and Point Reyes National Seashore." The Marin County Fire Department indicated they provide the advanced life support paramedics for the entire coast in the area. The 9-mile traffic detour would endure for an unknown period of time. (The detour would require emergency vehicles starting from Point Reyes fire station, to leave via Point Reyes-Petaluma Road, then travel southeast onto Platform Bridge Road and then west on Sir Francis Drake Boulevard, and finally north or south on SR 1.)</p> <p>During an emergency bridge replacement, Caltrans would seek to develop a fast replacement. Geyserville, where the bridge was severely damaged by storms in December of 2005 and closed in January 2006, is a nearby example of an emergency bridge replacement. The design effort required 2 months. The bid process required 30 days. The construction used the same strategies proposed in the ABC method, which is represented in some EIR/EA Build Alternatives. The contractor ordered and assembled pre-cast, pre-stressed concrete and double-tee beams to be ready at the site when the regulatory-agency-approved, in-water work period opened by end of July. The bridge was opened to traffic in August. The entire process lasted 8 months. Contractors did not have to contend with maintaining traffic, and they were permitted to work around the clock to expedite the construction. (For more detail, please see the article accessible at <a href="http://aspirebridge.com/magazine/2008Fall/russian_fall08.pdf">http://aspirebridge.com/magazine/2008Fall/russian_fall08.pdf</a>.) Because the Geyserville bridge replacement was an emergency project, exempt from California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) compliance, public engagement and environmental analysis were not required. Per Section 15269 of the CEQA Guidelines, emergency repairs to publicly or privately owned service facilities necessary to maintain service essential to the public health, safety, or welfare are exempt from the requirements of CEQA.</p> <p>The economic loss from the duration of closure may be estimated in terms of loss of goods and damage from the earthquake, as well as from loss of business during the closure. A precise estimate is not possible because it is dependent on many variables outside of this project, such as national economic conditions, time of year when the incident would occur, and duration of closure. However, to provide some perspective, this roadway carries a substantial amount of tourism-related traffic, which is an important factor in the local economy. As described in Section 2.1.5.2 of the EIR/EA, weekday peak-hour traffic does not exceed 700 vehicles per hour, and on weekends the peak can reach 1,300 vehicles per hour; SR 1 near the bridge has an average daily traffic volume of 2,950 vehicles, of which approximately 4 percent are trucks. Since 1985, visitors to the National Seashore have exceeded 2 million persons, with 12 of those years exceeding 2.4 million persons (National Park Service 2017). The number of tourists and other daily visitors who travel on SR 1 through this area would likely be reduced until a replacement bridge could be built. The economic impacts of this reduction could affect the businesses in Point Reyes Station and the vicinity, depending on the duration of the closure and time of year. From 2014 to 2016, tourism has resulted in more than 10,000 overnight stays at local lodging businesses and another 50,000 overnight camping guests.</p> <p>"County tourism projections by Dean Runyan Associates record that Marin County has experienced growth of tourism spending every year since 2011, about 4.3 percent growth on average and a total of \$834 million in 2014," stated Robert Eyler, Ph.D., who manages Marin County as a Destination. In West Marin, a National Park Service news release from April 23, 2015, stated that the 2.43 million visitors to Point Reyes National Seashore in 2014 spent more than \$102 million in communities near the park. That spending supported 1,322 jobs in the local area, which collectively, in dollars spent and in earned income from jobs (a portion of which is also expended in the region) resulted in more than \$128 million for the local economy. Without the bridge, the financial benefits of tourism could bypass Point Reyes Station, because it lies north of the point where persons access the Point Reyes National Seashore. Several letters written by local businesses in Point Reyes in response to the Draft EIR/EA stated that their business revenues are not sustainable if limited to local clientele; their business models depend on regional tourism. These businesses employ local residents and contribute payroll</p>
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	<p>taxes to the local economy. Additional economic loss may be experienced by farmers who must take longer routes to get to their destinations.</p> <p>The detour involving Point Reyes-Petaluma Road and Nicasio Road includes several very small-radius turns that larger delivery trucks cannot make without entering oncoming lanes. As a result, detour delivery routes may need to change or delivery trucks may reduce the market area they serve.</p> <p>In conclusion, in the event of failure, the Lagunitas Creek Bridge on SR 1 could be replaced (including final design, coordination with regulatory agencies, and construction) in approximately 8 months, with the understanding that no traffic would pass during that time period, construction can be conducted 24 hours a day, and staff resources are not demanded on larger, more critical projects in the event of significant earthquake damage in larger metropolitan areas. In the event of bridge failure, there would be a high probability of persons not being able to reach Point Reyes Station from the southern approach until access could be restored, which could result in substantial economic loss to local businesses.</p> <p><i>Sources:</i>  <i>National Park Service. 2015. Tourism to Point Reyes National Seashore Creates \$102 Million in Economic Benefits in 2014. Available at <a href="https://www.nps.gov/pore/learn/news/newsreleases_20150423_pore_tourism_economic_benefits_2014.htm">https://www.nps.gov/pore/learn/news/newsreleases_20150423_pore_tourism_economic_benefits_2014.htm</a>. April 23. Accessed August 30, 2017.</i>  <i>National Park Service. 2017. <a href="https://www.nps.gov/pore">https://www.nps.gov/pore</a>. Yearly Visitor Data. Accessed August 30, 2017.</i>  <i>Eyler, Robert Ph.D. 2015. Marin Economic Forum E-Newsletter. Perspectives by Robert Eyler, Ph.D. Available at <a href="http://myemail.constantcontact.com/June-E-News--Marin-s-Destination-Tourism-Economy.html?soid=1112846090449&amp;aid=ADXEu-Lzq">http://myemail.constantcontact.com/June-E-News--Marin-s-Destination-Tourism-Economy.html?soid=1112846090449&amp;aid=ADXEu-Lzq</a>. Accessed August 30, 2017.</i></p> <p><i>* The professional standard for the significant seismic event is based upon the seismic hazard modeled probability of a 975-year return period, which does not determine when the event would occur.</i></p>
<b>ALT-3, Definition of a true Retrofit</b>	<p>A retrofit alternative is proposed when the current structure of a bridge has deficiencies that can be repaired without full replacement. The Lagunitas Creek Bridge does not meet AASHTO and Caltrans safety and seismic design standards, including seismic strength.</p> <p>As part of the alternatives development process for the Lagunitas Creek Bridge Project, Caltrans evaluated several engineering approaches to retrofit the bridge. The recommendations regarding whether or not alternatives should be carried forward for further evaluation were based on the condition of the bridge's structural members.</p> <p>Caltrans Maintenance and Structures Division staff regularly inspect and evaluate bridges and recommend routine or more significant maintenance when necessary.</p> <p>The findings were documented in the <i>Project Scope Summary Report (Seismic Restoration)</i>, which was used to request funding under the 2012 State Highway Operation and Protection Program (SHOPP), approved in December 2011, which is available on the project website (<a href="http://www.dot.ca.gov/d4/lagunitascreekbridge/">http://www.dot.ca.gov/d4/lagunitascreekbridge/</a>). For the Lagunitas Creek Bridge, the authors originally recommended replacement. The initial project "need" statement indicated that, based on initial structure assessment, the existing steel-truss bridge has weak truss connections and weak concrete deck-to-floor beam connections due to corrosion. The bridge also has deteriorated truss support bearings and deficiently reinforced concrete piers and abutments. Under earthquake loading, it is likely that out-of-plane truss displacements and foundation instability would occur; therefore, for SHOPP programming purposes, the report recommended a bridge replacement.</p> <p>With SHOPP programming in place, Caltrans began the project development process. Caltrans started with the SHOPP recommendation for a bridge replacement and considered alternatives focused on different bridge replacement options. However, due to strong public interest conveyed at the environmental scoping meeting on March 19, 2015, Caltrans revisited the possibility of including retrofit strategies. First, Caltrans evaluated the conditions of the bridge and developed various retrofit approaches, which were each only developed as a project alternative if it met Caltrans' "no collapse"</p>

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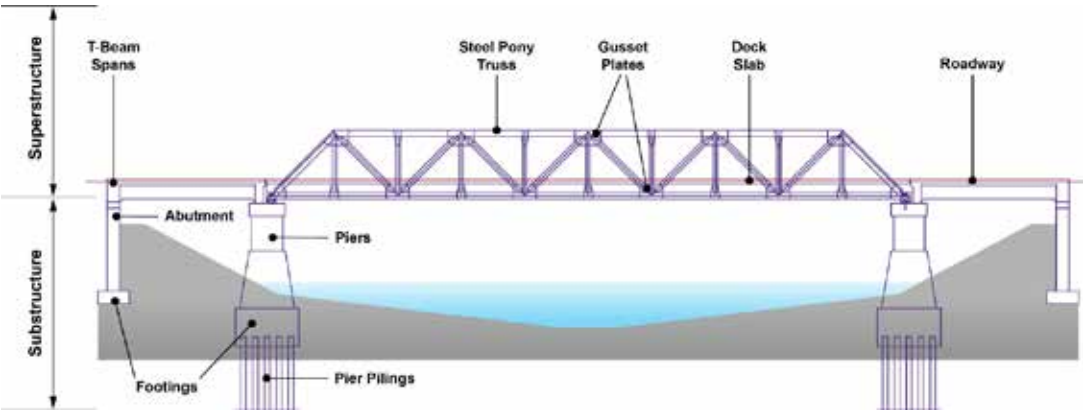
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	<p>criteria. In order for an option to meet the “no collapse” criteria, it may sustain damage and need replacement during a significant seismic event, but it must not collapse during such an event.</p> <p>A bridge primarily consists of two major components: superstructure and substructure (see figure below). Definitions of these terms and other bridge-related terminology are provided below the figure.</p>  <p><b>Key Components of the Existing Bridge</b></p> <ul style="list-style-type: none"> <li>• Superstructure: the part of the structure that supports traffic, including truss, deck slab, and girders.</li> <li>• Substructure: the part of the structure (piers and abutments) that supports the superstructure and transfers the structural load to the foundations.</li> <li>• Pier: the support located within the water channel that frequently is built by driving piling deep into bedrock or stable soil.</li> <li>• Abutment: the substructure at the ends of a bridge span that supports the end span and retaining wall.</li> <li>• Girders: main horizontal support of a structure, which supports smaller beams. Girders often have an I-beam cross section composed of two load-bearing flanges separated by a stabilizing web, but they may also have a box shape, Z shape, or other forms.</li> <li>• Gusset plates: thick sheets of steel that connect beams and girders to columns or that connect truss members.</li> <li>• Pilings: vertical structural elements of a deep foundation, driven or drilled deep into the ground</li> </ul> <p>Caltrans first considered partial retrofit strategies for the substructure or the superstructure, as described in the following sections.</p> <ul style="list-style-type: none"> <li>• <b>Substructure Retrofit Approach.</b> A retrofit could be performed on the substructure by strengthening the existing piers and abutments or by drilling new large pilings to strengthen the existing abutments or piers. The “piers and abutments seismic retrofit” considered the “as-built” plans, which show no rebar in the pier concrete and pile caps and unknown lengths, type, and strength of the pilings in the piers. Strategies to retrofit the piers included constructing new large piles with bent cap/catcher beams, steel plate column casing/jacket, reinforced concrete or shotcrete jacket, fiber-reinforced wrapping, and micro-piles bolted to bearing around the piers. Strategies for retrofitting the abutments included strengthening existing abutment spans by drilling new large pilings within and beyond the abutments and connecting them through new concrete abutment cap or replacing the existing reinforced concrete abutment with the same type. With this partial retrofit option, the steel truss superstructure would remain vulnerable under day-to-day truck live loads and to a substantial earthquake due to extensive corrosion-related member section loss.</li> </ul>



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	<ul style="list-style-type: none"> <li> <b>Superstructure Retrofit Approach.</b> The corrosion assessment of the steel truss showed that a retrofit alternative would not practically provide the seismic stability required of the truss. The recommendations for the superstructure (i.e., steel truss) are based on the corrosion found on key components (i.e., fracture of a critical steel member or span of the steel truss), as documented in Investigation of Corrosion of Lagunitas Creek Bridge No. 27 0023, CA Route 1 PM 28.1, dated December 7, 2016, and published by the Caltrans Office of Structural Materials. This report indicates that the corrosion is more prevalent than what may appear visible to pedestrians at the bridge, with most connection elements exhibiting corrosion and with connected members measuring up to 40 percent section loss (loss of the thickness of the steel member). At certain locations, some bridge members have “unreadable” measurements on the steel section, which indicates that ultrasonic testing could not provide a measurement because the tested section is too heavily corroded. Furthermore, several bridge members have a negative section reduction, which indicates corrosion segregation (i.e., delaminating of steel layers caused by rust inside the steel section).  Corrosion leads to the loss of connection capacity (i.e., strength between two connected metal members), and will eventually result in failure of the bridge member. Failure of any fracture-critical element will ultimately lead to the collapse of the bridge or closure of the crossing. To prevent this scenario, most of the truss connections and steel members need to be replaced. In addition to the prolonged time required and the anticipated environmental impacts to replace these corroded members, this repair option is complex, requiring support of the bridge during the replacement process.  A retrofit of the superstructure to replace corroded steel members and including the removal of lead paint and repainting of steel truss members with proper containment, was developed in the Seismic Evaluation of Lagunitas Creek Bridge, published by Caltrans on March 8, 2017. A subsequent corrosion study, titled <i>Investigation of Corrosion of the Lagunitas Creek Bridge No. 27 0023, California Route 1 PM 28.51</i>, was conducted subsequently to, but published prior to, the seismic evaluation published by Caltrans Office of Structural Material on December 7, 2016 (both reports are available on the project website at <a href="http://www.dot.ca.gov/d4/lagunitascreekbridge/">http://www.dot.ca.gov/d4/lagunitascreekbridge/</a>) and revealed that a substantial amount of the truss has corrosion, including gusset plates, girders, top and bottom plates on the chords, portion of floor beams, and rocker bearings with seismic-isolation bearings (Caltrans 2017). There is also a high risk that even more steel truss members would need to be replaced during construction when members can be inspected more closely. Therefore, it is likely that most of the truss connections and members would have to be replaced—so many, in fact, that it would be much more efficient to replace the steel truss.<sup>1</sup> Retrofitting the steel truss without also retrofitting the substructure would not reduce the overall risk of collapse.  Unlike newer steel truss bridges, the Lagunitas Creek Bridge has no redundancy in its bridge design, meaning that each member is interdependent. In a system with no redundancy, failure or damage to any one structural component could cause failure of the bridge structure itself, leaving the bridge vulnerable to collapse under live load, in the event of a significant earthquake, or if a vehicle strikes part of the bridge. As a result, Caltrans determined that a partial retrofit would not meet the “no collapse” criteria and that both the substructure and superstructure must be addressed. Anything less would not meet the need for a safe, seismically stable crossing and was not considered further. A reduced effort would <b>not</b> qualify as safe and seismically stable. Therefore, a “true retrofit” of both the superstructure and substructure, described below, would be required.  <b>True Retrofit Alternative</b>  Caltrans combined the two “partial retrofit” concepts described above into a full retrofit alternative that included both the substructure and the superstructure. This is the true “Retrofit Alternative” that is described in the 2017 Alternatives Analysis Report (available on the project website) and summarized </li> </ul>

<sup>1</sup> Not only would replacement provide a new truss, but the truss would also be upgraded to current design requirements. The concept is included in the Build Alternatives that were carried forward in the EIR/EA.

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	<p>in Section 1.7.2.3 of the Final EIR/EA. In its evaluation of the “True Retrofit Alternative,” Caltrans identified the following issues:</p> <ul style="list-style-type: none"> <li>• It would require at least a 3-year construction period with risk of longer duration.</li> <li>• It would have greater environmental impact than other Build Alternatives under evaluation due to potential impacts in the creek channel from more supports in the channel during construction.</li> <li>• It would require installation of a safety barrier, which would narrow the roadway lane width and eliminate the shoulder, resulting in a substandard roadway cross section.</li> <li>• It would require substantial effort (to replace many steel truss members; contain and remove lead paint on all members that would be contacted during the replacement process).</li> </ul> <p>These issues are expanded upon below.</p> <p><b>Constructability and Length of Construction</b></p> <p>A Caltrans senior bridge engineer and Marin area bridge construction engineer concluded that replacing truss elements would require a full bridge closure because disassembling the truss to remove and replace corroded elements while keeping the bridge open to traffic would compromise bridge stability, meaning the bridge would be unable to support its own weight (let alone traffic) while the retrofit work was under way. This means that a detour bridge would be necessary to redirect traffic and a temporary falsework system would be needed to support the bridge during the retrofit. Caltrans developed two temporary falsework approaches:</p> <ul style="list-style-type: none"> <li>• <b>Retrofitting Truss Support Structure Option A:</b> The retrofitted substructure could be designed and constructed to carry the loads for the finished bridge plus the temporary falsework system necessary to stabilize the steel truss during retrofit operations. In this case, after the substructure elements are retrofitted, large (minimum 5-foot deep) temporary steel I-beams could be placed, spanning between piers, to support temporary cross beams that in turn would support the steel truss during the retrofit. The retrofitted substructure would need to be designed to carry the permanent bridge plus the additional weight of the temporary falsework system, thereby increasing the size and load-carrying capacity of the retrofitted piers and abutments beyond what would be necessary for the permanent bridge. The I-beam and support structure located under the steel truss would encroach on the area available under the bridge for high water flows (i.e., freeboard).</li> <li>• <b>Retrofitting Truss Support Structure Option B:</b> An alternative truss support would entail building a temporary support structure within the creek channel. This is the referenced option in the Alternatives Analysis Report (available on the project website) and would comprise piers for the detour bridge, expanded existing piers for the retrofit, and additional piers to temporarily support the structure during the steel truss retrofit. The piers would be installed within allowable in-water work periods<sup>2</sup> and enclosed within cofferdams during construction to minimize the impacts to aquatic species. The duration of the retrofit work may exceed the allowable in-water work window; therefore, the piers would need to remain in the water within the cofferdams until the next in-water work window opened in the following June, at which point relevant retrofit work would be completed and the structures could be removed. Under this scenario, the cofferdams would obstruct flows during winter high-flow periods. Lagunitas Creek is known to overtop the banks and carry large woody debris during strong winter events; numerous piers and cofferdams would increase the potential to catch debris, further constrain the channel, and potentially exacerbate flooding. (This is the option referenced in the Alternatives Analysis Report.)</li> </ul> <p>With the construction of the detour bridge and the temporary support systems of either Option A or Option B, Caltrans estimated that the Retrofit Alternative would require a minimum of 3 years of construction, including mobilization, building the detour bridge, retrofitting the substructure and superstructure, and then removing the detour bridge and restoring disturbed locations. The total</p>

<sup>2</sup> In-water work periods are dictated through the National Marine Fisheries Service, which administers the Federal Endangered Species Act permitting process for threatened and endangered aquatic species. The in-water work period is commonly restricted to June 30 through October 1.



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	<p>duration of construction includes the limited time frames contractors can work in the creek channel to install barriers (cofferdams) around in-water work areas and then removing them.</p> <p><b>Environmental Impacts</b></p> <p>The environmental impacts on Lagunitas Creek associated with the Retrofit Alternative would be greater overall compared to the replacement alternatives. The Option A temporary support system described above would require increasing the carrying capacity of the substructure and use of a deep I-beam, both of which could restrict high water flows during the retrofit period and could affect sensitive aquatic species habitat. The additional set of piers required under Option B for the temporary support system and the detour bridge would worsen hydraulic impacts during construction. The duration of the retrofit work may exceed the allowable in-water work window, meaning the temporary piers would remain in the water (within the cofferdams) until the next in-water work window opened, which would increase impacts to aquatic species. Under this scenario, the cofferdams would further obstruct flows during winter high-flow periods and therefore would increase the potential to catch debris, further constraining the channel, and potentially exacerbating flooding. In addition, Option B might not be able to comply with Executive Order 11990, Protection of Wetlands, which requires agencies to minimize destruction, loss, or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands. Outside the Lagunitas Creek channel, the Retrofit Alternative would have the same or similar construction impacts described throughout the EIR/EA, such as construction noise impacts, but these impacts would endure for a 3-year period instead of the 1-year construction period associated with the accelerated bridge construction methods.</p> <p>If the Retrofit Alternative could be developed to meet the “no collapse” criteria, it would have worse environmental impacts than those associated with the Build Alternatives using the ABC methods. Permitting regulations require project proponents to seek ways to reduce adverse impacts. Because less impactful alternatives are available, a retrofit alternative might not be permissible by the agencies that manage waters and tidally influenced zones (National Marine Fisheries Service, the U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, California Department of Fish and Wildlife, Regional Water Quality Control Board, and the California Coastal Commission).</p> <p><b>Safety Barrier</b></p> <p>Caltrans has adopted requirements for bridge cross-section that are consistent with AASHTO standards. The Retrofit Alternative would not meet the safety elements of the standards that the replacement alternatives would. Even without the seismic vulnerabilities, the current truss is vulnerable to potential collapse if a vehicle were to collide with either side of the truss. Under a retrofit scenario, a safety barrier would be required to deflect vehicles from colliding into the non-redundant truss structure. This would reduce the travel way by 3 feet, which would remove the 2-foot shoulders, leaving only the two 10.5- to 11-foot lanes. Safety research has shown a high correlation between narrow lanes and increased risk of accidents on rural two-lane highways (see <i>Prediction of the Expected Safety Performance of Rural Two-Lane Highways</i>, Federal Highway Administration Publication No. FHWA-RD-99-207, December 2000). The lack of shoulders and limited sidewalk prevent options for multimodal connectivity (e.g., bicycles, equestrian users, pedestrian access). In addition, Caltrans considers the reduced lane width and lack of shoulder to be unsafe. Therefore, this alternative was not carried forward for further environmental review.</p> <p><b>Effort to Retrofit the Bridge</b></p> <p>Retrofitting the Lagunitas Creek Bridge would include replacing an undetermined number steel truss members, containing and removing lead paint on all members contacted during the replacement process, and unforeseeable construction risk due to poor “as-built” information and outdated construction methods. Risks of unknown conditions can result in construction delays, as well as extra effort to manage the aging structure, and extra effort commonly translates to higher construction costs. Even without construction risks, the Retrofit Alternative would cost approximately 45 percent more than the least expensive replacement bridge alternative. A retrofit may extend the life of an existing bridge, but not to the extent of a new bridge, which would have a service life upwards of 80 years.</p> <p>Caltrans structural engineers in the Division of Engineering Services determined that the effort required for a retrofit of the Lagunitas Creek Bridge to meet the Caltrans “no collapse” criteria would</p>

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	<p>entail a substantially larger effort than the Build Alternatives evaluated in the EIR/EA. A retrofit alternative would require a longer construction duration and would have more environmental impacts and potentially higher risk of construction difficulty than the replacement alternatives. As a result, the effort was determined to not be prudent use of resources.</p> <p>The determination of the seismic risk to the Lagunitas Creek Bridge is the product of several studies, completed by Caltrans, beginning with years of bridge maintenance inspections that culminated in the <i>Project Scope Summary Report to Request Programming in the 2012 SHOPP</i> (December 2011) and <i>Structure Maintenance and Investigations Bridge Maintenance Strategy Fact Sheet</i> (August 2016). Detailed studies include the Geotechnical Report (April 2016), Revised Seismic Design Recommendation (December 2016), Preliminary Foundation Report (December 2016), <i>Investigation of Corrosion of the Lagunitas Creek Bridge No. 27 0023</i> (December 2016), <i>Seismic Evaluation of Lagunitas Creek Bridge</i> (March 2017), and the Alternatives Analysis Report (April 2017) and Addendum (June 2018). All of these studies are available on the project website (<a href="http://www.dot.ca.gov/d4/lagunitascreekbridge/">http://www.dot.ca.gov/d4/lagunitascreekbridge/</a>).</p> <p><i>Source: Caltrans. 2017. "Bridge Maintenance Strategy Fact Sheet: Br. No. 27 0023 Lagunitas Creek." March 29.</i></p>
<b>ALT-4, Full range of alternatives</b>	<p>Caltrans has considered a full and reasonable range of alternatives, The Draft EIR/EA evaluated the No-Build Alternative and five Build Alternatives, which had been screened from a total of ten alternatives, including a retrofit alternative, which was identified and discussed as Alternative 6 in Section 1.6.2.3 of the Draft EIR/EA (which is now Section 1.7.2.3 of the Final EIR/EA). The process is recorded in the Lagunitas Creek Bridge Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<a href="http://www.dot.ca.gov/d4/lagunitascreekbridge/">http://www.dot.ca.gov/d4/lagunitascreekbridge/</a>). The primary performance standard for retrofitting bridges is to prevent the structure from collapse during a significant seismic event (Caltrans 2016). Seismic retrofit involves strengthening and/or response modification of the existing structure to avoid catastrophic failure due to seismic loads and soil failure during an earthquake.</p> <p>Caltrans developed a Planning Study Report for a retrofit alternative (available in the Lagunitas Creek Bridge Alternatives Analysis Report appendices, found on the project website: <a href="http://www.dot.ca.gov/d4/lagunitascreekbridge/">http://www.dot.ca.gov/d4/lagunitascreekbridge/</a>) and determined the associated construction process, staging area, and costs associated with the Retrofit Alternative. Further confirming the design objectives, Caltrans conducted studies on the condition of the steel-truss member for corrosion, a geotechnical/foundation investigation, a seismic design recommendation for foundation, and a seismic evaluation of bridge substructure. A bridge maintenance strategy fact sheet was developed by the Caltrans Office of Structure Maintenance and Investigations, whose staff routinely inspect bridges throughout the state of California. Caltrans conducted investigations and field inspections of the bridge abutment and piers to ascertain the current condition, age-related fatigue, and other specialist assessments of the bridge. These investigations informed both the development and evaluation of the Retrofit Alternative and concluded with the determination that, while there are many options to retrofit the substructure (i.e., piers and abutments), it is impractical to retrofit the superstructure (i.e., steel truss). For details about the range of retrofit strategies considered, please refer to Common Comment "ALT-3, Definition of a true retrofit."</p> <p><i>Source: Caltrans. 2016. Caltrans Seismic Retrofit Guidelines for Bridges in California, Memo 20-4. June.</i></p>
<b>ALT-5, Less intrusive retrofit</b>	<p>"Less intrusive" might be defined in terms of duration of construction or physical impact (e.g., property impacts, biological impacts). The retrofit alternatives studied by Caltrans, including those suggested by Marin County resident Mr. Alistair Lizaranzu, would all require at least 3 years of construction to satisfy the Caltrans "no collapse criteria." There are no "less intrusive retrofit" alternatives that would meet the "no collapse" criteria, according to the seismic and corrosion bridge evaluations conducted by a Caltrans bridge engineer and seismic specialist in Design Branch 4. Suggestions from the public have focused on the substructure components (i.e., the abutments and piers) to suggest a "less intrusive retrofit." Please see the response to "ALT-3, Definition of a true Retrofit" to understand that it is not the</p>

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	<p>substructure (i.e., piers and abutments) but rather the superstructure (i.e., steel truss, floor beams and bridge deck) that would require a detour bridge and very extensive effort to retrofit.</p> <p>The Caltrans structural engineers' evaluation confirms that the range of retrofit alternatives would require a replacement of more than 50 percent of all bridge steel members, such that it would equate to an overall replacement or rebuild of the bridge but would have a construction duration longer than the accelerated bridge construction method Build Alternatives and would require extensive support structure during replacement. Additionally, it would not be safe to conduct replacement of critical steel truss members while traffic continued to use the bridge because there is no redundancy in the truss and there is not enough room for construction workers to work on the truss while cars are passing. A redundant system is one in which failure of a single component can be compensated by a second component that supplies the same function; in a system with no redundancy, failure of or damage to any one structural component could cause failure of the bridge structure itself. In the case of the Lagunitas Creek Bridge, the bridge structure is such that there is no redundancy to the truss, and damage to the truss of sufficient severity to cause failure of the truss could cause the bridge to collapse. As a result of this lack of redundancy and space for construction workers, a temporary detour bridge would be necessary. The period of construction for a retrofit alternative would be 3 years or longer, and Caltrans determined that while there are many options to retrofit the substructure (i.e., piers and abutments), it would be impractical to retrofit the superstructure (i.e., steel truss). For these reasons, a retrofit alternative (or range of retrofit alternatives) was not carried forward for full evaluation in the Draft EIR/EA.</p> <p>Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative, which has a shorter construction period and will reduce the public's exposure to construction impacts compared to Alternative 2b, which uses conventional construction, with a duration of 3 years.</p>
<b>ALT-6, Consider seismic safety flashing lights</b>	<p>Please refer Section 1.2.2 of the Final EIR/EA for a full description of the project need, and refer to the response to Common Comment "PN-1, Project need is too narrow," to understand why a ShakeAlert System would not meet the need for "safe, seismically stable crossing of Lagunitas Creek," even if the ShakeAlert System could be fully operational.</p> <p>The U.S. Geological Survey (USGS), with many partners, is funding research into earthquake early warning in California; however, adequate funding sources have not been realized for the estimated \$38 billion system and estimated \$16.1 million per year to operate and maintain it (USGS Earthquake Early Warning 2016).</p> <p>Additionally, the ShakeAlert System may not have an immediate effect of potentially saving the few persons in transit at the time of the event if the event were driven by the San Andreas Fault, because of the bridge's proximity to the San Andreas Fault (0.4 mile). The time that it would take for the warning system to detect an earthquake and then disperse the warning signal requires that the area of earthquake impact (in this case, the bridge) be at least 20 miles distant from the fault rupture site to allow the ShakeAlert System to deliver the signal in time to warn users to not cross the bridge. Therefore, this system would not effectively protect persons too close to the epicenter of the earthquake.</p> <p>Even if a functioning ShakeAlert system could be installed, with a failed bridge, many other persons needing emergency services would face much longer emergency response times because first responders would need to use long detours around the closed crossing, resulting in an increased risk that the emergency services would arrive too late to help. Please refer to the response to Common Comment "ALT-2, Describe the no-build scenario," for more information about what would happen if the bridge were to collapse and about the importance of the bridge's function in connecting communities.</p> <p>Source: USGS Earthquake Early Warning. 2016. "ShakeAlert FAQ." <a href="http://www.shakealert.org/faq">www.shakealert.org/faq</a>. Accessed July 25, 2017.</p>

**Table N-1. Responses to Common Comment Themes**

Code and Common Themes	Response
<b>ALT-7, Size of bridge and visual/aesthetic character</b>	<p>Caltrans recognizes the community and Marin County's desire to design a bridge that fits the context of a rural community by proposing lane and shoulder widths that are narrower than current design standards. Section 2.1.6.3 of the Visual/Aesthetics resources section evaluates the visual impact in the context of the community character. Caltrans has selected Alternative 3a (Three-Span, Concrete Bridge, ABC, Longitudinal Move-in) as the Preferred Alternative, and this alternative is the narrowest of the bridge alternatives and would result in the least visual interference with the community and the natural environment. The cross sections of the proposed alternatives are narrower than Caltrans Design Standards. This action requires approval from the California Design Exceptions Committee. The proposed cross section of the bridge under all Build Alternatives would include 11-foot-wide lanes and 5-foot-wide shoulders, for a total roadway width of 32 feet. This is only 6 feet wider roadway than the current cross section and is far narrower than freeway standards. The remainder of the bridge dimensions are for the rail barrier, the structure, and the pedestrian sidewalk and fence railing that will be cantilevered to one side. The sidewalk will be limited to the west side of the roadway and will meet Caltrans Highway Design Manual, Sixth Edition requirements of a 6-foot-wide sidewalk, plus a safety railing.</p> <p>The 5-foot-wide shoulders will provide a contiguous pedestrian connection from Sir Francis Drake Boulevard, across the bridge and up to B Street, which connects the town with the Whitehouse Pool Park trailhead and will provide continuous bicycle access from Sir Francis Drake Boulevard to Point Reyes Station. This portion of the project was initiated by community comments and leaders of the Safe Routes to School Program for Marin County. The position of the trailhead adjacent to the bridge attracts pedestrians, and the lack of a shoulder to reach the trailhead presents a safety concern on the state road system. This is also consistent with Caltrans' support of the Deputy Directive 64-R1 Complete Streets – Integrating the Transportation System, which states that the needs of users of all ages and abilities must be met, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Every complete street looks different, according to its context, community preferences, the types of road users, and their needs." (See <a href="http://www.dot.ca.gov/transplanning/ocp/complete-streets.html">http://www.dot.ca.gov/transplanning/ocp/complete-streets.html</a>.)</p> <p>The bridge height of 21 to 30 feet refers only to Alternatives 4a and 4b, which are proposed as full-span steel-truss bridges. Under these alternatives, a steel box truss is needed to maintain structural strength for such a long span (150 to 170 feet). Alternative 2a (Three-Span, Short Steel-truss Bridge, ABC, Longitudinal Move-in) would not exceed 12 feet above the roadway grade. Caltrans has selected Alternative 3a (Three-Span Concrete Bridge, ABC, Longitudinal Move-in) as the Preferred Alternative, and this alternative will be shorter than the existing 7-foot height of the bridge because it does not include a truss. The bridge barriers will be approximately 3 feet high.</p>
<b>ALT-8, Criteria for new bridge</b>	<p>The Retrofit Alternative would be designed to "no collapse" criteria, which means the bridge may be substantially damaged and need to be replaced following a strong seismic event but would not collapse during a seismic event.</p> <p>The Build Alternatives analyzed in the EIR/EA would be designed to withstand a significant seismic event, which was determined as a maximum magnitude of 8.0 on the Richter scale based on location from the San Andreas Fault, which is located 0.4 mile away, and geologic conditions. Thus, the Build Alternatives are designed so they will not collapse, but they may sustain damage in a seismic event. However, any and all damage that the Build Alternatives might experience during a seismic event would be fixed or, if necessary, the bridge would be replaced after the earthquake.</p>
<b>Construction (CST)-1, Minimize duration of construction</b>	<p>Chapter 1 of the EIR/EA has been updated to provide more detail about projected construction schedules and to demonstrate that, while the complete duration may require up to 1 year for the ABC construction methods, most heavy construction activity would occur over approximately 5 months. Conventional construction (e.g., Alternative 2b) concentrates most of the heavy construction during the summer and early fall months of each of the 3 years of the construction period required with this approach.</p> <p>It is important to note that each year and each contractor pose different conditions under which a project is constructed, but Caltrans has incorporated the time-saving construction methods of the ABC approach developed for the Build Alternatives. The EIR/ EA notes that road closures during peak</p>

**Table N-1. Responses to Common Comment Themes**

<b>Code and Common Themes</b>	<b>Response</b>
	<p>tourist seasons will be avoided by postponing the closure until after Labor Day to prevent long delays and to minimize economic impacts to local businesses during construction. Measures to avoid or minimize impacts included in the EIR/EA include maintaining circulation flows and avoiding one-way managed traffic lanes during weekend periods, positioning extra emergency responders to cover both side of the creek during the bridge closure, and targeting the closure during the lowest tourism period. For more detail, please refer to EIR/EA Section 2.1.1, Land Use; Section 2.1.2.1, Community Character and Cohesion; Section 2.1.2.2, Relocation and Real Property Acquisition; and Section 2.2.7, Noise.</p> <p>Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative, which has a short construction period and will reduce the public's exposure to construction impacts compared to Alternative 2b, which uses 3-year conventional construction.</p>
<b>CST-2, Closure timing – don't impact tourism season</b>	<p>Community input included feedback that the month of September is the least busy month for tourism within the allowable in-water work period (June 1 through October 15), which is determined by resource agencies. Due to permit restrictions, Caltrans is required to restrict in-water construction to this period. Therefore, based on community input, a bridge closure will be scheduled in September, the least busy month for tourism that is within the allowable in-water work period.</p>
<b>CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots</b>	<p>Staging areas are often referred to as temporary construction easements. Staging areas can be used to store equipment and materials, but they can also serve as areas needed to access the site where construction occurs.</p> <p>Staging areas on the properties adjacent to the bridge will be limited to accessing the bridge itself. Access at the four corners of the bridge is necessary for dismantling the old abutments and piers and for installing new abutments and piers. By using adjacent property to access the bridge, Caltrans can keep the bridge open to traffic and minimize interruptions to the community, businesses, and emergency services. One other area needed would be limited to a temporary utility easement, proposed on the animal hospital property, which would be necessary only for the short-term relocation of a powerline pole. The installation and dismantling of the power pole and line would require less than a week in total. PG&amp;E trucks may use this strip of property periodically during construction.</p> <p>For storage of equipment and materials, there are two considerations for identifying appropriate staging areas: (1) proximity to the bridge for efficiency and (2) least impact on natural and built environments. Use of staging areas will comply with the Uniform Relocation and Real Property Acquisition Act (1970).</p> <p><b>Proximity:</b> To save time and minimize the bridge closure period under the ABC method, many pre-cast and preassembled components of the bridge must be nearby for efficient moving into place. The vacant lot at B Street and at the southwest corner of Sir Francis Drake Boulevard are within 100 feet of the bridge. The vacant lots are strategically nearby, with short, direct access for lifting bridge components into place, as opposed to sites farther away, with undulating topography and curvy roads in the path to the bridge site.</p> <p>The longitudinal move-in construction method, as proposed with the Preferred Alternative (Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in), only requires 20 feet of staging outside of the right-of-way on adjacent properties to install the cofferdams and construct abutments and piers. All other staging can occur at the identified vacant lots.</p> <p>The Caltrans maintenance yard was considered, but it is too far away for the ABC methods. Precast and preassembled bridge pieces cannot be transported over long distances, due to the undulating and curvy topography.</p> <p><b>Least impact on natural and built environment:</b> In the interest of reducing impacts, ideal staging areas should not have natural or built environments. The identified vacant lots have compressed soil and do not contain valuable habitat; therefore, using this land would result in low impact on sensitive species. Other areas suggested by members of the public would result in larger impacts on the natural habitat and would not alleviate the need to secure access adjacent to the bridge.</p>

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Code and Common Themes	Response
<b>CST-4, Separate the pedestrian and bike crossing</b>	<p>Pedestrians and bicyclists crossing Lagunitas Creek can be accommodated during construction under all alternatives evaluated in the EIR/EA, either by using the existing bridge, as under the Preferred Alternative, or a barrier-separated path along the temporary detour bridge for alternatives with a detour bridge. The only limitation to pedestrian and bicycle access will be when access for all modes is closed for 2 to 3 weeks under the alternatives that apply the ABC method. The Preferred Alternative (Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in) would require a 2- to 3-week closure.</p> <p>Areas outside of and detached from Caltrans State Highway System are beyond the scope of the proposed project and would require the attention of Marin County or other property owners. However, with regard to water crossings, the permitting agencies have historically preferred to minimize environmental impacts through the consolidation of pedestrian and vehicle crossings, because each additional crossing would result in environmental impacts on the surrounding uplands and aquatic ecosystem. Also, another bridge would present an additional constraint during rain events.</p>
<b>CST-5, Traffic impacts of construction</b>	<p>Traffic during construction will be managed consistent with the California Manual on Uniform Traffic Control Devices (FHWA's MUTCD 2009, including Revision 1 and 2, as amended for use in California), Chapter 5, Manual of Traffic Controls, 1996 (Revision 2), which references Part 6, Temporary Traffic Control, Chapter 6a of FHWA's MUTCD (available at <a href="http://www.dot.ca.gov/trafficops/camutcd/traffic-manual.html">http://www.dot.ca.gov/trafficops/camutcd/traffic-manual.html</a>). The Manual provides the fundamental principles of temporary traffic control and the requirements of temporary traffic control plans and advance warnings; it also directs how to establish detours and diversions and how flaggers manage traffic control, and it provides instructions on specific traffic control methods and applications. The manual also addresses management of multimodal considerations, including commercial and personal vehicles, pedestrians, and bicyclists during construction.</p> <p>As stated in the EIR/EA in Section 2.1.5.3 of the transportation evaluation, "One lane on the existing bridge may be required to be closed during off-peak traffic periods to accommodate safe construction working conditions." "Off-peak" includes periods of the day outside of when there are typically high levels of commuter traffic; peak traffic periods include morning and evening rush hours. In the case of SR 1 near Point Reyes, peak periods include the weekend-tourist-related, high-traffic periods, which can occur all day. Closing one lane of the bridge will require one-way reversing traffic control. As outlined in Project Feature TRANS-1: Construction Traffic Management Plan, a construction traffic management plan would be developed to detail how to maintain traffic flows with the least impact on the community and traveling public. For instance, a component of the Construction Traffic Management Plan would address how, on two-lane highways, one-way reversing traffic control involves alternately stopping traffic in each direction for brief periods so that traffic traveling in each direction can alternately use the one open lane. This allows work activities to occur in the lane that is closed. Reversing control operations, under ideal conditions, uses flaggers to accommodate approximately 930 vehicles per hour over a distance of 0.25 mile for a stoppage period of 5 minutes (Caltrans 2015). A 5-minute delay is not considered a significant impact.</p> <p><i>Source: Caltrans. 2015. Traffic Management for Lagunitas Bridge Construction Period Technical Memo. August 27.</i></p>
<b>CST-6, Consolidate staging</b>	<p>Since the public comment period, efforts have continued to refine the staging areas to reduce the overall impact during construction on adjacent properties. Throughout design and construction, Caltrans will continue to find methods of minimizing impacts on the affected environment and community. Access to Lagunitas Creek Bridge from the animal hospital parcel and the three other adjacent parcels is required for pier removal and replacement. All other staging of materials and equipment will be located on the vacant properties identified in the EIR/EA in Section 1.3.2.3. No other properties can fulfill the needed access to the bridge. The revisions to the staging areas can be found in Section 1.3.2 (Figures 1-9, 1-10, 1-11, 1-14, and 1-15) of the Final EIR/EA:</p> <ul style="list-style-type: none"> <li>For Alternative 2a, 3a, and 4a, staging areas have been reduced to a maximum of 20 feet beyond the SR 1 right-of-way line and would allow continuous access for residents and the animal hospital.</li> </ul>

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Code and Common Themes	Response
	<ul style="list-style-type: none"> <li>The staging area for Alternatives 2b and 4b would maintain access to residents and animal hospital with a minimum 10-foot buffer from the building.</li> </ul> <p>Caltrans will maintain access at all times (both for driveways and parking) throughout the construction period, and the animal hospital can maintain its business services to the community and larger region. For details about changes in parking, please see Section 1.3.2.3, Commonalities of the Build Alternatives.</p> <p>The range of issues associated with construction impacts on the animal hospital is disclosed in the Community Impact Assessment and in Final EIR/EA in Section 2.1.2, Community Impacts, Section 2.2.6, Air Quality, and Section 2.2.7, Noise. All avoidance and minimization measures and mitigation measures will be included in the Environmental Commitment Record that is part of the project construction bid package; therefore, the contractor will be required to comply with and implement these measures.</p>
<b>Community Impact Assessment (CIA)-1, Protect the animal hospital</b>	<p>The EIR/EA considered the animal hospital, the effects of construction, and the difficulty of maintaining a business during construction. The EIR/EA includes a list of project features and measures to avoid and/or minimize the impacts on the animal hospital. The animal hospital is specifically addressed in Section 2.1.1, Land Use, Section 2.1.2.1, Community Character and Cohesion, and Section 2.1.2.2, Relocation and Real Property Acquisition, as well as in Section 2.2.7, Noise, where it is included as a sensitive receptor and which describes how Caltrans will reduce noise impacts to the animal hospital. Other sections do not directly mention the animal hospital, but they equally apply, such as Section 2.2.6, Air Quality, which outlines project features that would be applied to manage fugitive dust during construction. The analyses considered management of construction dust, noise, temporary removal of parking, narrowing access to one driveway, and potential loss of clients and business revenues. Use of the property as staging areas will comply with the Uniform Relocation and Real Property Acquisition Act (1970).</p> <p>Caltrans will maintain access at all times (both for driveways and parking) throughout the construction period. This will be done for the animal hospital to maintain its business services to the community and larger region.</p>
<b>CIA-2, Community impacts</b>	<p>Construction of highway, roadway, and bridge improvements involves delays and inconveniences to the traveling public. Routine maintenance is a requirement of upholding a functioning regional transportation system that meets the needs of the local community and commerce, allows access to regional points of tourism (such as the Point Reyes National Seashore), and facilitates the movement of freight, goods, and services.</p> <p>Caltrans is aware of the community's concern that construction can impact the economy and the local community and will implement several best management practices to minimize temporary construction impacts. The Preferred Alternative (Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in) has a short construction process (up to 1 year) and will be limited to a 2- to 3-week bridge closure. Due to permit restrictions regarding aquatic species, Caltrans is required to limit in-water construction to the summer/early fall period (June 1 through October 15) and will work to maintain access over the bridge as much as possible. However, based on community input, a bridge closure will be scheduled in September, the least busy month for tourism that is within the allowable in-water work period. The Preferred Alternative is also the least impactful of the evaluated Build Alternatives in terms of duration of construction and temporary access easements on private property, and it minimizes construction-related traffic impacts and long-term visual disturbance.</p>
<b>CIA-3, CIA adequacy</b>	<p>The Community Impact Assessment conforms to the 2011 <i>Caltrans Standard Environmental Reference Environmental Handbook Volume 4: Community Impact Assessment</i>. The issues and concerns that are recorded in the Community Impact Assessment for this project come from extensive public input gathered during the 2015 scoping meeting and during an additional scoping meeting held in October 2015, as well as from input received throughout the Draft EIR/EA process and through the Stakeholder Working Group, which includes community and other stakeholder representatives.</p> <p>Start to finish, the construction of the Preferred Alternative is projected to require up to 1 year, which includes several periods of low-impact activities, such as vegetation removal and biological monitoring.</p>



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	<p>An overview of the construction process is outlined in Section 1.3.2 of the Final EIR/EA. and the schedule is detailed in Section 1.4. The combined duration of major construction activities (i.e., heavy equipment and the building and removal of piers, abutments, and bridge deck) would be approximately 5 months for the ABC construction methods. This is considered a short duration. In addition, Caltrans is committed to maintaining travel using the existing bridge throughout construction, except during a 2- to 3-week closure. Access will also be preserved to all businesses, including the animal hospital, throughout construction, even when the bridge is closed. Those who use the detour or who come from Point Reyes Station will still have access to the animal hospital during the bridge closure. Chapter 2 of the Final EIR/EA addresses other construction-related impacts on community (both residential and business) and articulates commitments to avoid, minimize, and mitigate impacts. Therefore, this project is not anticipated to result in substantial adverse economic effects on the animal hospital or any other business in the Point Reyes Station community.</p>
<b>Utilities and Emergency Services (UES)-1, Emergency access</b>	<p>Caltrans coordinated with the Point Reyes Fire Station Chief and County Sheriff. The EIR/EA incorporates accommodations to preserve emergency response throughout construction, including during the proposed 2- to 3-week bridge closure associated with the Build Alternatives that would use the ABC construction method. This will require the project to support the placement of and provisions for emergency response providers on either side of Lagunitas Creek during the entire closure. See Section 2.1.4.3 of the EIR/EA for more information.</p>
<b>Transportation (TSP)-1, Intersection at Sir Francis Drake Boulevard during operation</b>	<p>This project will not increase the capacity or the volumes of traffic on SR 1 or at the intersection of Sir Francis Drake Boulevard and SR 1.</p> <p>Accident data from Caltrans' Traffic Accident Surveillance and Analysis System, which keeps records of all reported traffic accidents on the state's highways system, indicate that there was no accident at the intersection of Sir Francis Drake Boulevard (or Levee Road) with SR 1 near Point Reyes Station for the most recent available 3 years. Caltrans Office of Traffic conducted a study for an all-way stop in August 2012 that analyzed speed and accidents in the vicinity of and surrounding the intersection of Sir Francis Drake Boulevard and SR 1. That study found that an all-way stop is not warranted at the intersection.</p> <p><i>Source: Caltrans 2012. Report of the Engineering and Traffic Survey. August 31.</i></p>
<b>TSP-2, Safety hazard</b>	<p>The travel lanes with the project will not be noticeably wider than the existing lanes. Depending on where they are measured, the existing lanes on the bridge vary from 10.5 feet to 11 feet wide. The bridge lanes are proposed to be 11 feet wide. The additional shoulder width (from 2 feet to the proposed 5 feet) will extend approximately 545 feet, including the curve in the road and the bridge features that tend to slow vehicle speeds. The Federal Highway Administration (FHWA) has documented that shoulders improve safety conditions. Shoulders provide several important functions: the additional width provides a shoulder that allows for a bicycle lane as well as an area for vehicles to use to avoid incidents (i.e., a break-down lane). Also, people driving farming equipment use the Lagunitas Creek Bridge, and the shoulder can help to reduce traffic overlap into the oncoming lane in such instances.</p> <p>Safety and efficient traffic operations can be adversely affected if any of the following shoulder functions are compromised:</p> <ul style="list-style-type: none"> <li>• Shoulders provide space for emergency storage of disabled vehicles.</li> <li>• Shoulders provide space for enforcement activities.</li> <li>• Shoulders provide space for maintenance activities.</li> <li>• Shoulders improve bicycle accommodation. This type of shoulder can also reduce risky passing maneuvers by drivers.</li> <li>• Shoulders improve stopping-sight distance at horizontal curves by providing an offset to objects such as barriers and bridge piers.</li> <li>• On highways with curb and enclosed drainage systems, shoulders store and carry water during storms, preventing water from spreading onto the travel lanes.</li> </ul>



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	<p>Caltrans has adopted bridge-width requirements consistent with AASHTO standards. The standards for bridges are different than those for roadways in that typical roadways have natural shoulders or areas of refuge for use when moving-vehicle incidents cause the need to swerve to avoid obstacles. The accidents associated with shoulder width on rural two-lane highways is documented—and was used to develop a safety prediction model—by FHWA (<i>Prediction of the Expected Safety Performance of Rural Two-Lane Highways</i>, FHWA 2000-12). The study also provides a model that allows highway agencies to estimate the safety performance of a roadway or intersection for a set of assumed nominal or base conditions. These conditions can be adjusted for factors such as roadway segments of lane width, shoulder width, shoulder type, horizontal curves, grades, driveway density, two-way left-turn lanes, passing lanes, roadside design and the effects on safety for at-grade intersections of skew angle, traffic control, exclusive left- and right-turn lanes, sight distance, and driveways. Caltrans has reviewed the conditions of SR 1 south of Point Reyes Station and considered the community's desires to maintain a rural roadway into Point Reyes Station. As a result, Caltrans has agreed to adopt design exceptions to AASHTO standards to reduce the standard lane width from 12 feet to 11 feet and the standard shoulder width from 8 feet to 5 feet, which still permits Caltrans to meet the Deputy Directive 64-R1 Complete Streets – Integrating the Transportation System, which states that the needs of users of all ages and abilities must be met, including bicyclists, pedestrians, and vehicles. The shoulder would meet the Class III signed bicycle route standard per Marin County's <i>Marin Unincorporated Area Bicycle and Pedestrian Master Plan</i>, which was updated in 2009 for this area.</p> <p>Source: FHWA Turner-Fairbank Highway Research Center. 2000. Prediction of the Expected Safety Performance of Rural Two-Lane Highways. Prepared by Midwest Research Institute. December. Available at <a href="https://www.fhwa.dot.gov/publications/research/safety/99207/99207.pdf">https://www.fhwa.dot.gov/publications/research/safety/99207/99207.pdf</a>.</p>
<b>Geology (GEO)-1, Earthquake unlikely</b>	<p>Although a substantial seismic event cannot be predicted, Caltrans prepares its facilities for the eventuality of earthquakes so that roadway and bridge facilities remain capable of transporting goods, services (such as emergency services), and persons, without impediments. The Working Group on California Earthquake Probabilities was commissioned in 2007 to develop an updated statewide forecast, the latest result of which is the Uniform California Earthquake Rupture Forecast Version 3, or "UCERF3," dated March 2015 (available at <a href="https://pubs.usgs.gov/fs/2015/3009/pdf/fs2015-3009.pdf">https://pubs.usgs.gov/fs/2015/3009/pdf/fs2015-3009.pdf</a>). According to UCERF3, there is a 72 percent chance of having a magnitude 6.7 or larger earthquake within the next 30 years in the San Francisco region; please see the UCERF3 Fact Sheet linked above for additional background.</p> <p>The argument that the seismic hazard at the project site is grossly overestimated is not supported by good science. The idea that the San Andreas Fault takes roughly 250 years to develop enough stress to generate a large earthquake and, since we are only a little more than 100 years into that cycle, concerns regarding seismic safety can be ignored for the time being, is not supported by USGS.</p> <p>Though the earthquake renewal model was popular for many years due to its conceptual simplicity, it is generally recognized that it does not work well in the real world. The reason for this poor performance is the subject of active research. A leading theory is that, while the stress on a fault increases linearly with time (approximately), the stress threshold required to initiate a fault rupture can vary substantially over time due to stress interactions with neighboring faults. The USGS National Hazard Mapping Program has chosen not to include time-dependent hazard models in its seismic hazard maps due to their poor performance. Caltrans relies on hazard estimates from the USGS to generate its design spectrum for bridge design. It is Caltrans' position that the USGS hazard estimates, given the extensive input they receive from scientific working groups and the research community at large, reflect the best science currently available.</p>
<b>Noise (NOI)-1, Noise impacts</b>	<p>The noise evaluation, found in Section 2.2.7 of the EIR/EA, considered sensitive receptors within 1,000 feet of the project site and includes mitigation measures to address construction-related impacts. Project Feature NOISE-1 provides noise source control measures to minimize noise during construction, and Mitigation Measure NOISE-A provides noise control measures to minimize noise associated with construction-related equipment and construction activity.</p>

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Code and Common Themes	Response
	<p>Noise levels after the construction period should not change from current conditions because the project will not increase roadway capacity, and growth (that could lead to higher volumes of traffic) is not planned in the project surroundings.</p> <p>The design of the noise abatement will depend on the construction of the facility being protected. Specific noise abatement will be designed with more investigation on the physical construction and areas that needs protection during final design.</p> <p>Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative, which has a shorter construction period and will reduce the public's exposure to construction impacts compared to Alternative 2b, which uses conventional construction. In addition, the project description specifically eliminates hammer-pile driving, which is the noisiest method of installing piles for the piers. Similar to noise, vibration was analyzed for its potential to annoy persons and/or to damage nearby structures. Vibration damage is rare from construction activities; however, if a structure is near a proposed project site, construction-related vibration impact is evaluated. If there are structures within 50 feet of the vibration-causing construction activity, construction methods and equipment will be adjusted to avoid vibration-related damage. Short-term vibratory annoyance is considered a short-term impact and will be managed through limiting the durations and avoiding night-time periods.</p> <p>A construction management plan will be developed prior to construction and will include, among other elements, best management practices to minimize noise and vibration, including monitoring as needed.</p>
<b>Biology (BIO)-1, Biological impacts</b>	<p>The Final EIR/EA describes the project and construction activities in Chapter 1. In Chapter 2, it includes the evaluation of the impacts of the Project to the environment and community, and it proposes measures to avoid, minimize, or mitigate harm. The impact assessment and mitigation measures in the EIR/EA are by specific resource discipline and based on Caltrans' extensive expertise, FHWA-approved methods and guidance, and coordination with regulatory and permit agencies. The biological impacts originated in a Natural Environment Study technical report prepared by a certified biologist, which was then distilled into the EIR/EA in appropriate subsections in Section 2.3 of the Final EIR/EA. Then, to meet the requirements of the Endangered Species Act, a Biological Assessment was submitted to the U.S. Fish and Wildlife Service, with the receipt of a Biological Opinion on April 27, 2018, and, for aquatic species, the National Marine Fisheries Service responded on March 30, 2018, that the Programmatic Biological Opinion (BO) No. 013-9731 issued in 2013 for bridge replacements should be applied to avoid, minimize, and mitigate impacts to threatened and endangered species. Throughout final design and construction, Caltrans will continue to refine methods to avoid and minimize impacts on all wildlife and aquatic species and will adhere to federal, state, and local permits regulating the protection of wildlife and aquatic species and their habitats.</p> <p>The BO provides the regulatory agencies' direction of how mitigation measures will be implemented. Prior to obtaining the BO, the measures in the EIR/EA were based on previous project experiences and current discussions with the U.S. Fish and Wildlife Service, National Marine Fisheries Service, and California Department of Fish and Wildlife. They represent the full spectrum of measures that would be applied in proportion to the impacts. Now that the Caltrans has identified Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative, measures have been tailored to the specific project impacts; however, the project is only at approximately the 35 percent design stage. As the project design progresses, more refinement will occur. The level of reporting is consistent with current and best practices available.</p> <p>With regard to specific construction details (durations per activity), Chapter 1 of the EIR/EA has been updated to describe additional detail. The range of impacts for noise, air quality, and traffic are reported in the EIR/EA. As noted in Chapter 1, Caltrans has restricted hammer-pile driving for this project. Therefore, hammer-pile driving noise was not evaluated, but a full range of construction equipment (e.g., vibratory- and augered-pile driving) was reported and a full spectrum of noise-reducing measures will be implemented based on specific field conditions to minimize the noise disturbance.</p>

**Table N-1. Responses to Common Comment Themes**

Code and Common Themes	Response
	<p>Regarding pier removal, as noted in Section 1.3.2.2 of the EIR/EA, under “YEAR 1,” mobilization and building the detour bridge includes installing cofferdams (e.g., using sheet pile walls or other method) to create dry areas for work within the creek channel for installation of new piers and removal of old piers. Separating the creek flows with a cofferdam involves dewatering the work area inside the cofferdam so that removal and installation of piers does not result in unnecessary sediment entering the creek. This will avoid impacts to water quality and reduce impacts to aquatic species during construction. The contractor can remove timber piles 3 feet below grade, isolate any contamination, then have it removed without affecting the water channel. In addition, the Construction Impacts subsections of EIR/EA Section 2.2.2.3 review the impacts of increased sedimentation, material handling, and spill prevention measures. These potential impacts will be addressed prior to commencing construction with the mandatory development and approval of a Stormwater Pollution Prevention Plan, which is outlined in Project Feature WATER-3.</p>
<b>Public Outreach Process (PUB)-1, Extend public comment period</b>	<p>The comment period was extended for an additional 15 days, through June 23, 2017 (original period was from April 26 through June 9, 2017). Within the extended period, Caltrans hosted an additional public meeting in Point Reyes Station at the Dance Palace on June 15, 2017, with the assistance of the Point Reyes Village Association, which facilitated the meeting date and venue.</p>
<b>PUB-2, Public outreach process</b>	<p>The project development process is a multidisciplinary process involving engineers, environmental scientists, subject area specialists, resource agencies and the public. Input is collected from all disciplines, and the project development team works with the information to refine the design to avoid and minimize effects. Community input and environmental context are important components. For this project, there have been opportunities for the public to provide input throughout the project development process. For a full description of outreach and public engagement, please see Chapter 4 of the Final EIR/EA, as well as Appendix L, which includes public notifications and publicly distributed materials.</p> <p>Ultimately, Caltrans makes a decision that balances the project objectives with environmental context and community input.</p> <p>Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative, which has a short construction period and will reduce the public's exposure to construction impacts compared to Alternative 2b, which uses conventional construction.</p>
<b>General (GEN)-1, Wasting money</b>	<p>The state requires Caltrans to develop and document criteria that it uses to decide which projects to prioritize to more efficiently use public funds. The Lagunitas Creek Bridge Project is funded through the bridge preservation component of the State Highway Operations and Protection Program, which is administered by the California Transportation Commission (made up of officials, appointed by the governor, who decide how state funding should be prioritized). The objective of the bridge preservation component of the SHOPP is to identify, prioritize, and secure funding to correct structural or functional issues that affect a structure's ability to provide the needed level of service. The committee makes decisions based on technical input regarding safety and operation prioritization, compared against similar criteria for similar projects in the state per state law.</p> <p>Caltrans prioritized the Lagunitas Creek Bridge Project based on the vulnerability to seismic events determined by the preliminary assessment made by the Office of Earthquake Engineering.</p> <p>Chapter 1 of the EIR/EA documents the need for the project, which justifies the expenditure.</p>



## Responses to Comments: Agencies

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## Federal Agencies

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No comments were received from federal agencies.

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## State Agencies

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## California Coastal Commission\_A

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STATE OF CALIFORNIA—NATURAL RESOURCES AGENCY

EDMUND G. BROWN JR., GOVERNOR

### CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT OFFICE  
45 FREMONT STREET, SUITE 2000  
SAN FRANCISCO, CA 94105  
PHONE: (415) 904-5260  
FAX: (415) 904-5400  
WEB: WWW.COASTAL.CA.GOV



June 23, 2017

Eric DeNardo  
Branch Chief, Marin & Sonoma  
Caltrans District 4, Office of Environmental Analysis  
P.O. Box 23660  
Oakland, CA 94623

RE: Comments on the Draft Environmental Impact Report / Environmental  
Assessment for the proposed Lagunitas Creek Bridge Replacement (EA 04-  
0G642) in Point Reyes Station, Marin County, CA

Dear Mr. DeNardo:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) / Environmental Assessment (EA) for the proposed Lagunitas Creek Bridge replacement project in Point Reyes Station referenced above. The California Department of Transportation (Caltrans) is considering alternative designs to replace the current bridge crossing on State Route 1 over Lagunitas Creek at the southern entrance to Point Reyes Station. Because this project is located both in the Coastal Commission's retained coastal permit jurisdiction and Marin County's coastal permit jurisdiction, Caltrans may propose to obtain a consolidated Coastal Permit with the Coastal Commission. Caltrans, the County and the Commission must all agree to follow this process. The standard of review for a consolidated Coastal Permit application shall follow Chapter 3 of the Coastal Act (commencing with Public Resources Code Section 30200), with the Marin County Local Coastal Program (LCP) used as guidance. After our initial review of the DEIR/EA, we provide the following comments regarding potential coastal resource issues raised by the proposed project.

#### Bridge Types and Construction Methods

- Three bridge types are considered in this Draft EIR/EA evaluation: a three-span bridge with a short steel-truss center span, a three-span concrete bridge, or a full-span steel-truss bridge, as well as two construction methods: conventional and accelerated bridge construction (ABC). Conventional construction methods would require up to a 3-year construction period, and traffic would be detoured via a temporary bridge for the duration of construction of the new bridge. The ABC method would shorten the construction schedule to less than 1 year, but would require a 2 to 3 week traffic detour of approximately 9 miles. While the ABC method would have an impact on local residents and visitors during the detour period, Commission staff prefer the longitudinal move-in ABC method, i.e. Alternative 2a, Alternative 3a, or Alternative 4a, due to the greater biological resource impacts associated with the longer duration of conventional construction (Alternative 2b) and the larger area of riparian impacts associated with the transverse move-in ABC method (Alternative 4b). If feasible, timing of the detour period in the tourist off-season, i.e. winter months, could decrease the economic impacts on the community. Furthermore, Commission staff's preferred alternative is Alternative 4a because it would not require new piers

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Caltrans Green Bridge replacement, Point Reyes Station

4 to be constructed in the creek channel. However, Alternative 2a or Alternative 3a with added ornamental truss panels may more closely resemble the character of the existing bridge, consistent with the Point Reyes Station Community Plan and the Marin County Local Coastal Program.

### Biological Resources

5 Coastal Act Section 30240 requires that Environmentally Sensitive Habitat Areas (ESHAs) are protected from significant disruption of habitat values, and only uses dependent on those resources may be allowed within them. Development in areas adjacent to ESHAs and parks and recreation areas shall be sited and designed to prevent impacts, which would significantly degrade those areas and shall be compatible with the continuance of those habitat and recreation areas. Although not defined in the Coastal Act, an Environmentally Sensitive Habitat Area (ESHA) is synonymous with an environmentally sensitive area, which is defined in Section 30107.5 as any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities. The Draft EIR/EA describes ESHAs within the biological study area as including riparian trees and waters of the U.S. and state. However, the proposed project would impact habitat for numerous special status species, which would be characterized as ESHA under the Coastal Act. Thus, the DEIR should be revised to more accurately reflect the impacts of the project alternatives to ESHAs, including species and their habitats. Furthermore, 'temporary' impacts that are proposed to persist for more than one season and/or that would not restore the impacted area to the pre-project site condition within one year (including the pre-project age structure of vegetative communities) are not considered 'temporary,' but rather permanent, under the Coastal Act. Finally, please add an analysis of the hydroacoustic impacts on aquatic wildlife from pile driving.

### Public Access and Transportation

7 Although Caltrans retains the responsibility of evaluating whether these recommendations are appropriate for a given project and if additional design exceptions are needed, the 'MRN-1 Repair Guidelines' recommend 11-foot-wide travel lanes in developed areas with no greater than 4-foot-wide shoulders on both sides. However, the project description includes 5-foot-wide shoulders, which could potentially be reduced to accommodate the aesthetic preferences of the community and/or to minimize impacts to scenic resources.

Thank you for the opportunity to comment on the DEIR/EA. Please feel free to contact me at (415) 904-5266 or by email at shannon.fiala@coastal.ca.gov if you wish to discuss these matters further.

Sincerely,



Shannon Fiala  
Senior Transportation Program Analyst

California Coastal Commission\_A  
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STATE\_CCC\_A

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**From:** Fiala, Shannon@Coastal <Shannon.Fiala@coastal.ca.gov>  
**Sent:** Thursday, June 22, 2017 6:24 PM  
**To:** Lagunitas Bridge@DOT  
**Cc:** Grove, Tami@Coastal; Cave, Nancy@Coastal  
**Subject:** Coastal Commission staff comments on State Route 1 Lagunitas Creek Bridge Project  
**Attachments:** Lagunitas\_Creek\_Bridge\_DEIR\_Comment\_Letter\_CCC.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Attached please find comments from Coastal Commission staff on the Draft EIR / EA for the Lagunitas Creek Bridge project.

Best regards,  
Shannon Fiala  
Senior Transportation Program Analyst  
California Coastal Commission

## **Response to California Coastal Commission\_A**

### **Response to Comment 1: Bridge types and construction methods**

Caltrans acknowledges the Coastal Commission's preference for the longitudinal move-in ABC method, Alternative 2a, 3a, or 4a due to the shorter construction period. Caltrans has identified Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative. This alternative is the narrowest of all the proposed Build Alternatives and among the least environmentally impactful alternatives in terms of ground disturbance and property impacts during construction.

### **Response to Comment 2: Schedule bridge closure to minimize impacts during high tourist season**

Caltrans notes the Coastal Commission's concern regarding the timing of the bridge closure. Caltrans is committed to minimizing traffic impacts during construction and developed the Accelerated Bridge Construction method to substantially reduce the construction period and allow use of the bridge for most of the construction period. The bridge closure must occur within the allowable in-water work window to avoid impacts to sensitive aquatic species. The in-water work window is limited to the dry season (June 1 to October 15) or as allowed to meet permit conditions. As stated in Chapter 1 of the Final EIR/EA, bridge closure and detour would occur during the low tourist season, after Labor Day weekend in September.

### **Response to Comment 3: Preference for Alternative 4a, Full-span, Steel-truss, ABC Longitudinal Move-in**

Caltrans acknowledges the Coastal Commission's preference for Alternative 4a, Full-span, Steel-truss, ABC, Longitudinal Move-in to eliminate piers in the creek channel. Section 1.6, Selection of the Preferred Alternative, in the Final EIR/EA provides the reasons Caltrans prefers Alternative 3a, which included the following: it is among the least environmentally impactful alternatives in terms of ground disturbance and property impacts during construction; it does not detract from the community character; and it can be built within 1 year.

On February 9, 2018, an interagency meeting was held at the California Coastal Commission's office with Caltrans and Marin County. During this meeting, Caltrans updated the agencies on refinements made to design and staging areas in response to public comments. At the end of this meeting, Caltrans highlighted the rationale for selecting Alternative 3a as the Preferred Alternative. The California Coastal Commission and Marin County confirmed support for Alternative 3a.

### **Response to Comment 4: Recognize that Alternatives 2a and 3a, three-span, steel-truss and concrete bridge types may be more suitable for the community context**

Caltrans appreciates that the Coastal Commission recognizes that Alternatives 2a and 3a, three-span bridge types may more closely resemble the character of the existing bridge, consistent with the Point Reyes Station Community Plan and the Marin County Local Coastal Program. Because community character is important to the community, this is among the reasons for Caltrans identifying Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative. Section 1.6, Selection of the Preferred Alternative, in the Final EIR/EA provides the reasons Caltrans prefers Alternative 3a.

### **Response to Comment 5: Revise the EIR/EA to more accurately reflect environmentally sensitive habitat area (ESHA) impacts**

Caltrans acknowledges the Coastal Commission's comment regarding the characterization of impacts to ESHA habitat. Section 2.3.1.2 of the Final EIR/EA was updated to include special-status species habitat as ESHAs. Section 2.3.4, Animal Species, and Section 2.3.5, Threatened

and Endangered Species, of the Final EIR/EA were revised to more clearly describe impacts to species' ESHA habitat.

**Response to Comment 6: Acknowledge that “impacts of more than one season are not considered temporary under Coastal Act,” and add analysis of the hydroacoustic impacts of pile driving**

Caltrans notes the Coastal Commission's comments regarding temporary impacts lasting more than 1 year. Project Feature BIO-1, Revegetation, in Section 2.3.1 of the Final EIR/EA states that all temporarily disturbed areas would be restored with locally appropriate native species, and a revegetation plan would be developed through coordination with regulatory agencies during the permitting process. In addition, implementation of AMM BIO-1, Tree replacement, would install replacement riparian plantings in coordination with regulatory agencies. With the implementation of these measures, impacts to vegetative communities would be reduced.

Caltrans acknowledges the Coastal Commission's request for an analysis of hydroacoustic impacts of pile driving. Due to the presence of protected aquatic species, Caltrans proposes to dewater the in-channel work area behind installed cofferdams, within which piles would be installed into the creek bed by augering or vibratory method. The Final EIR/EA was revised to include a new avoidance and minimization measure for marine mammals. As described in the new AMM BIO-6, Marine mammals onsite, Caltrans will coordinate visual monitoring for marine mammals by NMFS-approved marine mammal observers. Construction will not commence or, if occurring, cease if seals or sea lions are observed in the project area. Refer to the Final EIR/EA Section 2.3.4, Animal Species, for more detail about this measure.

**Response to Comment 7: MRN-1 repair guidelines for roadway prism**

Caltrans acknowledges the Coastal Commission's citation of Caltrans' MRN-1 (i.e., State Route 1 in Marin County) repair guidelines for 4-foot-wide shoulders. Caltrans has recognized the community's rural context by requesting a design exception from Caltrans design standards. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 in the introduction to this appendix for the response to **Common Comment “ALT-7, Size of bridge and visual/aesthetic character,”** which provides more detail on the proposed width of the Build Alternatives. Caltrans has identified Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative. This alternative is the narrowest of all the proposed Build Alternatives.

Furthermore, reduction of shoulders is not recommended on bridge facilities where no horizontal retreat beyond the shoulder is available. Additionally, the shoulder enhances accessibility to the Whitehouse Pool Park trailhead located just north of the bridge, and this route has been identified by the Safe Routes to School program to provide a continuous and safe route from the Sir Francis Drake Boulevard intersection north to B Street in Point Reyes Station.

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STATE\_CSLC\_A

STATE OF CALIFORNIA

EDMUND G. BROWN JR., Governor

CALIFORNIA STATE LANDS COMMISSION  
100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825-8202



Established in 1948

JENNIFER LUCCHESI, Executive Officer  
(916) 574-1800 Fax (916) 574-1810  
California Relay Service TDD Phone 1-800-735-2929  
from Voice Phone 1-800-735-2922

Contact Phone: (916) 574-1890  
Contact FAX: (916) 574-1885

June 9, 2017

File Ref: SCH #2015032036

Eric DeNardo  
California Department of Transportation, District 4  
111 Grand Avenue, MS 8E  
Oakland, CA 94612

**Subject: Draft Environmental Assessment/Environmental Impact Report (EA/EIR)  
for State Route 1 Lagunitas Creek Bridge Project, Marin County**

Dear Mr. DeNardo:

The California State Lands Commission (Commission) staff has reviewed the Draft EA/EIR for the State Route (SR) 1 Lagunitas Creek Bridge Project (Project). The California Department of Transportation (Caltrans), as the public agency proposing to carry out the Project, is the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.) and the lead agency under the National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.). The Commission is a trustee agency for projects that could directly or indirectly affect sovereign land and their accompanying Public Trust resources or uses. Additionally, because the Project involves work on sovereign land, the Commission will act as a responsible agency.

**Commission Jurisdiction and Public Trust Lands**

The Commission has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The Commission also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 6009, subd. (c); 6009.1; 6301; 6306). All tidelands and submerged lands, granted or ungranted, as well as navigable lakes and waterways, are subject to the protections of the common law Public Trust Doctrine.

- 2 As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its admission to the United States in 1850. The state holds these lands for the benefit of all people of the state for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. On tidal waterways, the state's sovereign fee ownership extends landward to the mean high tide line, except for areas of fill or artificial accretion



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Eric DeNardo

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or where the boundary has been fixed by agreement or a court. On navigable non-tidal waterways, including lakes, the state holds fee ownership of the bed of the waterway landward to the ordinary low-water mark and a Public Trust easement landward to the ordinary high-water mark, except where the boundary has been fixed by agreement or a court. Such boundaries may not be readily apparent from present day site inspections.

After reviewing the information contained in the Draft EA/EIR, Commission staff has determined the Project will be located along areas of the natural bed of Lagunitas Creek, which is State-owned sovereign land under the jurisdiction of the Commission. Therefore, the Project will require formal authorization for the use of sovereign land from the Commission, and pursuant to the provisions of section 101.5 of the California Streets and Highways Code, an application must be submitted.

3

Please note that the Commission also has an existing lease, PRC 5849.9, with North Marin County Water District (NMCWD) for an 8-inch diameter water pipeline on Lagunitas Creek Bridge. Proposed construction activities affecting the water pipeline may require a lease amendment with the Commission. Please direct any questions regarding the Commission's leasing jurisdiction to George Asimakopoulos, Public Land Management Specialist (see contact information below).

**Project Description**

4

Caltrans proposes to replace the Lagunitas Creek Bridge over SR 1 in Marin County south of Point Reyes Station, with a new bridge that meets seismic safety standards. From the Project Description, Commission staff understands that the Project would include the following components:

5

- **Temporary Bridge:** A one-lane temporary bridge will be constructed to allow for traffic over Lagunitas Creek, while the existing bridge is removed and a new permanent bridge is constructed. Construction of the temporary bridge will require pile driving either in the middle or on the outer edges of the creek channel, depending on which alternative is chosen.
- **Removal of Existing Bridge:** The existing bridge will be removed, which includes removal of existing piers within the creek channel. Lead paint may be found on the metal trusses of the current bridge, and Caltrans will implement standard best management practices to avoid lead contamination to the surrounding environment.

6

- **Construction of New Permanent Bridge:** Five build alternatives are evaluated with the EA/EIR. The build alternatives are combinations of three bridge types (three-span bridge with a short steel-truss center span, three-span concrete bridge, and full-span steel-truss bridge) and two construction methods referred to as conventional construction and accelerated bridge construction. The full-span steel-truss bridge design does not appear to propose placement of new piers within the creek channel.



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Bridge design for all build alternatives is not proposed to increase vehicle capacity in comparison to the existing bridge. Each build alternative includes widening the shoulder, extending the culvert that lies approximately 180 feet north of the existing bridge, adding a demarcated crosswalk on Sir Francis Drake Boulevard at the intersection with SR 1, and relocating utilities. Two waterlines are within the Project footprint, both operated by NMCWD. One waterline lies beneath the bridge, and the other lies beneath the culvert.

In-water work is expected to be limited to mid-summer to early fall periods to minimize effects on sensitive aquatic species. Cofferdams would first be built around the location of new piers. Once new piers are built, and the old bridge deck removed, the cofferdams would be connected to build an enclosed area around new and old piers to the closest shore. Cofferdams would parallel the stream channel and connect to the streambanks on either end, making the water channel temporarily more narrow during installation of new piers and removal of old piers. A water diversion system will be required for construction activities below the mean high-water mark for the culvert extension.

#### Environmental Review

Commission staff requests that Caltrans consider the following comments on the Draft EA/EIR.

#### General Comments

- 7 1. In Table S-2, Table 1-2, and subsection 2.3.2.3 of the Draft EA/EIR, please identify the Commission as a jurisdictional agency that requires lease approval for the Project.

#### Climate Change

- 8 2. Greenhouse Gas (GHG) Emissions Analysis: Section 3.2.5 of the Draft EA/EIR identifies that the Project will have no impact on operational GHG emissions, since vehicle capacity will not be increased with proposed bridge design, but the Project will generate construction related GHG emissions. Section 3.2.5 concludes that it is Caltrans' determination, that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the Project's direct impact and its contribution on the cumulative scale to climate change. With regard to GHG construction emissions, the Draft EA/EIR lacks the following analysis pursuant to Appendix G of the CEQA Guidelines:
- 9
- Does not identify the significance criteria identified in Appendix G of the CEQA Guidelines for GHG emissions.
  - Does not identify if the Bay Area Air Quality Management District (BAAQMD) has adopted GHG thresholds of significance; does not identify if Caltrans consulted with the BAAQMD.

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Section 3.2.6.2 requires the Project contractor to comply with all BAAQMD regulations pertaining to GHG emissions as described in section 2.2.6 for air quality and pursuant to mitigation measure AMM AQ-1, as Project level GHG reduction strategies. Section 2.2.6 then defers to section 14 of Caltrans Standard Specifications for further description of how the Project will comply with all BAAQMD regulations, but this document does not appear to be included with the Draft EA/EIR. Further, AMM AQ-1 only pertains to dust control. Although the Draft EA/EIR includes a GHG section, the GHG analysis primarily defers to the air quality analysis for Project level GHG emissions, rather than providing this information in the GHG section as a stand alone analysis. In accordance with CEQA and to better support the impact determinations for construction related GHG emissions, Commission staff recommends the above information be incorporated into section 3.2.5.

3. Sea-Level Rise (SLR): Although SLR is evaluated in subsection 3.2.6.4 of the Draft EA/EIR, further information is recommended to support that the proposed build alternatives are designed at an elevation that will not be affected by future projections of SLR for the Project area. Please note that when considering lease applications, Commission staff requires the following information:

- Information from applicants concerning the potential effects of SLR on their proposed projects
- If applicable, plans to address SLR and what adaptation strategies are planned during the projected project life
- Where appropriate, recommend project modifications that would eliminate or reduce potentially adverse impacts from SLR, including adverse impacts on public access

In light of the above information, Commission staff recommends the EA/EIR provide more discussion on how bridge design and deck elevations were developed in consideration of future SLR projections.

Cultural Resources

4. Title to Resources: The EA/EIR should also mention that the title to all abandoned archaeological sites, and historic or cultural resources on or in the tide and submerged lands of California is vested in the state and under the jurisdiction of the Commission (Pub. Resources Code, § 6313). Commission staff requests that Caltrans consult with Attorney Jamie Garrett should any cultural resources on state lands be discovered during construction of the proposed Project. In addition, Commission staff requests that the following statement be included in the EIR's Mitigation and Monitoring Plan, "The final disposition of archaeological, historical, and paleontological resources recovered on state lands under the jurisdiction of the Commission must be approved by the Commission."

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Eric DeNardo

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Hydrology and Creek Morphology

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5. All build alternatives would result in significant, permanent, direct impacts to protected jurisdictional wetlands and other waters of the U.S. and state. These impacts would result from road widening and extension of the culvert north of the bridge, as well as construction of new bridge piers and removal of existing piers. Given the size and scale of existing and proposed piers, construction activities for excavation and installation of these structures has potential to result in substantial disturbance to the stream bed and bank. Mitigation Measure BIO-A explains that Caltrans will perform measures for reconstruction of the stream bed and bank through consultation with the California Department of Fish and Wildlife prior to Project completion, but does not explain what specific measures would be implemented. To the extent possible, Commission staff encourages Caltrans to conduct all necessary agency consultations and identify the stream restoration activities for analysis with the EA/EIR, and incorporate this information into Mitigation Measure BIO-A. In the event the formulation of specific measures must be deferred, the EA/EIR should: 1) explain why deferral is necessary; 2) describe potential mitigation actions or options that could be formulated; and 3) describe mitigation performance standards for these actions or options (see CEQA Guidelines, § 15126.4, subd. (b)).

Recreation

13

6. California Streets and Highways Code: Section 84.5 of the California Streets and Highways Code requires Caltrans to prepare a report on the feasibility of providing public access to a navigable river during the design process for proposed bridge construction. The report should explore the feasibility of new or improved public access at or adjacent to the Project site, and assess whether existing public access facilities adequately serve public access to Lagunitas Creek at or near the Project site. Section 101.5 explains the process for Caltrans to submit a right-of-way map to the Commission, subject to Commission approval. Please contact George Asimakopoulos for assistance with all Commission application requirements for the Project.

14

7. Disruption of Coastal Access to Point Reyes National Seashore (PRNS): Subsection 2.1.3.2 of the Draft EA/EIR describes that there are no access points to PRNS immediately adjacent to the project footprint for all Build Alternatives, and as a result, public access to PRNS is not discussed further. For the build alternatives, full closure of Lagunitas Creek Bridge could occur for up to 3 weeks. The construction phase could affect the accessibility and convenience for visitors wanting to travel to PRNS. Impeded access may deter some park visitors from visiting PRNS during that period, if they learn of the closure and one-way traffic delays. The Draft EA/EIR concludes that the closure period would be temporary and would not substantially affect the tourist attraction of these resources. Commission staff recommends further disclosure of this impact, with specific consideration that coastal access to the northern portion of PRNS through the junction of SR 1 and Sir Francis Drake Boulevard could be closed up to 3 weeks during bridge construction. Commission staff further recommends that this

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information be included in the Chapter 3 recreation analysis pursuant to CEQA, and for Caltrans to develop a mitigation measure in coordination with the National Park Service, to inform PRNS visitors of the bridge closure and detour route prior to construction. At a minimum, Commission staff recommends that this impact be identified as less than significant in the Draft EA/EIR.

Thank you for the opportunity to comment on the EA/EIR for the Project. As a responsible and trustee agency, the Commission will need to rely on the Final EA/EIR for the issuance of a lease as specified above, and therefore we request that you consider our comments prior to certification of the EA/EIR.

Please send copies of future Project-related documents, including electronic copies of the Final EA/EIR, Mitigation Monitoring and Reporting Program, Notice of Determination, CEQA Findings, and if applicable, Statement of Overriding Considerations when they become available. Please refer questions concerning environmental review to Jason Ramos, Senior Environmental Scientist, at (916) 574-1814 or via e-mail at [jason.ramos@slc.ca.gov](mailto:jason.ramos@slc.ca.gov). For questions concerning Commission leasing jurisdiction, please contact George Asimakopoulos, Public Land Management Specialist, at (916) 574-0990 or via e-mail at [george.asimakopoulos@slc.ca.gov](mailto:george.asimakopoulos@slc.ca.gov).

Sincerely,

  
Cy R. Oggins, Chief  
Division of Environmental Planning  
and Management

cc: Office of Planning and Research  
J. Ramos, Commission  
G. Asimakopoulos, Commission  
L. Calvo, Commission  
NMCWD

## **Response to California State Lands Commission\_A**

### **Response to Comment 1: CSLC will act as responsible and trustee agency**

Caltrans acknowledges that the California State Lands Commission (CSLC) is a responsible and trustee agency because this project would directly or indirectly affect sovereign lands and their accompanying Public Trust resources or uses.

### **Response to Comment 2: Use of sovereign land**

Caltrans acknowledges the requirement to obtain formal authorization from the CSLC for the use of sovereign land. Caltrans, as required, will submit an application.

### **Response to Comment 3: Lease PRC 5849.9 for 8-inch water line**

Caltrans acknowledged the North Marin County Water District water lines (one under the bridge and one under the culvert) in the Draft EIR/EA in Section 2.1.4, Utilities. Caltrans acknowledges that this is subject to a land use lease with the CSLC, which may require an amendment. Caltrans will coordinate with the Public Land Trust Management specialist, George Asimakopoulos, and North Marin Water District on an update to the land use lease regarding activities affecting the two water lines. This commitment has been added to Section 2.1.4.3 of the Final EIR/EA.

### **Response to Comment 4: Temporary bridge**

Caltrans notes your understanding of the project description. As noted in Chapter 1 of the EIR/EA, Caltrans evaluated five Build Alternatives and one No-Build Alternative. One of the Build Alternatives, Alternative 2b, Three-span, short steel-truss bridge, would be constructed using the conventional method. This construction approach would have a construction duration of 3 years, with detour bridge construction during year 1, removal of existing bridge and building of new bridge over years 2 and 3, and removal of the detour bridge in year 3. Construction of the temporary bridge would provide access across Lagunitas Creek throughout the construction phase. No detour route would be necessary.

### **Response to Comment 5: Removal of existing bridge**

Caltrans acknowledges the potential presence of lead paint on the bridge in Section 2.2.5.3 of the EIR/EA. Section 2.2.5 in the Final EIR/EA has been revised to specify that compliance with project features such as Caltrans 2015 Standard Specifications 14-11, Hazardous Waste and Contamination, would minimize the potential for hazardous waste contamination to the environment during construction. As indicated in the Caltrans 2015 Standard Specifications 14-11, all bridge debris would be handled, stored, transported, and disposed of under applicable federal, state, and local hazardous waste laws.

### **Response to Comment 6: Construction of new permanent bridge**

Caltrans notes your understanding of the project description as correct. No revision to the Final EIR/EA is necessary.

### **Response to Comment 7: Lease approval**

Caltrans acknowledges the CSLC as a jurisdictional agency. The Final EIR/EA Table S-2, Table 1-2, and Section 2.3.2.3 have been revised to include the state lease approval requirement.

### **Response to Comment 8: Greenhouse gas (GHG) emissions analysis**

CEQA requires a lead agency to make a good faith effort to identify impacts and gives the lead agency discretion on the approach to analyze those impacts. Based on the nature of the proposed project, Caltrans has qualitatively analyzed operational GHG emissions related to the project and has disclosed projected emissions related to construction activities (see Table 3-3 in Section 3.2.5



of the Final EIR/EA). While it is challenging to link the direct impacts of the proposed project to the global GHG effects on a cumulative scale to climate change, Caltrans outlined its commitment to reducing GHGs in Section 3.2.6.2 of the Draft EIR/EA. This commitment is also shown in the same section of the Final EIR/EA.

#### **Response to Comment 9: Bay Area Air Quality Management District GHG thresholds**

Caltrans notes the CSLC's recommendation to disclose GHG emissions during construction. The BAAQMD has not adopted a threshold of significance for construction-related GHG emissions (BAAQMD 2017).<sup>1</sup> Caltrans has updated Section 3.2.5 of the Final EIR/EA to disclose the estimated GHG emissions for all Build Alternatives in Table 3-3.

#### **Response to Comment 10: Sea-level rise**

Caltrans acknowledges the CSLC's comment regarding future projections of sea level rise in the project area. Section 2.2.1.2 of the Final EIR/EA was updated to reflect that the existing bridge can convey projected surface elevations that include sea level rise during normal flows. All Build Alternatives are designed to maintain this freeboard.

As noted in Section 2.2.2.1 of the Final EIR/EA, the Federal Emergency Management Agency-projected downstream elevation at the mouth of Lagunitas Creek during a 100-year event, including sea-level rise (SLR), would be 11.06 feet in year 2050 and 14.47 feet in year 2100. Currently, the lower soffit of the Lagunitas Creek Bridge is located at elevation 17.5 feet. Therefore, the bridge can currently convey projected surface elevations that include the SLR and 100-year event flows. The mouth of Lagunitas Creek, at Tomales Bay, was used in the hydraulic model as the downstream controlling water surface elevation. The Sea Level Rise Memo and Sea Level Rise Impact Study completed for the project are on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>).

However, Section 2.2.1.3 of the Final EIR/EA was updated to reflect that Caltrans and Marin County have discussed the need to include potential climate adaptation measures in new infrastructure projects, such as the bridge. Both recognize that while raising the bridge is not the solution, having the flexibility to raise the bridge may be part of the solution in conjunction with future Marin County infrastructure efforts. Caltrans has agreed to consider design of the Lagunitas Creek Bridge substructure to support raising the bridge in the future.

#### **Response to Comment 11: Cultural resources**

Caltrans acknowledges the CSLC's concern regarding cultural resources. Section 2.1.7.3 of the Final EIR/EA provides an overview of the CSLC's title within the Lagunitas Creek channel. This commitment is also included in the Final EIR/EA in Section 2.1.7.3, Project Feature CULT-1.

#### **Response to Comment 12: Wetlands and other waters of the state**

Caltrans acknowledges the CSLC's concern regarding wetland and creek impacts. The Final EIR/EA does not defer mitigation. Since publication of the Draft EIR/EA, Caltrans has revised Mitigation Measure BIO-A. As described in Section 2.3.2, instream restoration work would be consistent with the California Salmonid Stream Habitat Restoration Manual, Fourth Edition (or as updated). The Manual describes the process for analyzing site-specific hydraulic conditions, choosing sites and materials, and selecting appropriate anchoring techniques (e.g., using rebar to pin logs in place). The Manual also includes a project evaluation and monitoring system to ensure documentation of project performance – important for the developing science of

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<sup>1</sup> Bay Area Air Quality Management District. 2017. *California Environmental Quality Act Air Quality Guidelines*. Available at: [http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa\\_guidelines\\_may2017-pdf.pdf?la=en](http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en). May.

stream restoration. This will require the Caltrans biologist to develop the detailed instream habitat enhancement in coordination with the California Department of Fish and Wildlife to restore Tomales roach and western pond turtle habitat. For more information about Mitigation Measure BIO-A, Mitigation for jurisdictional water features, refer to Section 2.3.2 of the Final EIR/EA.

**Response to Comment 13: Recreation – California Streets and Highway Code**

Caltrans acknowledges the CSLC's reminder to comply with Section 84.5 and Section 101.5 of the California Streets and Highways Code. Caltrans will prepare a report on the feasibility of providing public access to a navigable river during the design process of the Preferred Alternative and will submit a right-of-way map to the CSLC. Section 2.1.3 of the Final EIR/EA has been updated to reflect Caltrans' commitment to comply with this section of the California Streets and Highways Code.

**Response to Comment 14: Recreation – Disruption of coastal access to Point Reyes National Seashore (PRNS)**

Caltrans acknowledges CSLC's concern regarding access to PRNS. Sections 2.1.3.3 and 3.2.2.7 of the Final EIR/EA have been updated to reflect the possibility of redirecting tourists to avoid the detour obstacles when visiting the PRNS during the 2- to 3-week bridge closure. Caltrans will develop a Traffic Management Plan to minimize inconveniences related to access to park resources during construction. Section 2.1.3.4 of the Final EIR/EA was updated to reflect Caltrans' commitment to coordinate with the CSLC, California Department of Fish and Wildlife, Marin County, and PRNS to finalize measures that would require notification to the public about access closures and to avoid and minimize access impediments during the bridge closure. As stated in Project Feature TRANS-1, Caltrans would prepare a Construction Traffic Management Plan that would provide the public with roadway information in advance to help plan for travel to the project area.

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## Local Agencies

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**County of Marin Community Development Agency Environmental Health Services  
Division\_A  
page 1 of 1**

LOC\_MCEHS\_A

Dear Eric DeNardo,  
Each year from April through October, Marin County Environmental Health Services collects a weekly water sample just below the subject bridge. While the trail we normally access will be closed during construction, we should be able to access the sample site from C Street and 3rd Street trail. My only request is that you please notify us when the trail closure goes into effect so we can alert our sampling staff accordingly.  
Thanks,  
Lorene



Lorene Jackson, MPH  
PROJECT MANAGER

County of Marin  
Community Development Agency  
Environmental Health Services Division  
3501 Civic Center Drive, Suite 236  
San Rafael, CA 94903  
415 473-7146 T  
415 473-4120 F  
CRS Dial 711  
[ljackson@marincounty.org](mailto:ljackson@marincounty.org)

Email Disclaimer: [http://secure-web.cisco.com/152ytdyW9sF76YUUVy0gl9UshaMaWDMUzyrv6cjEperHBGYEwL92mcj1KcGbNd0\\_zIvQ9241CX7AKk7AiImRsXw15epK1\\_UXTqUW-0UE9sChTvgc8EHEF4\\_1MAU0OpEi\\_nWf\\_ZqoUOHhYzCUAC6BUTThCinW3H0VDveXZwueb\\_pbK\\_1K-HuJBf8kYIV-5zNSep2pZubqQGvpyvHRZKSuNEFvA8Q\\_VD42uM35demaR1QTNopTXCAmad11MA181PE\\_752vFTI2t6qXwj2fcQ\\_YuG9uUbbv4Y7ZL8mqwlrS6NUUPrbM84Yqp84o33slpAkqk4cMmA3yyyMvDs7m2\\_ppmdIBs77ecwPcYnCK2Hv4be--q63XkpH-ngamzvZ05omSwvi4XF3Dy2xUyFXs2\\_50cuECpfUul9P2tTEyI\\_SL-vLA16qla4B4HWwxqZES48nQ2D1EcPr1MFov30DKqoy4X8a9AWE4USGEMK4/http%3A%2F%2Fwww.marincounty.org%2Fmain%2Fdisclaimers](http://secure-web.cisco.com/152ytdyW9sF76YUUVy0gl9UshaMaWDMUzyrv6cjEperHBGYEwL92mcj1KcGbNd0_zIvQ9241CX7AKk7AiImRsXw15epK1_UXTqUW-0UE9sChTvgc8EHEF4_1MAU0OpEi_nWf_ZqoUOHhYzCUAC6BUTThCinW3H0VDveXZwueb_pbK_1K-HuJBf8kYIV-5zNSep2pZubqQGvpyvHRZKSuNEFvA8Q_VD42uM35demaR1QTNopTXCAmad11MA181PE_752vFTI2t6qXwj2fcQ_YuG9uUbbv4Y7ZL8mqwlrS6NUUPrbM84Yqp84o33slpAkqk4cMmA3yyyMvDs7m2_ppmdIBs77ecwPcYnCK2Hv4be--q63XkpH-ngamzvZ05omSwvi4XF3Dy2xUyFXs2_50cuECpfUul9P2tTEyI_SL-vLA16qla4B4HWwxqZES48nQ2D1EcPr1MFov30DKqoy4X8a9AWE4USGEMK4/http%3A%2F%2Fwww.marincounty.org%2Fmain%2Fdisclaimers)

Email Disclaimer: <http://www.marincounty.org/main/disclaimers>

**From:** Jackson, Lorene [<mailto:LJackson@marincounty.org>]  
**Sent:** Friday, April 28, 2017 3:28 PM  
**To:** Lagunitas Bridge@DOT <[lagunitasbridge@dot.ca.gov](mailto:lagunitasbridge@dot.ca.gov)>  
**Subject:** State Route 1 Lagunitas Creek Bridge Project DEIR

## **Response to County of Marin Community Development Agency Environmental Health Services Division\_A**

### **Response to Comment 1: Marin County Environmental Health Services (MCEHS) access notification**

Caltrans acknowledges that MCEHS needs to be notified about any change in or closure of access to the Lagunitas Creek channel via the trailhead north of the bridge during construction. This measure has been added to Section 2.1.3.4 of the Final EIR/EA and will be incorporated as a project commitment. As stated in AMM PARKS-2 in the Final EIR/EA, Caltrans will notify Marin County Environmental Health Services about trail closures. However, as indicated in Section 2.1.3, access to Whitehouse Pool Park via the Golden Gate National Recreation Area trailhead located at C Street and Third Street would remain open.

## Marin County Fire Department\_A

page 1 of 1

LOC\_MCFD\_A

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**From:** Weber, Jason (MRN) <jweber@marincounty.org>  
**Sent:** Thursday, June 08, 2017 9:06 AM  
**To:** Lagunitas Bridge@DOT  
**Cc:** Weber, Jason (MRN)  
**Subject:** Comments re: Lagunitas Bridge Hwy 1

To Whom It May Concern:

First I would like to extend our appreciation for your investment in critical infrastructure by replacing the Lagunitas Creek Bridge in Point Reyes. I ask that the following comments be incorporated as part of your environmental review for this project:

- 1 • Closure of the bridge or extended traffic delays will have a significant impact on emergency services provided to the communities of Point Reyes, Inverness, Olema, Bolinas, Stinson Beach and Point Reyes National Seashore.
- 2 • Mitigation factors should include funding of temporary staffing on an Engine Company and ambulance South of the closure/delay during the project.
- 3 • The rural nature of West Marin is reliant on Mutual and automatic aid of adjoining fire jurisdictions. Additionally, Marin County Fire provides the advanced life support paramedics for the entire Coast. We must maintain reasonable response times on both sides of the closure/delays.

Your consideration of our concerns and collaboration during construction are much appreciated. We look forward to working with you on this project, proposed costs for the aforementioned recommendation can be provided upon request.



**JASON WEBER**  
**FIRE CHIEF**

County of Marin  
Fire Department  
P.O. Box 518 / 33 Castle Rock Ave.  
Woodacre, CA 94973  
415 473 4100 T  
415 473 2969 F  
CRS Dial 711  
jweber@marincounty.org

Follow us on [Facebook](#) and [Twitter](#)

## **Response to Marin County Fire Department\_A**

### **Response to Comment 1: Bridge closure effect on emergency services**

Caltrans acknowledges the commenter's concern regarding traffic delays. The Final EIR/EA analyzed the impacts of bridge construction on emergency services in the environmental consequences subsections of both the Utilities and Emergency Services and Transportation sections (Section 2.1.4.2 and Section 2.1.5.3, respectively). As stated in the Final EIR/EA, with implementation of Project Features and the AMM described below in response to Comment 2, traffic delays would be minimized.

### **Response to Comment 2: Fund for emergency personnel for south side of bridge during closure**

Caltrans acknowledges the commenter's concern regarding additional staffing needs. The Final EIR/EA includes measures to minimize the effect of the closure and of construction traffic delays at the bridge. Please see AMM UTIL-1: Provide emergency service personnel on both sides of the bridge, Project Feature TRANS-1: Construction Traffic Management Plan, and Project Feature TRANS-2: Emergency services access provisions.

### **Response to Comment 3: Maintain reasonable response times through construction area**

Please see the response to Comment 2, above. With the implementation of the measures listed in response to Comment 2, a reasonable response time on both sides of the bridge during construction and closure would be maintained.

North Marin Water District\_A  
page 1 of 1

LOC\_NMWD\_A



999 Rush Creek Place  
P.O. Box 146  
Novato, CA 94948-0146

May 26, 2017

**PHONE**  
415.897.4133  
**EMAIL**  
info@nmwd.com  
**WEB**  
www.nmwd.com

Caltrans, District 4  
Attn: Lagunitas Creek Bridge Project  
Eric DeNardo, Office of Environmental Analysis, MS-8B  
111 Grand Avenue  
Oakland, CA 94623

RE: Draft Environmental Impact Report  
State Route 1 Lagunitas Creek Bridge Project

Dear Mr. DeNardo:

This correspondence includes the North Marin Water District's (District) comments on the Draft Environmental Impact Report for the proposed State Route 1 Lagunitas Creek Bridge Project.

The District provides water to our West Marin Service Area, which includes Point Reyes Station, Olema, Inverness Park and Paradise Ranch Estates. The District's water source is groundwater wells located east of West Marin Elementary School and adjacent to the Coast Guard housing subdivision. The sole connection feeding water from the distribution system encompassing Point Reyes Station to the other communities is via an 8-inch steel pipeline suspended underneath the existing Lagunitas Creek bridge deck.

Assuming the State opts to construct one of the Alternative 2, 3 or 4 options, the existing 8-inch water main will require temporary relocation during the construction to continue providing water service for District customers as well as fire flow. Prior to completion of the State's bridge project, the water main will need to be permanently affixed to the new bridge. Accordingly, we respectfully request that any new design continue to accommodate said water main.

The District appreciates the opportunity to comment on this important project. Please contact me directly if you have additional questions. I can be reached at 415-761-8945, or at [rvogler@nmwd.com](mailto:rvogler@nmwd.com).

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Vogler", is written over the printed name.

Rocky Vogler  
Chief Engineer

RV:edn  
R:\Folders by Job No\6000 jobs\0912 Lagunitas Ck Bridge Replace\EIR Lagunitas Creek Bridge Project response.docx

DIRECTORS: JACK BAKER • RICK FRAITES • MICHAEL JOLY • STEPHEN PETTERIE • JOHN SCHOONOVER  
OFFICERS: DREW MCINTYRE, General Manager • KATIE YOUNG, District Secretary • DAVID L. BENTLEY, Auditor-Controller • ROCKY VOGLER, Chief Engineer

## **North Marin Water District\_A**

### **Response to Comment 1: North Marin Water District 8-inch steel pipeline**

Caltrans acknowledges the North Marin County Water District (NMWD) water lines (one under the bridge and one under the culvert) in the Draft EIR/EA in Section 2.1.4, Utilities. Caltrans will coordinate with the NMWD on activities affecting these two water lines (as well as update the land use lease with CSLC prior to relocation of the utilities). This commitment has been added to Section 2.1.4.3 of the Final EIR/EA as AMM UTIL-2: Coordinate with NMWD and CSLC on the relocation of the water lines prior to bridge construction.

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## Responses to Comments: Businesses

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**Astrid Design Studio\_A**  
**page 1 of 1**

BUS\_Astrid\_A

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**From:** N. Astrid Hoffman <astriddesign@gmail.com>  
**Sent:** Friday, June 23, 2017 11:36 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** NO BUILD OPTION

Good afternoon -

I am a Point Reyes Station resident that lives several hundred yards from the Green Bridge.

I have attended the various meetings, held by Caltrans and have evaluated all the information that has been provided to the community.

1 As a small business owner, of three local businesses, it is clear to me that a retrofit is clearly not in the best interest of our community.

I request that Caltrans evaluate all the hundreds of letters and the true implications of what a retrofit would do to our local businesses, wildlife, endangered species and community as a whole.

Thank your for your consideration,  
N. Astrid Lindo

Astrid Design Studio  
Astrid Design Home  
The Living Seed Company

## **Response to Astrid Design Studio\_A**

### **Response to Comment 1: Consider a retrofit alternative**

Caltrans acknowledges the commenter's view that a retrofit of the bridge is not in the best interest of the community. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives. The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Caltrans initially evaluated a retrofit alternative for Lagunitas Bridge early in the project development phase but did not carry it forward for full evaluation. Please see Chapter 1 of the Final EIR/EA, as well as the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>), for the reasons this alternative was not carried forward. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-3, Definition of a true retrofit."**

Based on the commenter's subject line of "No Build Option," it appears the commenter is in favor of the No-Build Alternative. Please see Table N-1 for the response to **Common Comment "ALT-1, Support for the No-Build Alternative."** Caltrans has identified Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative.

## Bovine Bakery\_A

page 1 of 1

BUS\_BovineBake\_A

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**From:** Bridget Devlin <lucbrig@gmail.com>  
**Sent:** Monday, May 29, 2017 11:40 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridget Project

Dear Mr. DeNardo: I am writing this letter in regards to the Lagunitas Creek Bridge Project on Highway 1 in Point Reyes Station.

- 1 First, the size and impact of the proposed bridge is completely out of proportion with the size of Point Reyes Station. It appears as if the proposed new bridge structure is better suited for a freeway than it is for a rural village, with small businesses and residences in close proximity. As a 30-year local and small business owner in Point Reyes Station, I am opposed to the current proposed construction.
- 2 Secondly, I urge Cal Trans to consider the impact this proposed construction will have on our small community. Not only will traffic be disrupted, but the constant noise from construction will have a negative impact on nearby residences and businesses, particularly the Point Reyes Animal Hospital. And there is the huge impact small businesses will suffer when the road is closed for the three week period right in the middle of our busiest tourist season.
- 3 Thirdly, I urge Cal Trans to consider the seismic retrofit option, which as I understand, was never even considered by Cal Trans.
- 4 The Village of Point Reyes Station does not want or need a bridge that is 16 feet wider than the current structure. And it would be way out of proportion to the size of the Highway 1 and Sir Francis Drake approach roads. That large of a highway approach the project is proposing would create more safety hazards for Point Reyes Station and its small town streets. If anything, the project goal should be to decrease the speed of vehicles entering the village.

Please consider my letter. Thank you, Bridget Devlin/Bovine Bakery

Sent from my iPad

## **Responses to Bovine Bakery\_A**

### **Response to Comment 1: Not a freeway**

Caltrans notes the commenter's concern about the size of the bridge. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge; both will remain two lanes. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

### **Response to Comment 2: Community impacts**

Caltrans notes the commenter's concerns about community impacts. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. The EIR/EA provides measures to avoid, minimize, and mitigate effects that would occur during construction of the project (measures are described in Section 2.2.6, Noise, and Section 2.15, Traffic and Transportation/Pedestrian and Bicycle Facilities). Please see Table N-1 for the responses to **Common Comments "CST-1, Minimize duration of construction," "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," and "CST-2, Closure timing – don't impact tourism season."**

### **Response to Comment 3: Seismic retrofit**

Caltrans notes the commenter's request to evaluate a retrofit alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including a seismic retrofit alternative, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. A retrofit alternative would require longer construction duration and would have more environmental impacts and potentially higher risk than the replacement alternatives. For more information about the retrofit options, please see Table N-1 for the response to **Common Comment "ALT-3, Definition of a true retrofit."**

### **Response to Comment 4: Size of bridge and safety**

Caltrans notes the commenter's concern about the size and safety of the proposed Build Alternatives. Please see Table N-1 for the response to **Common Comments "ALT-7, Size of bridge and visual/aesthetic character" and "TSP-2, Safety hazard,"** which addresses the concern that a wider bridge would increase speeds.

**The Building Supply Center\_A**  
page 1 of 2

BUS\_BuildingSupply\_A

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**From:** Pat <tappat@hotmail.com>  
**Sent:** Thursday, June 22, 2017 11:21 AM  
**To:** Lagunitas Bridge@DOT  
**Cc:** Ken Dunaj  
**Subject:** Lagunitas Bridge Project - Attention Eric DeNardo  
**Attachments:** Lagunitas creek bridge project.docx

Dear Mr. DeNardo,

Attached are the comments that we had planned to share at the June 15th public meeting in Point Reyes Station. Unfortunately, the meeting ended before we returned to "public comment". In any case, this document addresses many of the concerns we have with the Lagunitas Bridge Project.

Thanks for your consideration.

Sincerely,

Patrick Pieri  
Assistant Manager  
The Building Supply Center  
P.O. Box 270  
11280 State Route 1  
Pt. Reyes Station, CA. 94956

## The Building Supply Center\_A

page 2 of 2

Lagunitas Creek Bridge Project  
Public Meeting June 15th

My name is Patrick Pieri and I'm a manager at the Building Supply Center in Pt. Reyes Station.

Ken Dunaj, the owner of The Building Supply Center was unable to make this meeting so he asked me to represent The Building Supply Center and address some of the concerns he has relating to the impact of the Lagunitas Bridge project to Pt. Reyes Stations businesses and community.

1

Most of our concerns relate to the uncertainty of how Cal Trans plans to mitigate the extreme impact that this project will have on our community's quality of life and economic sustainability. We are concerned that the economic burden of this project unnecessarily impedes local businesses and community services that are essential for West Marin. For example, The Building Supply Center is the only local hardware store and we rely on more than 40% of our revenues from south of the Green Bridge to operate our business. That money pays for employee salaries, operating costs, and taxes among other expenses. Clearly any interruption of service due to the bridge project would have a major impact on the viability of our business and the livelihood of all the businesses in Pt. Reyes Station. Ken understands the importance of supporting the community and has invested extensively in expanding the inventory and hours of operation at The Building Supply Center to address the needs of a West Marin, however, there is concern over whether we can survive a downturn in business due to this project.

2

In addition, interrupting or impeding emergency services and losing Point Reyes Animal Hospital are unacceptable for our community. These timely and accessible services are essential. For that reason, any Cal Trans proposal for this project should make sure that Point Reyes Animal Hospitals and other emergency services needs are met. We employ you to consider project plans and staging opportunities that eliminate the impact on these services. Below are some other staging locations that we feel is either being underutilized or not being considered by Cal Trans.

- Love Field
- SFD & HWY 1
- Davey Truck yard may also be part of the solution

3

As a certified project manager I understand that all project plans involve juggling three balls which include effort, time and budget. Every project plan has flexibility in how those project variables are weighted. We are asking Cal Trans to address how they are going to "juggle" this project without negatively affecting the economic and essential services of our community, which should be a priority when considering the project options for the bridge project. We hope that you treat the Green Bridge project with the same concern for access as you would for the Golden Gate Bridge or Bay Bridge. There is no reason that any community should have to sacrifice a main thoroughfare when there are other viable options. To that end, I would be glad to assist in considering other options to eliminate or alleviate the major financial impact and inconvenience to our community.

Thanks for your time.

Patrick Pieri

## **Response to The Building Supply Center\_A**

### **Response to Comment 1: Economic impact**

Caltrans acknowledges the commenter's concerns regarding the potential economic impacts of the project. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. The EIR/EA provides measures to avoid, minimize, and mitigate effects that would occur during construction of the project. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-2, Community impacts."**

### **Response to Comment 2: Animal hospital, consolidate staging, emergency access**

Caltrans notes the commenter's concern for the animal hospital, construction staging, and emergency services. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the response to **Common Comment "CIA-1, Protect the animal hospital."**

Many staging areas were evaluated as part of Caltrans' early investigation and design process, and different staging areas are identified to support different activities. The project needs staging areas adjacent to the existing bridge for accessibility and storage areas as close by as possible to minimize impacts on the community. Two staging areas are proposed on the animal hospital property: one for direct access to the piers and abutments and one for relocating the utility pole to avoid conflict with overhead wires during construction. Each staging area would be used for short periods of time. Please see Table N-1 for the responses to **Common Comment "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots"** and **"CST-6, Consolidate staging."**

Regarding emergency access during construction, please see Table N-1 for the response to **Common Comment "UES-1, Emergency access."**

### **Response to Comment 3: Economic impact**

Caltrans notes the commenter's request for Caltrans to not negatively affect economic and essential services in the community. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Economic analysis is provided in Section 2.1.2.1 of the Final EIR/EA and includes the consideration of factors that may influence the patronage of local businesses such as traffic, noise, dust, and visual disturbance. Measures are included in the project to reduce the effects of each of the construction-related impacts on businesses; see Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Because a quantitative economic impact to local businesses cannot be determined until after construction (and obtaining financial data from businesses), the analysis included in Section 2.1.2.1 is qualitative in nature. This analysis meets the requirements of the National Environmental Policy Act (NEPA).

As noted in Chapter 3 of the Final EIR/EA, unlike the NEPA analysis, the focus of the analysis under the California Environmental Quality Act (CEQA) shall be on the physical changes caused



by the economic or social chain of cause and effect. Economic or social effects of a project shall not be treated as significant effects on the environment.

Please see Table N-1 for the response to **Common Comment “CIA-2, Community impacts.”**

## Hostelling International, Point Reyes\_A

page 1 of 1

BUS\_HostellingInternational\_A

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**From:** Hanna Morris [mailto:hnmorris@pointreyeshotel.org]  
**Sent:** Tuesday, June 27, 2017 1:41 PM  
**To:** Lagunitas Bridge@DOT <lagunitasbridge@dot.ca.gov>  
**Subject:** I oppose plans to replace Green Bridge

Hello,

- 1 I am business owner and I live in the West Marin community, I oppose Caltrans' plan to replace the Green  
2 Bridge, and I support the "no build" alternative. It is not necessary and will hurt our community tremendously. I  
also am a dog owner and closing the only veterinary in town would be devastating.

Thank you,  
Hanna Morris

Reserve Directly and Save! [www.pointreyeshotel.org](http://www.pointreyeshotel.org)

Hanna Morris, General Manager  
Hostelling International, Point Reyes  
P.O.Box 247, Point Reyes Station, CA 94956  
Ph: 415-663-8811 Fax: 415-663-8811  
[hanna.morris@hiusa.org](mailto:hanna.morris@hiusa.org) [www.facebook.com/pointreyeshotel](http://www.facebook.com/pointreyeshotel)

We are a 501(c)3 non-profit charitable and educational organization. Our mission: "To help all, especially the young, gain a greater understanding of the world and its people through hostelling."

## **Response Hostelling International, Point Reyes\_A**

### **Response to Comment 1: No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative"** and **"ALT-2, Describe the no-build scenario."**

### **Response to Comment 2: Animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties and provides measures to minimize, reduce, and mitigate construction impacts. Refer to Chapter 2 of the Final EIR/EA. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the response to **Common Comment "CIA-1, Protect the animal hospital."**

## Mesa Refuge Writers' Retreat\_A

page 1 of 1

BUS\_MesaRefuge\_A

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**From:** Peter Barnes <peter@tomales.org>  
**Sent:** Thursday, June 08, 2017 3:12 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Re the proposed Lagunitas Creek Bridge

Dear Caltrans

I am a resident of Point Reyes Station and the founder of the Mesa Refuge Writers' Retreat also located in the community.

1 I am writing strongly to oppose the proposed new Lagunitas Creek bridge. I support the "No Build" alternative or a true seismic retrofit - something you didn't even present as an option.

2 The proposed bridge is complete overkill and looks more like a freeway bridge than a bridge leading to small rural town. The years of construction, noise and traffic chaos will have a severe impact on our small community.

3 I am also concerned about the impact the long construction period will have on the Point Reyes Animal Hospital. The whole front parking area will be turned into a construction site and the noise and dust will create an enormous amount of stress for the staff, customers and animals. It will be hard for people to get there because of reduced traffic flow in the area and less parking when they do. Dr Whitney could well lose her business and we could lose our local animal hospital - all for a bridge that is unwanted and unnecessary.

Please withdraw your proposal and explore the possibility of a true seismic refit.

Thank you,

Peter Barnes

PO Box 237  
Point Reyes Station CA 94956

## **Responses to Mesa Refuge Writers' Retreat\_A**

### **Response to Comment 1: No-Build Alternative**

Caltrans notes the commenter's support for a seismic retrofit or the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including a seismic retrofit of the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. A retrofit alternative would require longer construction duration and would have more environmental impacts and potentially higher risk than the replacement alternatives. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," and "ALT-3, Definition of a true retrofit."**

### **Response to Comment 2: Not a freeway**

Caltrans notes the commenter's concern about the size of the bridge, as well as noise and traffic during construction. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge, and noise and traffic impacts were analyzed and addressed in the Final EIR/EA. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative. Caltrans analyzed the temporary traffic and noise impacts and none would be significant. Please see Sections 2.1.5.3 and Section 2.2.7.3 of the Final EIR/EA for more detail. Please also see Table N-1 for the response to **Common Comments "ALT-7, Size of bridge and visual/aesthetic character," "NOI-1, Noise impacts," and "CST-5, Traffic impacts of construction."**

Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives and would have a 1-year construction period with 5 months of active construction and a 2- to 3-week bridge closure.

### **Response to Comment 3: Animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Measures are included to reduce the effects of each of the construction-related impacts on businesses; see Sections 2.1.5 for traffic-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Please also see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "NOI-1, Noise impacts," and "CST-6, Consolidate staging."**

## Point Reyes Animal Hospital\_B

page 1 of 1

BUS\_AnimalHospital\_B

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**From:** Mary Whitney <docwhitney@att.net>  
**Sent:** Tuesday, June 20, 2017 9:47 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge Project

To Whom It May Concern,

- 1 My name is Dr. Mary Whitney, I am the owner of Point Reyes Animal Hospital. After reading the Environmental document review of the Lagunitas Creek Bridge Project, I have many concerns. According to the document, my entire front parking area, right outside the front door of the hospital, will be used as a staging area for heavy equipment and large vehicles. The property on the north side of the hospital will be used to relocate the utilities, and somehow provide alternative parking and access to the hospital. This means my veterinary hospital will be in the heart of a noisy, major construction zone for one to three years.
- 2 With the staging area projected to be outside my front door, I anticipate the loud noise from the large construction vehicles and vibrating giant augers to be unbearable. Point Reyes Animal Hospital was built in the 1970's with older single pane windows that do not block out road noise currently. As a result, inside the building there would be no relief from the constant, loud construction noise. A hospital needs to be a place of healing, with quite, compassionate and calm energy. A loud construction zone, literally a few feet away, would make it impossible to provide my community with the safe and healing hospital environment that they deserve. Dogs and cats hate loud noises.
- 3 The report states that "Construction noise might stress the animals under vet care and negatively affect the business. However, customers may continue to patronize the animal hospital because other veterinarians are located at least 10 miles away." What Caltrans clearly does not understand about my business, is that my clients come from all over West Marin. Almost 50% live in Bolinas, Stinson, Nicasio and the San Geronimo Valley. The next closest animal hospital is only a short drive away in Lagunitas. There is also an animal hospital in Stinson Beach. Once clients hear about the long traffic delays on West Marin Feed, and realize that their entire veterinary hospital experience will take place in a noisy construction zone, they will quickly choose to patronize the other vet hospitals in the area. Inverness residences will gladly take Bear Valley Road to avoid the Hwy One intersection, and can arrive at San Geronimo Veterinary Hospital after a short, stress free drive through the redwoods. They are open six days a week, and will gladly receive my clients. It will become impossible for my hospital to maintain an effective appointment schedule with many clients arriving late due to long traffic delays. Clients will not come in to purchase products, and will switch to buying from on-line pharmacies, to avoid the inconvenience and stress of visiting my hospital. I will also lose a major source of income from tourist, after they quickly learn to avoid the traffic mess in Point Reyes Station.
- 4 The Caltrans report does not consider the negative impact on my employees. The added commute time, along with the constant construction noise, day after day, for at least a year, will surely wear on our nerves. I will risk losing employees, when it is already nearly impossible to staff my hospital with qualified personnel. I also risk losing my tenant due to this project. This would be another major financial loss. Nobody will want to rent a residential space in the heart of a noisy construction zone.
- 5 The proposed use of the hospital's primary parking lot as a staging area is also a significant problem. The area of my property designated by Caltrans to move the parking lot to, will not be large enough for my clients to park, along with an ADA compliant space, plus five staff members, and two spaces for my tenant. There also has to be room for delivery trucks that come daily. This is also the area Caltrans wants to relocate the utility pole. Clients will have to walk their dogs and cats into the building from further away, and right next to the loud, frightening trucks, machines and construction noise, just to enter the building.
- 6 The report also mentions the possible need for temporary relocation of patient animals. I cannot imagine where the hospital could be relocated to in our small town. I have done the research and it is not possible. It would be impossible for me to conduct my business in a mobile trailer. I am a full service hospital. I need room for four to five staff, a surgery room, X ray, treatment room, exam rooms, and runs and cages to house the patients.
- 7 This project is certain to put my veterinary hospital out of business. I cannot afford to remain open earning less income for a year, or worse, three years. I will lose the ability to support my family financially. I have a daughter entering college next year, and a son going to private high school. My husband is a local school teacher. The veterinary hospital is the only source of income for retirement that I have. I have dedicated over twenty years to this community, providing health care for their animals. If this project moves forward, I will lose my business, and everything I have carefully planned out, and worked towards accomplishing. We all will lose a valuable resource for our community.
- 8 I am fully opposed the use of my property, by Caltrans, for the Lagunitas Creek Bridge project. I will be retaining an attorney that specializes in eminent domain to assist me in protecting the veterinary business that I have spent over 20 years building. Caltrans has not provided a spectrum of retrofit options as promised. The only retrofit offered is not acceptable. I support a No Build alternative!
- Sincerely,  
Mary Whitney DVM

## **Response to Point Reyes Animal Hospital\_B**

### **Response to Comment 1: Construction and staging areas**

Caltrans notes the commenter's concern that the animal hospital will be in the heart of a noisy, major construction zone for 1 to 3 years. Recognizing this construction impact, Caltrans has identified Alternative 3a as the Preferred Alternative, which includes a 1-year construction period with 5 months of active construction and a 2- to 3-week bridge closure. This alternative was identified to minimize the duration of construction impacts and the period of bridge closure, as well as minimizing other potential impacts to the local community.

Caltrans has continued efforts to refine the staging areas to further reduce and minimize construction areas and impacts on adjacent properties, as much as feasible, based on community concerns regarding the animal hospital. Please also see Table N-1 in the introduction to this appendix for the response to **Common Comment "CST- 3, Why not place staging areas at unused Caltrans yard or other vacant lots."** For further construction detail and use of private property parcels, refer to Chapter 1 of the Final EIR/EA.

### **Response to Comment 2: Noise impacts on animal hospital**

Caltrans notes the commenter's concern regarding noise and vibration impacts on the animal hospital during project construction. Section 2.2.7.4 of the EIR/EA proposes to mitigate construction noise and reduce vibration. Please also see Table N-1 for the response to **Common Comment "NOI-1, Noise impacts."**

### **Response to Comment 3: Construction impacts on animal hospital**

Caltrans acknowledges your concerns that other animal hospitals are located in the West Marin area and that veterinary patients may choose other hospitals due to construction noise and traffic delays due to the bridge closure. Caltrans has identified Alternative 3a as the Preferred Alternative. This alternative has a 1-year construction period with 5 months of active construction and a 2- to 3-week bridge closure. Caltrans has refined the proposed temporary staging area on the animal hospital property to maintain parking spaces available for patrons and to maintain access throughout construction. The refined proposed temporary staging area would be limited to 20 feet on the animal hospital property measured from the Caltrans right-of-way and would be used for construction access and activities such as building abutments and placing piers in the water, and not to stage construction equipment (refer to Figure 1-11 in the Final EIR/EA). Please also see Table N-1 for the response to **Common Comments "CIA-1, Protect the animal hospital" and "CIA-2, Community impacts."**

As discussed in Section 2.1.5.4 of the Final EIR/EA, traffic delay from construction will be minimized with the implementation of Project Feature TRANS-1: Construction Traffic Management Plan. See the response to Comment 2 above which addresses construction noise.

Caltrans notes the commenter's concern regarding the potential financial loss from the animal hospital and the rental unit. Access to both will be maintained throughout construction.

### **Response to Comment 4: Construction and staging areas**

Caltrans notes the commenters concerns about staging. Caltrans refined the staging areas and temporary utility relocation area needed during the construction phase to minimize the affected area. Please also see the responses to Comments 1 and 3 above and Table N-1 for the response to **Common Comment "CST-6, Consolidate staging."**

### **Response to Comment 5: Protect the animal hospital**

Please see the response to Comment 3 above.

**Response to Comment 6: Opposes use of animal hospital parking lot, supports No-Build Alternative**

Caltrans notes the commenter's opposition to the use of the animal hospital property and preference for the No-Build Alternative. See the response to Comment 1 above for a discussion of use of the parking lot.

Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. The No-Build Alternative would not meet the purpose and need of the project. Please see Table N-1 for the responses to **Common Comments “ALT-1, Support for the No-Build Alternative,” “ALT-2, Describe the no-build scenario,” and “ALT-3, Definition of a true retrofit.”**



**Point Reyes Vacation Rentals\_A**  
**page 1 of 1**

**BUS\_PtReyesVacation\_A**

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**From:** Aaron Ely <pointreyesvacationrentals@gmail.com>  
**Sent:** Saturday, June 24, 2017 1:08 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Point Reyes Bridge

Hello,

I am a local resident and business owner, managing 12 homes in the area. I hope that someone amongst you will have the ability to insert some common sense into this process. What is being proposed is not acceptable for a variety of reasons. Primary amongst those is the disruption of traffic, damage to our fragile local economy and those of us here struggling to make ends meet in an area with already high costs of living. The direct impact to the vet's business is insult to injury, and will result in litigation, which will drag things on longer in a lose-lose-lose situation.

The vast majority of locals out here feel that this is a tragic example of our tax dollars being used against us.

I prefer the "no build" alternative.

Aaron Ely  
Point Reyes Vacation Rentals  
415.663.6113  
[pointreyesvacationrentals.com](http://pointreyesvacationrentals.com)

## **Response to Point Reyes Vacation Rentals\_A**

### **Response to Comment 1: Economic impact, animal hospital, and wasting money**

Caltrans recognizes your concerns regarding the proposed project. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system. Please see Section 2.1.5 of the EIR/EA for more detail and analysis. The EIR/EA provides measures to avoid, minimize, and mitigate effects that would occur during the construction phase of the project. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment “CIA-2, Community Impacts.”**

Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the response to **Common Comments “CIA-1, Protect the animal hospital.”**

Caltrans shares the commenter’s concern about efficient use of public funds. Please see Table N-1 for the response to **Common Comments “GEN-1, Wasting money” and “ALT-1, Support for the No-Build Alternative.”**

## Station House Cafe\_A

page 1 of 2

BUS\_StationHouse\_A

**From:** Sheryl Cahill- Station House Cafe <sheryl@stationhousecafe.com>  
**Sent:** Wednesday, May 31, 2017 5:11 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Point Reyes Station, Lagunitas Bridge

To Whom it May Concern:

- 1 I am a business owner in downtown Point Reyes Station. I presently operate the Station House Cafe and am scheduled to open a new restaurant, Side Street Kitchen, at 60 Fourth St., Point Reyes Station in July 2017.  
 My first preference for the green bridge issue would be to retrofit the current bridge.
- 2 If the bridge is to be rebuilt, I am in favor of the ONE YEAR plan, with a 3-week detour during closure. While downtown business will surely feel the impact of a 3-week detour, I strongly believe that is will be the most harmless of proposed plans.
- 3 Please DO NOT consider a 3-year retrofit that would require single-lane crossing, extreme interference at staging areas, and a prolonged detriment to the viability of local business. A construction project of this scale would eventually wear on the visitors who currently frequent the area and would be an extreme inconvenience for West Marin locals who need to travel to and from Point Reyes Station from neighboring villages.
- 4 Without the financial support of tourism, my business would not survive. While we enjoy consistent support from our local clientele, this would not support our ability to thrive in the long term. Further, we would lose revenue from any West Marin local patronage south of the bridge due to the same inconvenience. A prolonged, 3-year construction project would surely interfere with our ability to thrive.  
 I presently employ 48 people and contribute approximately \$300,000 annual to the B.O.E. by way of tax revenue. In my new restaurant, I will employ an additional 15 people and contribute more to the local economy. Please do not consider this three-year option. We all - my employees and my family - depend on my ability to conduct business as usual.
- 5 Additionally, a fellow business and community member, Mary Whitney, veterinarian, will need as much consideration as can be afforded during this process. Her business would suffer greatly in a prolonged scenario.

Thank you for your consideration.

Sincerely,

Sheryl Cahill

**Station House Cafe\_A**  
**page 2 of 2**

Sheryl Cahill

Station House Cafe  
11180 Hwy 1  
PO Box 268  
Point Reyes Station, CA 94956

(415) 663-1515

Side Street Kitchen  
60 Fourth Street  
P.O. Box 71  
Point Reyes Station, CA 94956  
(415) 663-0303

cell: (707) 477-5469

[www.stationhousecafe.com](http://www.stationhousecafe.com)  
[www.sidestreet-prs.com](http://www.sidestreet-prs.com)

## **Responses to Station House Cafe\_A**

### **Response to Comment 1: Retrofit Alternative**

Caltrans notes the commenter's support for the Retrofit Alternative. Caltrans evaluated this alternative early in the project development phase and for many reasons, including disruption to the local economy and residents, withdrew this alternative from further evaluation, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-3, Definition of a true retrofit,"** and **"ALT-5, Less intrusive retrofit."**

### **Response to Comment 2: Support for bridge replacement with 1-year construction plan**

Caltrans notes the commenter's support for a replacement bridge with a 1-year construction period and 3-week closure. Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative. This alternative has a 1-year construction period with 5 months of active construction and a 2- to 3-week bridge closure.

### **Response to Comment 3: No support for bridge replacement with 3-year construction plan**

Caltrans notes that the commenter does not support Alternative 2b, in which conventional construction of a three-span bridge would require 3 years of construction with a detour bridge. As noted above in the response to Comment 2, Caltrans has identified Alternative 3a as the Preferred Alternative, which includes a 1-year construction period.

### **Response to Comment 4: Economic impact of Alternative 2b**

Please see the response to Comment 3 above. Economic analysis is provided in Section 2.1.2.1 of the Final EIR/EA and includes the consideration of factors that may influence the patronage of local businesses such as traffic, noise, dust, and visual disturbance. Measures are included in the project to reduce the effects of each of the construction-related impacts on businesses; see Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Because a quantitative economic impact to local businesses cannot be determined until after construction (and obtaining financial data from businesses), the analysis included in Section 2.1.2.1 is qualitative in nature. This analysis meets the requirements of NEPA.

As noted in Chapter 3 of the Final EIR/EA, unlike in the NEPA analysis, the focus of the analysis under CEQA shall be on the physical changes caused by the economic or social chain of cause and effect. Economic or social effects of a project shall not be treated as significant effects on the environment.

Please also see Table N-1 for the response to **Common Comment "CIA-2, Community impacts."**

### **Response to Comment 5: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has evaluated the construction impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout the construction phase. Please see Table N-1 for the response to **Common Comment "CIA-1, Protect the animal hospital."**

**Susan Hayes Handwovens\_A**  
page 1 of 1

BUS\_SusanHayes\_A

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**From:** susan@susanhayeshandwovens.com  
**Sent:** Wednesday, June 07, 2017 3:00 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** opposed to the bridge construction

Greetings,

I am a 38 year resident of West Marin. My husband and I own multiple properties in Point Reyes Station and have operated several businesses. Currently we are operating Susan Hayes Handwovens located on 4th street in the downtown commercial area and we live in Inverness Park. We have been following the proposals on the upgrade/replacement of the Lagunitas Bridge we feel none of the proposals to date are acceptable for our community. It doesn't seem you have any concept of the town's configuration or the sentiments.

- 1 | 1. The bridge is too wide and not compatible with the town's character.
- 2 | 2. Construction will take too long.
- 3 | 3. Possible Economic impact is huge.
- 4 | 4. It threatens the existence of our community Veterinary Clinic.
- 5 | 5. Nobody wants it.

There have been other occasions in the years that I have resided in this community that Caltrans had proposed projects. Not one to date has seemed sensible at all. I urge you to drop this project completely.

Sincerely, Susan Hayes

Susan Hayes Handwovens  
80 Fourth Street, P.O. Box 629  
Point Reyes Station, CA 94956  
Store: 415.663.8057  
Fax: 415.663.8067  
Studio Office: 415.663.9078

## **Response to Susan Hayes Handwovens\_A**

### **Response to Comment 1: Not a freeway**

Caltrans notes the commenter's concern about the size of the bridge. None of the Build Alternatives propose expanding the capacity of SR 1 or the bridge; they will remain two-lanes. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

### **Response to Comment 2: Construction period too long**

Caltrans notes the commenter's concern about the construction period. Please see Table N-1 for the response to **Common Comment "CST-1, Minimize duration of construction."**

### **Response to Comment 3: Economic impact**

Caltrans notes the commenter's concern about economic impacts.

Economic analysis is provided in Section 2.1.2.1 of the Final EIR/EA and includes the consideration of factors that may influence the patronage of local businesses such as traffic, noise, dust, and visual disturbance. Measures are included in the project to reduce the effects of each of the construction-related impacts on businesses; see Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Because a quantitative economic impact to local businesses cannot be determined until after construction (and obtaining financial data from businesses), the analysis included in Section 2.1.2.1 is qualitative in nature. This analysis meets the requirements of NEPA.

As noted in Chapter 3 of the Final EIR/EA, unlike in the NEPA analysis, the focus of the analysis under CEQA shall be on the physical changes caused by the economic or social chain of cause and effect. Economic or social effects of a project shall not be treated as significant effects on the environment.

### **Response to Comment 4: Animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has evaluated the construction impacts on the animal hospital and other affected properties. Access will be maintained to all businesses and other properties in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital"** and **"CST-6, Consolidate Staging."**

### **Response to Comment 5: Nobody wants a replacement bridge**

Caltrans acknowledges that there are some in the community who are opposed to replacing the bridge. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need, and the No-Build Alternative would not meet the purpose and need of the project. Please see Table N-1 for the response to **Common Comment "ALT-1, Support for the No-Build Alternative."**

Susan Hayes Handwovens\_B  
page 1 of 1



Lagunitas Creek Bridge Project  
June 15, 2017 – Public Meeting  
**COMMENT FORM**

BUS\_SusanHayes\_B



Please leave your comments with staff during the meeting or mail it to the following address by June 24:

Eric DeNardo, Associate Environmental Planner  
Department of Transportation, Environmental Planning, MS 8B  
P.O. Box 23660  
Oakland, CA 94623

You can also email your comments to [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov). Please include your name, affiliation (if applicable), and address with your comments.

Name: SUSAN HAYES Date: JUNE 15, 2017  
Affiliation (if applicable): BUSINESS OWNER, DOWNTOWN PROPERTY OWNER  
Address: POB 629, PRS, CA 94950  
Email: SUSAN HAYES 1952@gmail.com

Please write comment on the back.

For more information, visit <http://www.dot.ca.gov/dist4/envdocs.htm> or email [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov).

Comment: NO BRIDGE, NO BRIDGE, NO BRIDGE, NO  
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## **Response to Susan Hayes Handwovens\_B**

### **Response to Comment 1: No-Build Alternative**

Caltrans notes the commenter's strong preference of "No Bridge". Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need, and the No-Build Alternative would not meet the purpose and need of the project. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

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## Responses to Comments: Organizations

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Love Dogs for Life, Inc.\_A  
page 1 of 3



**Love Dogs for Life, Inc.**

a non-profit corporation  
Tax ID 27-1333345  
PO Box 1107, Bolinas CA 94924

ORG\_LoveDogs\_A

May 26, 2017

Caltrans District 4  
Attn: Lagunitas Creek Bridge Project, Eric DeNardo  
Office of Environmental Analysis, MS-8B  
111 Grand Avenue  
Oakland, CA 94623

RE: DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT  
(EIR/EA) AND SECTION 4(f) DE MINIMIS DETERMINATION FOR STATE  
ROUTE 1 LAGUNITAS CREEK BRIDGE PROJECT; STAR ROUTE 1 LAGUNITAS  
CREEK BRIDGE PROJECT COMMUNITY IMPACT ASSESSMENT

Dear Mr. DeNardo and Caltrans District 4 Staff:

It is with grave concern that I write this letter concerning the above-referenced EIR/EA of April 2017 and the Community Impact Assessment report of April 2017 (CIA). As you are well aware, disruption to our community as a result of this project will be intense. Most disturbing, however, and the reason for this letter, is the absolute obstruction the project will cause to the health and welfare of West Marin pets and other animals.

As the founder and operator of Love Dogs for Life, I have first-hand knowledge and appreciation for the Pt. Reyes Animal Hospital and Dr. Mary Whitney. What you may not know is that Dr. Whitney provides highly discounted veterinary services to our Love Dogs – dogs owned by local needy families who cannot otherwise afford to properly care for and feed their beloved pets. Our goal of keeping dogs with their forever families is accomplished by directly negotiating with, and paying, local veterinarians and pet food vendors and distributors. Dr. Whitney is central to our cause, as she provides veterinary care and treatment to most of our Love Dogs at a significant discount, something many other veterinarians are not willing to do. In addition, Dr. Whitney is always available to help in a variety of other ways, such as (without exclusivity) delivering emergency services and providing us with a place to collect cash donations essential to our organization. Dr. Whitney's generosity and ethics are critical to our viability and mission.

After reviewing the above-referenced reports, I am most concerned by the following:

- Page 4-4 of the CIA: "There may be periods during construction when noise levels would make adjacent residences and businesses unsuitable for occupancy."
- Page 4-5 of the CIA: "During construction, temporary easements would be placed on some neighboring properties [which includes the veterinary hospital] for construction staging and access to the bridge site under all Build Alternatives." According to this

[www.lovedogsforlife.org](http://www.lovedogsforlife.org)  
[www.facebook.com/lovedogsforlife.org](https://www.facebook.com/lovedogsforlife.org)

Love Dogs for Life, Inc.\_A  
page 2 of 3

Mr. DeNardo and Caltrans  
Re: Lagunitas Creek Project  
May 26, 2017  
Page 2 of 3

- CIA, "minimization measures" applicable to the veterinary hospital include: (1) reconfiguring access and parking, and (2) temporarily relocating animals at the hospital.
- Page 4-18 of the CIA: "On the property that includes the veterinary hospital, construction staging would remove one point of access and several parking stalls. The noise and dust of the construction may affect veterinary activities and the comfort of the patient animals." (The use of the word "may" here is offensive.)
  - Figures 1-4 through 1-8 of the CIA reflect significant encroachment and use of veterinary property needed for parking and moving animals.
  - Page viii of the EIR/EA: "Each Build Alternative" includes the "use of staging areas at ...[a] portion of the veterinary business on the northeast side of the bridge."
  - Page xv of the EIR/EA: Under all Alternatives - "Temporary relocation of patient animals and/or residential property." This relocation is extended if Alternative 4b is chosen.
  - Page xv of the EIR/EA: With respect to "Economic impacts," under Alternatives 2a, 3a, 4a and 4b, the EIR/EA states: "Short-term impact during closure, and increase of construction worker spending." Under Alternative 4b, this impact is of shorter duration due to the use of a total bridge closure and accelerated bridge construction (ABC). Under Alternative 2b, the economic impact is stated as "None expected." (This seems impossible in light of the encroachment on, and disruption to, the Pt. Reyes Animal Hospital.)
  - Page xv of the EIR/EA: Under all Alternatives, the "Environmental justice" impact is stated as "No disproportionate adverse effects."

I want to begin my discussion with the last bullet point above regarding environmental justice, defined as "the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies." (Wikipedia, citing the Environmental Protection Agency.) As Love Dogs provides substantial support – financial, emotional and geographical – to low income members of the community, I take exception with the study's characterization of environmental justice as "[n]o disproportionate adverse effects."

1 Although many view West Marin and Marin County in general as a wealthy community, it clearly includes a significant number of seasonal workers, day laborers, minimum wage earners and middle class folks who, mainly, are tenants (with increasingly high rents to pay) as opposed to home owners. I am not privy to the statistics, but the reality is quite different from the "image" of Marin. Many of these low-income community members are Love Dog clients and, as such, clients (and pet patients) of Pt. Reyes Animal Hospital. How will Love Dogs be able to help these animals without the extensive support of Dr. Whitney? Love Dogs cannot rely on other veterinarians because of the significantly higher cost of their services. And, perhaps more importantly, Love Dog clients are not likely to go elsewhere due to the cost and time of getting somewhere else – at least 10 or more miles away. Ultimately, this means that animals will be neglected (not because of the community members' fault) and their people (the community member) also will suffer, both emotionally and financially. This is unacceptable. The impact on these community members alone dictates the No Build Alternative.

**Love Dogs for Life, Inc.\_A**  
**page 3 of 3**

*Mr. DeNardo and Caltrans*  
*Re: Lagunitas Creek Project*  
*May 26, 2017*  
*Page 3 of 3*

- 2 The other major negative impacts relate directly to the noise and pollution at the Pt. Reyes Animal Hospital staging area, which appears to use a large portion of the Hospital's property and parking area. Not only will this adversely and obviously affect the animals (as well as visitors and employees), it most likely will detour regular customers of the hospital to other animal clinics and veterinarians, potentially causing the financial collapse of our local veterinarian, who has developed incredibly strong relationships with community members over many years of dedicated service. This allegedly "short term" impact will not be "short term" for Dr. Whitney, and it certainly will not be "short term" for Love Dogs. Inconvenience is one thing, but noise and pollution will make it impossible to utilize (and work at) the Pt. Reyes Animal Hospital.
- 3 Based on the foregoing, and so much has been left unsaid, on behalf of Love Dogs, I respectfully request that Caltrans forgo the seismic upgrade of the Lagunitas Creek Bridge. If any other option is pursued, then Caltrans needs to commit to relocating the entire hospital to another local facility, at Caltrans' cost, and with little to no downtime for Dr. Whitney and her staff.

Thank you for your time and consideration. Should you have any questions, please do not hesitate to contact me directly via email ([cheryl@lovedogsforlife.org](mailto:cheryl@lovedogsforlife.org)), or via cell phone (415-971-2862).

Sincerely,

LOVE DOGS FOR LIFE, INC.



Cheryl Ruggiero  
Founder/President/CEO  
Attorney At Law

CRKR/mb

## Response to Love Dogs for Life, Inc. \_A

### Response to Comment 1: Impacts to the animal hospital could result in disproportionate environmental justice impacts

Caltrans notes the commenter's concerns regarding environmental justice and the potential effects the project could have on low-income patrons of the animal hospital who rely on Love Dogs for financial support. Caltrans also notes the commenter's concern about potential adverse effects resulting from use of the animal hospital property and support for the No-Build Alternative. Section 4.4 of the Community Impact Assessment (CIA) and Section 2.1.2.3 of the Final EIR/EA provide a review of Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The analysis requires a determination of (1) whether there are adverse impacts after mitigation and (2) whether those adverse impacts disproportionately affect low-income or minority populations. This is defined as impacts that are:

- Predominantly borne by a minority population and/or a low-income population, or
- Suffered by the minority population and/or low-income population and appreciably more severe or greater in magnitude than the adverse effect suffered by the non-minority population and/or non-low-income population.

Caltrans notes the additional information provided about the presence of low-income populations in the Point Reyes Station community. Table 3-7 of the CIA validates the commenter's observation that there is a higher percentage of low-income population in Point Reyes Station than in Marin County. Furthermore, the comment suggests that adverse impacts on the animal hospital could indirectly impact low-income populations.

The Final EIR/EA does not identify any adverse impacts to the animal hospital that cannot be mitigated. Under the Accelerated Bridge Construction alternatives, construction would result in impacts from noise, dust, and short-term traffic detours that would affect all businesses in the bridge vicinity. In addition, the temporary construction easements for staging areas would affect the animal hospital parking lot. However, access to the hospital would be preserved throughout construction. Consideration for the heavy tourist season traffic was also incorporated and efforts to avoid are incorporated. Chapter 1 of the Final EIR/EA, bridge closure would occur in September, after the Labor Day holiday weekend, as requested by the community. Operation (i.e., use of the bridge after project completion) will not result in a change of condition or property; therefore, no adverse effects are associated with the operations phase.

Caltrans has considered the impacts on the animal hospital and other affected properties (see Section 4.4.2 of the CIA). Access would be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-1, Protect the animal hospital."**

Impacts on the animal hospital and their clients would equally affect all populations that require veterinary services. This would not be appreciably more severe or greater in magnitude than the adverse effect suffered by the non-minority population and/or non-low-income population, because this business serves all pet owners equally.

Please see Table N-1 for the response to **Common Comment "ALT-1, Support for the No-Build Alternative."** Caltrans has identified Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative.

**Response to Comment 2: Noise and air pollution impacts, and financial collapse of the animal hospital**

Caltrans notes the commenter's concern about noise and air pollution impacts on the animal hospital and how the project may cause the financial collapse of the animal hospital.

Caltrans notes the commenter's concern regarding the location of a construction staging area and the potential economic effects it would have on the animal hospital. Please see the response to Comment 1 above for more details on how Caltrans has addressed the impacts on the animal hospital.

Economic analysis is provided in Section 2.1.2.1 of the Final EIR/EA and includes the consideration of factors that may influence patronage to local businesses (and specifically the animal hospital), such as traffic, noise, dust, and visual disturbance. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust-control measures, and 2.2.7 for noise reduction measures. Because a quantitative economic impact to local businesses cannot be determined until after construction (and after obtaining financial data from businesses), the analysis included in Section 2.1.2.1 is qualitative in nature. This analysis meets the requirements of NEPA.

As noted in Chapter 3 of the Final EIR/EA, unlike with NEPA, the focus of the analysis under CEQA shall be on the physical changes caused by the economic or social chain of cause and effect. Economic or social effects of a project shall not be treated as significant effects on the environment.

Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary.

**Response to Comment 3: Support for the No-Build Alternative or relocate the animal hospital**

Caltrans notes the commenter's preference for the No-Build Alternative. Please see the response to Comment 2 above regarding use of property during construction. Caltrans will comply with the Uniform Real Property and Relocation Assistance Act of 1970, as amended, when working with property owners.



Mainstreet Moms\_A  
page 1 of 1

ORG\_MainstreetMoms\_A

5/20/17

1 Mainstreet Moms are terribly concerned that the building of a new bridge in Pt Reyes will just wreck Mary Whitney's Vet business. Please do every thing possible to lessen the impact on our vet. Jane Bartlett

## **Response to Mainstreet Moms\_A**

### **Response to Comment 1: Concerned about impacts to the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has evaluated the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout the construction phase. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provide more detail on why the staging areas are necessary.

Save Our Seashore\_A  
page 1 of 2

ORG\_SaveOurSeashore\_A



Save Our Seashore

A 501(c)(3) Charitable Organization (EIN 94-3221625)  
Founded in 1993 to Protect Marin County's Ocean, Coasts, Estuaries, Watersheds and Creeks  
40 Sunnyside Dr, Inverness, CA 94937 gbatmairb@aol.com 415-663-1881

June 18, 2017

Re: Lagunitas Creek Bridge Project Attn: Eric DeNardo Lagunitas\_bridge@dot.ca.gov

Save Our Seashore is pleased that Caltrans has conducted the additional hydrological study, which was requested by the Regional Water Quality Control Board and our own scoping comments. Based on the resulting WRECO 1/15/16 study of geomorphic impacts, it appears that there is little difference between the alternatives regarding:

- 1
  - Aggradation/ Sediment transport
  - Erosion of Banks
  - Channel Cross Sectional Geometry/ Slope Change
  - Fish Passage
  - Pool and Bar Formation
  - Scour
  - Eddying at Various Tide Elevations
  - Floodplain Connectivity

Thus we do not express an opinion on a preferred alternative from this hydrological perspective.

- 2

We do point out however, that each of the build alternatives that were carried forward for analysis in this Draft, as well as the retrofit alternative not carried forward...all impose significant impacts on the community, and particularly on the Point Reyes Animal Hospital.

- 3

Unfortunately, the Draft EIR/EA appears inconsistent on hospital impacts. By our count, the description "veterinary hospital" is used approximately 27 times throughout the Draft EIR/EA, yet the Draft EIR/EA conversely claims on page 2-49, under *Emergency Medical Services*: "No hospitals are located within or near the project area; the closest hospital is the Novato Community Hospital, located approximately 25 miles east of the project..."

- 4

But the Point Reyes Animal Hospital provides "Emergency Medical Services" to the local community every bit as much as does the Novato Community Hospital. And given the level of noise and construction activity immediately adjacent to the Point Reyes Animal Hospital, it will be impossible for the Animal Hospital to continue in business.

- 5

Unfortunately, the Relocation Assistance Program referenced in Appendix D appears to focus on mitigating impacts to businesses that sell human services or physical objects, such as Table 10.05-B that describes compensation for moving a "paper shredder." But the injured and away-from-home animals at the Point Reyes Animal Hospital are not mere paper shredders.

Save Our Seashore urges Caltrans to provide more compassionate and more creative assistance to the Point Reyes Animal Hospital by making all possible efforts to avoid, reduce or mitigate impacts so that the Hospital can continue to provide services both during and after construction.

Sincerely,  Gordon Bennett, SOS President

**Save Our Seashore\_A**  
**page 2 of 2**

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**From:** gbatmairb@aol.com  
**Sent:** Sunday, June 18, 2017 2:31 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Comment Lagunitas Bridge dEIR/EA  
**Attachments:** 17-06-18-SOStoCaltrans.pdf

## **Response to Save Our Seashore\_A**

### **Response to Comment 1: No substantial difference in the hydraulic model between the alternatives**

Caltrans notes that Save Our Seashore does not provide a preference based on the hydraulic differences between the Build Alternatives.

### **Response to Comment 2: All Build Alternatives pose a substantial impact on the community and animal hospital**

Caltrans notes the commenter's concern about impacts to the community and animal hospital. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. The EIR/EA provides measures to avoid, minimize, and mitigate effects that would occur during construction of the project (measures are described in Section 2.2.6, Noise, and Section 2.15, Traffic and Transportation/Pedestrian and Bicycle Facilities). Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CST-1, Minimize duration of construction," "CIA-1, Protect the animal hospital," and "CIA-2, Community impacts."**

### **Response to Comment 3: EIR/EA does not recognize the animal hospital as a hospital**

Comment acknowledged. Save Our Seashore notes that Section 2.1.4, Utilities and Emergency Services, of the Draft EIR/EA does not recognize the animal hospital as a hospital. This has been corrected, and the Final EIR/EA clarifies that while there is not a hospital for persons, there is an animal hospital on the property at the northeast corner of the bridge.

### **Response to Comment 4: Noise and construction activities will impact the animal hospital**

Caltrans notes the commenter's concern about noise impacts. Please see the response to Comment 2 above. Caltrans has evaluated potential impacts related to noise and construction activities and will continue to work with property owners to minimize impacts and maintain access throughout construction. Caltrans has refined the staging area and the temporary utility relocation area on the animal hospital property. Please see Table N-1 for the response to **Common Comment "CST-6, Consolidate staging,"** and for noise-related concerns, please see the response to **Common Comment "NOI-1, Noise impacts,"** as well as Sections 2.2.7.3 and 2.2.7.4 of the Final EIR/EA.

### **Response to Comment 5: Appendix D, Relocation Assistance Program**

Comment noted. Appendix D of the Draft EIR/EA did focus on the relocation of businesses and residents. However, this appendix has been removed from the Final EIR/EA because Caltrans does not anticipate the need to relocate any businesses or residents during construction.

Caltrans reduced the proposed staging area and utility relocation area on the animal hospital property. Please see Table N-1 for the responses to **Common Comments "CST-6, Consolidate staging,"** and **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** which provide more detail on why staging areas are necessary and how they are used.

West Marin Chamber of Commerce\_A  
page 1 of 2

LOC\_WMCC\_A

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**From:** Richard Kirschman <kirschman@marincounty.net>  
**Sent:** Friday, May 26, 2017 10:10 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Fwd: West Marin Business Needs Your Help!

Begin forwarded message:

**From:** Frank Borodic <[frank@pointreyes.org](mailto:frank@pointreyes.org)>  
**Subject:** West Marin Business Needs Your Help!  
**Date:** May 25, 2017 at 1:26:01 PM PDT  
**To:** [kirschman@marincounty.net](mailto:kirschman@marincounty.net)

**A local business needs your help!** According to Mary Whitney, veterinarian, the Point Reyes Animal Hospital may not survive because of the scope of the construction easement planned for her site during the Lagunitas Creek Bridge Project. This means that 5 jobs and a long-time Pt. Reyes Station businesses survival is in jeopardy. If you agree that this veterinary hospital is important to this community and, you fear for its survival with the current staging plans, please email comments by June 9, 2017 to: [lagunitas\\_bridge@dot.ca.gov](mailto:lagunitas_bridge@dot.ca.gov)

Emphasize -

- Job losses
- Loss of vital local veterinary services
- Questionable survival of an important small business
- Extend public comment period

**Summary:**

Per Caltrans Draft EIR/EA analysis there are few differences between the build alternatives. The primary difference being the length of time required to complete the project. A conventional method requiring three years and a temporary bridge and all others taking one year but requiring a 2 to 3-week closure of the bridge crossing and a 9-mile traffic detour.

All Build Alternatives require temporary construction easements (TSEs) for staging and storage of equipment and materials. Six private properties would be affected by the TSEs.

Caltrans April 2017 "Community Impact Assessment" claims that there would be no long term adverse economic effects resulting from any of the Build Alternatives on the study area. That said, the concern here is that what may seem an insignificant economic impact to a large public institution like Caltrans is a financial hardship to a small local business like the Point Reyes Animal Hospital.

**West Marin Chamber of Commerce\_A**  
**page 2 of 2**

According to Mary Whitney, veterinarian and owner of the veterinary hospital, the size and scope of the staging area planned for her site would put her out of business.

- 4 Jobs and a local business are at stake here. If anything can be done to modify the planned staging area at the veterinary hospital site, it should be. But, it will take you expressing your concerns for this key business and, Chamber member, to make that happen at this late date. You will find the Draft EIR/EA at <http://www.dot.ca.gov/dist4/lagunitascreekbridge/>

**Email your comments to: [lagunitas\\_bridge@dot.ca.gov](mailto:lagunitas_bridge@dot.ca.gov) by June 9, 2017**

Frank Borodic  
President,  
West Marin Chamber of Commerce

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This email was sent on behalf of West Marin Chamber of Commerce by ChamberMaster, 24400 Smiley RD Ste. 4, Nisswa, MN 56468. To unsubscribe [click here](#). If you have questions or comments concerning this email or ChamberMaster services in general, please contact us by email at [support@chambermaster.com](mailto:support@chambermaster.com).

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## **Response to West Marin Chamber of Commerce**

### **Response to Comment 1: Protect the animal hospital**

Caltrans acknowledges the West Marin Chamber of Commerce's comment regarding the animal hospital and extending the public comment period. Caltrans has considered the impacts on the animal hospital, as well on all affected properties and businesses. Access to all businesses in the project area will be maintained throughout the construction process, which would occur within 1 year under Alternative 3a: Three-span, Concrete Bridge, ABC. Longitudinal Move-in, which Caltrans has identified as the Preferred Alternative. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-1, Protect the animal hospital,"** for a full description of considerations of the impacts on the community. Additionally, please see the response to **Common Comment "PUB-1, Extend public comment period."**

### **Response to Comment 2: Construction duration and staging on private properties**

Caltrans acknowledges the West Marin Chamber of Commerce's comment regarding impacts on private properties. Caltrans has identified Alternative 3a: Three-span, Concrete Bridge, ABC Longitudinal Move-in as the Preferred Alternative. A substantial consideration in the selection of the Preferred Alternative is the short construction period associated with this alternative, which would minimize environmental impacts from construction. Under the Preferred Alternative, the majority of construction activities would occur within approximately 5 months and access to the animal hospital and surrounding properties would be maintained. Please see Table N-1 for the responses to **Common Comment "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **Common Comment "CST-6, Consolidate staging,"** for more detail on how temporary construction easements and staging areas are used, and refinements to the staging area.

### **Response to Comment 3: Disagree with "No long-term adverse economic effects"**

Caltrans notes the West Marin Chamber of Commerce's concern over the potential long-term impact from the Lagunitas Creek Bridge Project. Please see Table N-1 for the response to **Common Comment "CIA-3, CIA adequacy,"** for the development and assessment of community impacts. For more information on the evaluation of impacts specific to the animal hospital, please see the response to Comment 2.

### **Response to Comment 4: Staging on the animal hospital property**

Please see response to Comment 2 above. As project design develops, Caltrans continues to refine the design to further minimize impacts. Caltrans will work with each affected property owner to best accommodate access and business interests, and to minimize impacts.



**West Marin Chamber of Commerce\_B**  
**page 1 of 1**

LOC\_WMCC\_B

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**From:** Frank Borodic <frank@pointreyes.org>  
**Sent:** Friday, June 23, 2017 8:15 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge

Dear Sir or Madam,

- 1 Per Caltrans April 2017 "Community Impact Assessment", there would be no long term adverse economic effects resulting from any of the Build Alternatives of the study area. Unfortunately, the West Marin Chamber of Commerce does not agree with that assessment. After reviewing the proposed staging and storage plans, we believe the economic
- 2 long term well-being of the Point Reyes Animal Hospital would be put at risk. The veterinary hospital provides an outsized economic and public service to the communities of West Marin. Financially weakening such a business would mean a loss of jobs and business diversity to a rural community that would be impossible to replace.
- 3 The West Marin Chamber of Commerce requests that Caltrans modify the current staging and storage plans to better reflect the veterinary hospital's access needs, customer parking and operational limitations.

Sincerely,

Frank Borodic,  
President  
West Marin Chamber of Commerce  
415-663-9038

## **Response to West Marin Chamber of Commerce\_B**

### **Response to Comment 1: Disagree with “No long-term adverse economic effects”**

Caltrans notes the West Marin Chamber of Commerce’s concern over the potential long-term impact from the Lagunitas Creek Bridge Project. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment “CIA-3, CIA adequacy,”** for the development and assessment of community impacts. For more information on the evaluation of impacts specific to the animal hospital, please see the response to Comment 2 below.

### **Response to Comment 2: Protect the animal hospital**

Caltrans notes the West Marin Chamber of Commerce’s concern for the wellbeing of the animal hospital. Caltrans has considered the impacts on the animal hospital as well as on all affected properties and businesses. Access to all businesses in the project area will be maintained throughout construction. Please see Table N-1 for the response to **Common Comment “CIA-1, Protect the animal hospital,”** for a full description of considerations.

### **Response to Comment 3: Avoid staging on animal hospital parking area**

Caltrans notes the West Marin Chamber of Commerce’s comment regarding construction staging areas. Different staging areas are identified to support different staging activities. Please see Section 1.3.2.2 of the Final EIR/EA, which describes the staging areas in more detail, and/or please see Table N-1 for the responses to **Common Comment “CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,”** and **Common Comment “CST-6, Consolidate staging.”**

# Responses to Comments: Public Meeting May 10, 2017

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Whitney, Mary  
page 1 of 5

IND\_WhitMary\_A

NICCOLI REPORTING {650} 573-9339

1 MARCONI CONFERENCE CENTER, MARSHALL, CALIFORNIA  
2 WEDNESDAY, MAY 10, 2017, 6:00 P.M.  
3 --o0o--  
4 (Whereupon, from 6:00 p.m. to  
5 6:37 p.m. no public comments were  
6 made to the court reporter.)  
7 (Project presentation by Jodi  
8 Ketelsen 6:37 p.m. to 7:24 p.m.  
9 not reported.)  
10 --o0o--  
11 MS. KETELSEN: Number 1, 2, and 3, I will start  
12 the microphone for you. And we'd like to hear from you.  
13 Mary?  
14 MARY WHITNEY: I am Dr. Mary Whitney. I'm the  
15 owner of the Point Reyes Animal Hospital, and I'm here  
16 after reading the draft environmental impact report.  
17 And I have the following concerns which -- though the  
18 largest concern is the impact on my business and the  
19 potential closure of my business due to the bridge  
20 project.  
21 After reading the report and looking at the  
22 diagrams, we can see that the staging area goes right up  
23 to the front door of the veterinary hospital and removes  
24 me from having a parking lot and direct access to the  
25 building. The north side will be relocating a utility

5

Lagunitas Creek Bridge Public Meeting, 5-10-17

Whitney, Mary  
page 2 of 5

NICCOLI REPORTING (650) 573-9339

1 pole, but that also has to provide parking for my staff  
2 of up to five and clients. And I have a tenant that  
3 lives in the back that has two parking spaces.

4 We also have delivery trucks that come every  
5 day that have to fit into this space to supply the  
6 business.

7 The loud noise from the construction vehicles,  
8 vibrating augers will be wreaking havoc just outside the  
9 front door of the hospital for one or possibly three  
10 years, depending on the plan.

11 I just can't see how this would provide a  
12 healing environment for sick animals and for clients  
13 that are upset about their possibly dying pets.

14 The traffic delays could prevent emergencies  
15 from getting to me in time to help these animals.

16 The report states: "Construction noise might  
17 stress the animals under vet care and negatively affect  
18 the business. However, customers may continue to  
19 patronize the animal hospital because other  
20 veterinarians are located at least 10 miles away."

21 What Caltrans does not know about my business  
22 is my clients are not just in Point Reyes and Inverness.  
23 I have almost 50 percent that come from Bolinas,  
24 Stinson, San Geronimo Valley, and Nicasio.

25 These clients have clinics that are much closer

6

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**Whitney, Mary**  
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1 to them. There's a lovely new hospital owner in San  
2 Geronimo Valley that would love to have my clients.  
3 There's also Stinson Beach Animal Hospital, which is  
4 much closer to Bolinas and Stinson clients. And Nicasio  
5 clients have many geographical places they can go to  
6 that would be much more convenient than coming into a  
7 construction zone with their animals.

8           Once clients hear about the long traffic delays  
9 and the loud noise, I can imagine that, you know, that  
4 10 this is not going to be where they want to go. I also  
11 will need to attract new clients.

12           My clientele is in a fixed population, and we  
13 don't have growth. And so I do have to attract the new  
14 people that move to West Marin. And I -- you know, it  
15 would be nice to have a business that was inviting and  
16 had a front door.

17           I'll be losing business from tourists because I  
18 have a large clientele of people passing through, and we  
19 know that some tourists will learn through the Internet  
20 and avoid our area for some point of time.

21           I also have a business that sells products, and  
22 clients like to come in and purchase flea products and  
5 23 food. And if it's difficult to get there, they'll just  
24 buy online. So I would lose a huge income from people  
25 that are just coming in to purchase products.

7

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6 1 I also am very concerned about the impact on my  
2 employees. I think the added commute time plus the  
3 constant noise day after day for at least a year will  
4 weigh on my nerves. Doctors have to make decisions and  
5 concentrate. And my building is made of single-pane  
6 windows -- it's a 1970s building -- and we hear all the  
7 road noise currently. So I do worry about losing  
8 employees when it's already nearly impossible to staff  
9 my hospital with qualified personnel.

7 10 I also have this tenant that lives in back,  
11 which is additional income, that may choose to leave,  
12 and I'm not sure I can attract another tenant to rent  
13 the place behind the hospital.

14 The parking of the staging area I mentioned  
15 earlier I'm concerned about, you know, fitting, the  
16 needs that I have.

8 17 The other older -- only three sentences in the  
18 report that mention my hospital. The third one mentions  
19 that there might be a temporary relocation need for  
20 patient animals. I'm trying to imagine where that's  
21 going to be.

22 It is impossible for me to conduct my business  
23 in a mobile trailer. I'm a full-service hospital. I  
24 need room for four to five staff, a surgery room,  
25 treatment room, exam room, x-ray, lab equipment,

8

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1 pharmacy, runs and cages to house the animals. And so I  
2 don't really fit into a mobile trailer, certainly not  
3 with the same income. So I'm just really concerned.  
4 I'm frightened.

5 I also would like everyone to know that  
6 Caltrans has yet to approach me, not even once, with one  
7 word of what's going on.

8 So I live my life stressed and frightened that  
9 this is going to take away my income for my family. My  
10 husband's a local school teacher. I have two children,  
11 a daughter going to college next year and a son in  
12 private high school.

13 This clinic is something I've spent 20 years  
14 dedicating to my life, to our community, and it's really  
15 all I have for income and for my retirement.

16 I fully oppose the use of my property for this  
17 project, and I will be retaining an attorney to try to  
18 stop this from happening, and I vote for a no build.

19 Thank you.

20 MS. KETELSEN: Do we have 4, 5, 6?

21 Six.

22 MICHAEL McENEANY: I think I'm No. 4.

23 MS. KETELSEN: Go ahead and stand up behind  
24 him.

25 MICHAEL McENEANY: My name is Michael McEneany.

9

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## **Response to Whitney, Mary**

### **Response to Comment 1: Impacts on the animal hospital during construction**

Comment noted regarding the potential impact on the animal hospital during construction. Caltrans analyzed the potential environmental impact of replacement of the bridge on the land uses adjacent to the project site in Chapter 2 of the EIR/EA. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Recognizing this construction impact, Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, Accelerated Bridge Construction (ABC), Longitudinal Move-in, as the Preferred Alternative. Construction of this alternative would be completed within 1 year, with a 2- to 3-week bridge closure and with approximately 5 months of heavy construction. This alternative minimizes the length of the construction period as well as the duration of the bridge closure and other potential impacts to the local community. Since publication of the Draft EIR/EA, Caltrans has refined the staging area on the animal hospital property to minimize the use of the property during construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments “CIA-1, Protect the animal hospital,” “CIA-2, Community impacts,” “NOI-1, Noise impacts,” and “CST-6, Consolidate staging,”** which provides more detail on why staging areas are necessary and refinements made to staging area since the Draft EIR/EA.

### **Response to Comment 2: Construction impacts on access and parking of the animal hospital**

Caltrans notes the commenter’s concern that the animal hospital will be in the heart of a noisy, major construction zone for 1 to 3 years. Please review the response to Comment 1 above. Refer to Sections 2.1.1, Land Use, and Section 2.1.2, Community Character and Cohesion, of the Final EIR/EA for the impact analysis and avoidance and minimization measures to maintain parking stalls on the animal hospital. Regarding noise and vibration, please see Section 2.2.7 of the Final EIR/EA for the analysis and measures to minimize harm, some of which are also identified in Table N-1 under the response to **Common Comment “NOI-1, Noise impacts.”**

### **Response to Comment 3: Traffic delays on emergency access to the animal hospital**

Caltrans notes the commenter’s concern about traffic delays during construction. Access to all properties will remain open throughout construction. While the 2- to 3-week bridge closure may require longer drives, access to the animal hospital property will remain open. Additionally, the ABC method will substantially reduce the construction periods and allow use of the bridge for most of the construction period. Project Feature TRANS-1: Construction Traffic Management Plan, in Section 2.1.5.3 of the Final EIR/EA, would minimize traffic impacts during construction. Also, please see Table N-1 for the responses to **Common Comments “CST-2, Closure timing – don’t impact tourism season” and “CST-5, Traffic impacts of construction.”**

### **Response to Comment 4: Economic impacts on the animal hospital**

Caltrans notes the commenter’s concern about impacts on community businesses. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Please see Table N-1 for the response to **Common Comment “CIA-2, Community impacts.”**

Caltrans also notes the commenter’s concern that there are alternative veterinary hospitals in the West Marin area and that veterinary patients may choose other hospitals due to construction noise and traffic delays due to bridge closure. Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative. Under this alternative,

construction would be complete within 1 year, with most of the major construction activities conducted within approximately 5 months, and a 2- to 3-week bridge closure that would occur following Labor Day. Caltrans has continued efforts to refine the staging areas to further reduce and minimize construction areas and impacts on adjacent properties as much as feasible based on the animal hospital's concerns. Please also see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging."** Please see the response to Comment 9 below for a discussion regarding economic impact. Please see the response to Comments 1 and 3 for a discussion regarding noise and traffic delays.

**Response to Comment 5: Economic impacts on the animal hospital**

Please see the response to Comment 4 above.

**Response to Comment 6: Noise impacts on the animal hospital**

Comment noted. Please also see Table N-1 for the response to **Common Comment "NOI-1, Noise impacts."**

**Response to Comment 7: Impacts on residential tenants on the animal hospital property**

Please see the response to Comment 4 above. This project does not propose permanent property acquisition, only small temporary construction easements. Caltrans will maintain access to the animal hospital throughout construction.

**Response to Comment 8: Relocation of patient animals during construction**

Caltrans notes the commenter's concern. Caltrans will work with the animal hospital owner to minimize construction impacts on the operation of the hospital and the patient animals during construction. Caltrans refined the proposed staging area and temporary utility relocation areas on the animal hospital property. Please see Table N-1 for the response to **Common Comment "CST-6, Consolidate staging."** Because access will be maintained to the animal hospital, relocation will not be required.

**Response to Comment 9: Oppose use of property and support the No-Build Alternative**

Caltrans notes the commenter's concern regarding the potential impacts on the economic viability of the animal hospital and notes the support for the No-Build Alternative. Caltrans has reached out directly to the animal hospital to discuss the project. The EIR/EA considered construction impacts to private property. The environmental process provides these disclosures to all concerned individuals equally. Prior to construction, during the design phase, Caltrans will refine the project design and will continue to work with regulatory agencies to obtain necessary permits. After the project is more refined, Caltrans will attempt to engage property owners again; each property owner will be approached individually to ascertain their unique situations and apply appropriate avoidance, minimization, and mitigation measures best suited for the property.

The No-Build Alternative does not meet the purpose and need of the project. For a more information on the No-Build Alternative, please see Table N-1 for the response to **Common Comment "Alt-1, Support for the No-Build Alternative."**

**McEneany, Michael**  
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IND\_McEnMich\_C

1 pharmacy, runs and cages to house the animals. And so I  
2 don't really fit into a mobile trailer, certainly not  
3 with the same income. So I'm just really concerned.  
4 I'm frightened.

5 I also would like everyone to know that  
6 Caltrans has yet to approach me, not even once, with one  
7 word of what's going on.

8 So I live my life stressed and frightened that  
9 this is going to take away my income for my family. My  
10 husband's a local school teacher. I have two children,  
11 a daughter going to college next year and a son in  
12 private high school.

13 This clinic is something I've spent 20 years  
14 dedicating to my life, to our community, and it's really  
15 all I have for income and for my retirement.

16 I fully oppose the use of my property for this  
17 project, and I will be retaining an attorney to try to  
18 stop this from happening, and I vote for a no build.

19 Thank you.

20 MS. KETELSEN: Do we have 4, 5, 6?

21 Six.

22 MICHAEL McENEANY: I think I'm No. 4.

23 MS. KETELSEN: Go ahead and stand up behind  
24 him.

25 MICHAEL McENEANY: My name is Michael McEneany.

9

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**McEneany, Michael**  
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1 I live in Inverness, and my wife and I use the animal  
2 hospital on a regular basis.

3 I would think or I would hope that you could  
4 consider the alternative of higher-density storage on  
5 your other staging areas. With the -- the staging area  
6 at the vet's office going right up to the building line,  
7 you're going to kill them.

8 MS. KETELSEN: Okay. Thank you.

9 Next?

10 Number 6.

11 BRITT STITT: I'm 5.

12 MS. KETELSEN: Please.

13 BRITT STITT: My name is Britt Stitt,  
14 B-R-I-T-T, S-T-I-T-T. I live in Inverness. I'm a  
15 retired construction contractor and have worked on many,  
16 many, many, many Caltrans projects and have a lot of  
17 respect for Caltrans. And so -- and I've had a lot of  
18 experience at Caltrans.

19 And there are many, many facets to the job  
20 which can't really get expressed in all these documents,  
21 and Caltrans will do its best to put together a very  
22 comprehensive bid package. And when they and the  
23 contractor get to the jobsite, there's a really, really  
24 good chance that other things will kind of get in the  
25 contractor's way or their way. It's hard to discover.

10

*Lagunitas Creek Bridge Public Meeting, 5-10-17*

## **Response to McEneaney, Michael**

### **Response to Comment 1: Consolidate staging to other staging areas**

Caltrans recognizes the commenter's concern regarding staging on the animal hospital property. Different staging areas are identified to support different activities. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provide more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

**Stitt, Britt\_A**  
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1 I live in Inverness, and my wife and I use the animal  
2 hospital on a regular basis.

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21 and Caltrans will do its best to put together a very  
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23 contractor get to the jobsite, there's a really, really  
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10

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Stitt, Britt\_A  
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1 But looking at all the various alternatives, I  
2 think it's going to be everybody -- my personal  
3 preference would be to go with the concrete bridge.  
4 People say there's not the beauty of the truss to me;  
5 there's obstruction of the beauty of the view. The --  
6 the lower profile concrete bridge has a lot of the  
7 advantages that way to me.

8 It's got other advantages. Obviously -- I  
9 think it's obvious -- that it's got the lowest  
10 introduction impact that lends itself very well to the  
11 ABC. It definitely has the lowest maintenance costs  
12 over a 100-year period, which is less interruption in  
13 the future for the whole community.

14 And -- and so in every way you look at it, to  
15 me, it is a clear, clear choice among all these hard --  
16 hard and well-researched alternatives.

17 Thank you.

18 MS. KETELSEN: Thank you.

19 Now we have No. 6.

20 DAVID MOSER: Good evening. David Moser. I  
21 have four topics I want to address. First one is more  
22 detailed than the remaining three.

23 In October of 2015 at the last public meeting a  
24 year and a half ago, Caltrans proposed a full bridge  
25 replacement. And in response to a number of comments at

11

Lagunitas Creek Bridge Public Meeting, 5-10-17

## **Response to Stitt, Britt\_A**

### **Response to Comment 1: Support for the concrete bridge**

Caltrans acknowledges the commenter's support for the concrete bridge alternative. Caltrans has identified Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative.



Moser, David\_A  
page 1 of 4

IND\_MoseDavi\_A

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2 think it's going to be everybody -- my personal  
3 preference would be to go with the concrete bridge.  
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11

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**Moser, David\_A**  
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1 the meeting that night, Caltrans admitted -- in fact,  
2 Jodi, I think it was you who admitted -- that the --  
3 that Caltrans would conduct a full, detailed engineering  
4 analysis of the existing bridge to determine what the  
5 actual, not the assumed, but what the actual specific  
6 seismic risks are of the bridge and evaluate those and  
7 then to evaluate retrofit alternatives to address those  
8 specific risks.

9 Caltrans still hasn't done that today.  
10 Instead, in early 2016, as Jodi said earlier tonight,  
11 Caltrans convened the stakeholder working group which  
12 was 12 agency employees and four community members.  
13 They had a total of three meetings but only discussed  
14 the retrofit alternative, as Caltrans defined it, at the  
15 very first meeting in January of 2016.

16 Caltrans told the working group that "retrofit"  
17 meant, basically, replacing every single component of  
18 the existing bridge; that is, basically rebuilding the  
19 entire bridge piece by piece by piece, that that is  
20 what, in their minds, "retrofit" meant.

21 Caltrans to date has looked at eight different  
22 construction alternatives but only one retrofit  
23 alternative. And it's not really retrofit; it's  
24 rebuilding the entire bridge.

25 But doing that, rebuilding the entire bridge

12

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1 piece by piece by piece, would be a horrible project.  
2 Would take three years --

3 MS. MEJIA: Fifteen seconds.

4 DAVID MOSER: I'm going to take more than two  
5 minutes.

6 It would take three years; it would have  
7 tremendous impacts. And, not surprisingly, in that one  
8 meeting, Caltrans got the working group to say, "We  
9 don't support that."

10 That is really the reason why Caltrans has not  
11 carried through any retrofit alternative through to a  
12 detailed analysis. So it got -- and working group  
2 13 members who are here, you got one -- quote, unquote --  
14 retrofit alternative and rightly rejected it, but  
15 there's been no others.

16 Nonetheless, some of the community has been  
17 pressing Caltrans to fulfill its promise from  
18 October 2015. And so Caltrans did actually, late last  
19 year, start doing some actual analysis of the bridge and  
20 finally, just eight weeks ago, produced a seismic  
21 feasibility study report which actually, as required by  
22 Caltrans' own procedures, something called a memo to  
23 designers, came up with a seismic retrofit proposal.

24 Caltrans hasn't considered it. They haven't  
3 25 presented it to the public. It looks like that retrofit

13

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**Moser, David\_A**  
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1 proposal could actually be done while keeping the entire  
2 bridge open or at least keeping one lane of traffic open  
3 at all times.

4 In short, Caltrans has not considered a  
5 reasonable range of alternatives. Jodi said tonight  
6 they've considered the maximum scope of alternatives.  
7 That's just simply not true.

8 My last three items are really short.

9 Second one is needed documents. The draft EIR  
10 references more than a dozen Caltrans-produced memos.  
11 And it summarizes them in the EIR, but Caltrans has not  
12 provided those underlying documents: A comprehensive  
13 biology report, visual impact analysis to the public.

14 I've already requested of Caltrans that they  
15 provide those. I reiterate that request tonight. I  
16 have a list of 18 identified Caltrans documents that I  
17 think the public has a right to look at.

18 You can't evaluate the EIR unless you can  
19 evaluate the detailed studies that the EIR is based on.  
20 And if that means that the public needs more time to  
21 submit comments beyond June 9th, then Caltrans should  
22 extend that comment period accordingly.

23 MS. KETELSEN: Okay. Mr. Moser, I would love  
24 to have you come up after everybody else has had an  
25 opportunity.

14

*Lagunitas Creek Bridge Public Meeting, 5-10-17*

## **Response to Moser, David\_A**

### **Response to Comment 1: Evaluation of a retrofit alternative**

Caltrans notes the commenter's concern regarding the Retrofit Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," and "ALT-3, Definition of a true retrofit."

### **Response to Comment 2: Presentation of a retrofit alternative to the public**

Caltrans acknowledges the commenter's concern. At the public meeting held in Point Reyes Station on June 15, 2017, Caltrans presented the Retrofit Alternative and acknowledged that the substructure alone could potentially be retrofitted under multiple options while maintaining traffic on the bridge, but not the steel truss. This presentation identified the deficiencies of the existing bridge, and how a retrofit alternative would not meet the purpose and need of the project. Caltrans determined, as part of the Seismic Evaluation and Corrosion Study (both available at <http://www.dot.ca.gov/d4/lagunitascreekbridge/>), that substantial members of the bridge require full replacement. Replacing members of the truss would require full closure of the bridge, a detour bridge to redirect traffic, and a substantial support structure under the bridge to uphold the bridge during the retrofit. This process would take longer than would the ABC alternatives. For these reasons, Caltrans determined that the replacement alternatives employing the ABC methods would be less of a disturbance to the community, eliminate impacts from needing a detour bridge, and would require less time for construction.

### **Response to Comment 3: Retrofit Alternative**

Please see the response to Comment 1 above. Caltrans did consider a reasonable range of alternatives and presented these in a PowerPoint presentation and public meeting display boards for the public to review before the public meeting convened on May 10, 2017. Caltrans engineers were present at the meeting to answer questions from the public.

### **Response to Comment 4: Reasonable range of alternatives**

Caltrans notes the commenter's statement that a reasonable range of alternatives was not considered. Caltrans has explored a reasonable range of alternatives, which included a retrofit alternative, as part of the project development and environmental evaluation. Caltrans has conducted several studies to understand the seismic risk associated with the current Lagunitas Creek Bridge. The studies are located on Caltrans website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). See also see Table N-1 for the response to **Common Comment** "ALT-4, Full range of alternatives."

### **Response to Comment 5: Public review of Caltrans technical documents**

Caltrans notes the commenter's request for technical documents. Caltrans posted on its website all the technical studies that were relied upon and referenced in the Draft EIR/EA. The project website is <http://www.dot.ca.gov/d4/lagunitascreekbridge/>.

### **Response to Comment 6: Extend the public comment period on the Draft EIR/EA**

Caltrans notes the commenter's request for extension of the public review period and Caltrans extended the end of the public comment period from June 9 to June 23, 2017, to allow the public

to gather more information on the project and comment on this information. Please see Table N-1 for the response to **Common Comment “PUB-1, Extend public comment period.”**

Eckart, Chuck\_A  
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IND\_EckaChuc\_E

1 DAVID MOSER: Happy to do it after everybody  
2 else has come up.  
3 MS. KETELSEN: That would be great. Thank you  
4 very much.  
5 Seven, eight, nine?  
6 Great. Please. Thank you.  
7 CHUCK ECKART: Number 7. My name is  
8 Chuck Eckart. I live in Point Reyes Station, and I also  
9 was one of the citizens that served on the --  
10 MS. KETELSEN: Stakeholder working group.  
11 CHUCK ECKART: -- stakeholder committee.  
12 So I have seen a lot of stuff. Also, I have  
13 been down to the existing Green Bridge many times. I've  
14 taken a lot of measurements and crawled around. And one  
15 of the interesting facts I noticed in the -- some of the  
16 documents that Caltrans has put out to the public is the  
17 width of the traffic lane on the existing bridge.  
18 Caltrans claims it's 11 feet; my tape measure said 10.  
19 So if you have a retrofit -- first of all, to  
20 protect the truss, you're going to close in on that --  
21 there's a 10-foot car lane and beside it a 2-foot  
22 shoulder. The protection for those trusses will take up  
23 that 2-foot shoulder probably, and so you're left at a  
24 maximum of 10 feet crossing in the lane on the -- on the  
25 retrofit.

15

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**Eckart, Chuck\_A**  
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1           Anyway, looking at all the things -- and I've  
2           looked at it also from an aesthetic point of view -- I  
3           second Mr. Britt's recommendation actually, and a lot of  
4           other people that I've talked to. But I prefer the  
5           concrete bridge, and this is what I've -- reasons I  
6           prefer it.

7           From the meetings I've been in, I've been told  
8           it's the strongest of all the bridges. It's the best in  
9           visibility for traffic and landscape, no visual  
10          obstructions. It's the most maintenance-free.

11          MS. MEJIA: Ten seconds.

12          CHUCK ECKART: It's the narrowest of all  
13          alternatives. It is also in the short ABC construction  
14          time of one year. It also adds up to be the least  
15          costly and the least attention-getting.

16          On top of that, I prefer no faux trusses.  
17          There's no structural function with them, and they add  
18          some weight to the bridge, and they also add cost.

19          MS. KETELSEN: Great. Thank you, Chuck.

20          Number 8.

21          ALISTAIR LIZARANZU: Hi. Good evening. My  
22          name is Alistair, and I live at Point Reyes.

23          MS. KETELSEN: Alistair, do you have a last  
24          name?

25          ALISTAIR LIZARANZU: Lizaranzu.

16

*Lagunitas Creek Bridge Public Meeting, 5-10-17*



## **Response to Eckart, Chuck\_A**

### **Response to Comment 1: Width of travel lanes**

Caltrans notes the commenter's statement about lane width. It is true that, depending on where one measures, the travel lanes vary from under 10.5 feet wide up to 11 feet wide.

### **Response to Comment 2: Retrofit would result in more narrow bridge**

The commenter is correct. A retrofit would narrow the roadway cross section by a minimum of 3 feet to insert crash barriers on either side of the shoulders that do not currently exist. This would eliminate the shoulder to maintain the travel lanes.

### **Response to Comment 3: Support for Alternative 3a, Three-span, Concrete Bridge, ABC**

Caltrans notes the commenter's support for Alternative 3a: Three-Span Concrete Bridge, ABC, Longitudinal Move-in. Caltrans has identified Alternative 3a as the Preferred Alternative.

### **Response to Comment 4: Do not support the faux/decorative truss option on Alternative 3a**

Caltrans notes the commenter's opposition to the faux truss option for Alternative 3a: Three-span Concrete Bridge.

**Lizaranzu, Alistair\_B**  
**page 1 of 4**

IND\_LizaAlis\_B

NICCOLI REPORTING (650) 573-9339

1 MS. KETELSEN: How do you spell that? We  
2 really need a complete record here.

3 ALISTAIR LIZARANZU: I have a card here. Okay.  
4 L-I-Z-A-R-A-N-Z-U.

5 MS. KETELSEN: Thank you so much. Appreciate  
6 it.

7 ALISTAIR LIZARANZU: I have substantial  
8 experience in retrofitting of bridges and buildings. In  
9 this particular case with regards to bridges, I must  
10 admit I'm a little bit perplexed about this project.  
11 There are still things that I don't quite understand.  
12 And I haven't done my homework, but the issues that  
13 bother me are -- keep pestering me about it. And I was  
14 at that meeting a year and a half ago, and I mentioned a  
15 number of issues, none of which were addressed.

16 What I want to bring -- because I only have two  
17 minutes. I want to mention I got this in the mail with  
18 regards to the feasibility option, the retrofitted  
19 existing bridge. This presupposes -- we're not talking  
20 about no collapse criteria, which is basically what the  
21 standard is in California, meaning that in the event of  
22 an earthquake, your bridge will be toast but hopefully  
23 won't fall and kill anybody, which will be something  
24 easy to do with this bridge.

25 This -- Basically, this evaluation over here

17

Lagunitas Creek Bridge Public Meeting, 5-10-17

**Lizaranzu, Alistair\_B**  
**page 2 of 4**

NICCOLI REPORTING (650) 573-9339

1 presupposes that you're replacing the existing bridge  
2 with a retrofit which will have the capacity of any one  
3 of these options. I don't see why that is needed, to be  
4 honest.

5 Okay. There's only -- With regards to  
6 earthquake, the retrofit, some of these things in here,  
7 I agree with this gentleman that there could be no  
8 collapse criteria options that would allow this bridge  
9 to be opened and that would allow for the retrofit of  
10 this bridge with minimal impact to the environment, much  
11 less impact than any of these options.

12 And if we're going to choose one of these  
13 options and we're going to take the free money, the  
14 \$18 million it's going to cost to build this bridge,  
15 we're getting this for free, and we're going to do  
16 something, I would very strongly advise to stay  
17 completely out of the creek. I don't care what option  
18 you take. Leave existing piers in place and span from  
19 one end to the other. Do not drive piles in the creek.  
20 Do not do any work in that creek.

21 Okay. Having said that, there's one issue that  
22 is really bothering me about this -- okay.

23 MS. MEJIA: You have 5 seconds.

24 ALISTAIR LIZARANZU: And that has to do with  
25 the live-load-rating requirements for this bridge. This

18

*Lagunitas Creek Bridge Public Meeting, 5-10-17*

**Lizaranzu, Alistair\_B**  
**page 3 of 4**

NICCOLI REPORTING (650) 573-9339

1 has been in place for -- I don't know how long, 50,  
2 80 years. It has been carrying all the trucks, all the  
3 traffic. It's been doing just fine.

4 If Caltrans is telling me that this bridge has,  
5 you know, a potential collapse for gravity loads only,  
6 like happened to the Minnesota Bridge -- when the  
7 Minnesota Bridge collapsed, it fell under its own  
8 weight, you know, due to some rusted bearings or due to  
9 putting ice on the road, blah, blah, blah, blah -- if  
10 we're saying that we have that kind of a problem with  
11 this bridge and it's going to fall, okay, maybe.

12 But we're talking about a rural bridge. And  
13 you're talking about putting like a -- a bridge for like  
14 a town of 50,000 people and something that is going to  
15 carry much more than just some cars. What are we  
16 talking about? Are we talking military vehicles? Are  
17 we talking bigger? I mean, there's some plans in here  
18 that we're not being privy to.

19 MS. MEJIA: Sorry. Your time is up.

20 ALISTAIR LIZARANZU: Let me just finish. This  
21 is really important because nobody has addressed it.

22 Why does the capacity of this existing bridge  
23 for gravity loads need to be increased? Because if it  
24 doesn't, okay, if it's okay for the traffic that we've  
25 been getting forever, we can come up with a retrofit

19

Lagunitas Creek Bridge Public Meeting, 5-10-17

**Lizaranzu, Alistair\_B**  
**page 4 of 4**

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1 that will not be as intrusive or as expensive as what  
2 you're proposing.

3 And that's my comments. Thank you.

4 MS. KETELSEN: Eight, nine, ten.

5 Great. Thank you.

6 BRIDGER MITCHELL: My name is Bridger Mitchell,  
7 and I'm a resident in Inverness.

8 My comment, I think, applies to almost any  
9 alternative except maybe the no alternative, which  
10 concerns public safety and health services during the  
11 period of impaired connection and transport to and from  
12 Point Reyes Station.

13 Living on the Pacific sloped side of this  
14 community, we depend on public service, the sheriff, the  
15 fire services for mutual aid in that area. And the  
16 entire National Seashore is very dependent, especially  
17 during high visitor days. And we have a lot of the  
18 traffic at that time.

19 So I know you mentioned very briefly that  
20 they're coordinating or planning to coordinate, but we  
21 would suggest some extra provisioning of equipment and  
22 personnel during the time that the bridge is impaired or  
23 not -- is closed to ensure very rapid access services  
24 during that period.

25 Thank you.

20

*Lagunitas Creek Bridge Public Meeting, 5-10-17*

## **Response to Lizaranzu, Alistair\_B**

### **Response to Comment 1: Experience with seismic retrofitting of bridges, no collapse criteria**

Caltrans notes the commenter's support for a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018) posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-3, Definition of a true retrofit," "ALT-4, Full range of alternatives,"** and **"ALT-8, Criteria for new bridge,"** for more information on the Retrofit Alternative and a description of what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria.

### **Response to Comment 2: Replacement of bridge with minimal impact to environment**

Caltrans notes the suggestion for replacement of the bridge with minimal impact to the environment. Please see the response to Comment 1 above

### **Response to Comment 3: Replacement of bridge with no change to piers in creek**

Caltrans notes the commenter's opposition to work in the creek. Caltrans will minimize impacts to the creek with any of the proposed Build Alternatives. As described in Section 1.3.2.2 of the Final EIR/EA, all Build Alternatives would require some construction within the creek, but this work would occur within cofferdams before removing existing, deficient piers and replacing them with stronger piers that meet current seismic standards. Section 2.2.2.3 of the Final EIR/EA provides analysis of this work related to water quality. Cofferdams will be installed to minimize impacts to the creek during the limited time that pier removal and replacement would take place, and this construction method would minimize impacts to vegetation and special-status species within the creek.

### **Response to Comment 4: Bridge capacity for current traffic (live loads)**

Caltrans notes the commenter's question about whether the existing bridge has the capacity to handle current traffic (legal live loads). Please see Table N-1 for the responses to **Common Comments "PN-1, Project need is too narrow"** and **"PN-2, Live load limits."**

### **Response to Comment 5: Bridge capacity for future traffic (e.g., military vehicles, etc.)**

Caltrans notes the commenter's inquiry about the bridge's capacity. The objective is not to increase the carrying capacity of the bridge but to meet current seismic and safety standards. However, the design of a new bridge will adhere to current design criteria standards. Please see Table N-1 for the responses to **Common Comments "PN-1, Project need is too narrow," "ALT-8, Criteria for new bridge,"** and **"PN-2, Live load limits."**

**Mitchell, Bridger\_B**  
**page 1 of 1**

IND\_MitcBrid\_B

NICCOLI REPORTING (650) 573-9339

1 that will not be as intrusive or as expensive as what  
2 you're proposing.

3 And that's my comments. Thank you.

4 MS. KETELSEN: Eight, nine, ten.

5 Great. Thank you.

6 BRIDGER MITCHELL: My name is Bridger Mitchell,  
7 and I'm a resident in Inverness.

8 My comment, I think, applies to almost any  
9 alternative except maybe the no alternative, which  
10 concerns public safety and health services during the  
11 period of impaired connection and transport to and from  
12 Point Reyes Station.

13 Living on the Pacific sloped side of this  
14 community, we depend on public service, the sheriff, the  
15 fire services for mutual aid in that area. And the  
16 entire National Seashore is very dependent, especially  
17 during high visitor days. And we have a lot of the  
18 traffic at that time.

19 So I know you mentioned very briefly that  
20 they're coordinating or planning to coordinate, but we  
21 would suggest some extra provisioning of equipment and  
22 personnel during the time that the bridge is impaired or  
23 not -- is closed to ensure very rapid access services  
24 during that period.

25 Thank you.

20

Lagunitas Creek Bridge Public Meeting, 5-10-17

## **Response to Comment Mitchell, Bridger\_B**

### **Response to Comment 1: Consider the needs and accessibility of the regions emergency services**

Caltrans notes the commenter's concern about safety and emergency accessibility. The Final EIR/EA analyzes impacts of bridge construction on emergency services and traffic, and it includes proposed measures to reduce the effect of the bridge closure. Please see Table N-1 for the response to **Common Comment "UES-1, Emergency access."**



**Moser, David\_B**  
**page 1 of 4**

IND\_MoseDavi\_B

NICCOLI REPORTING (650) 573-9339

1 MS. KETELSEN: Great. Thank you.

2 Number 9?

3 Number 10?

4 MS. SARVIAN: We have no more.

5 MS. KETELSEN: Okay. Great.

6 Mr. Moser, you're invited to come back.

7 DAVID MOSER: Thank you.

8 I just want to follow up quickly on one of the  
9 things Alistair just mentioned. He mentioned something  
10 about no collapse standard. Just so you all know, that  
11 is what Caltrans is required to design retrofits to.  
12 Their documents say that, quote, Caltrans retrofit  
13 strategy is to do no more than is necessary to prevent  
14 collapse. That's what "no collapse" means. That's what  
15 Alistair was describing.

16 The couple of other requests I had were  
17 regarding the construction impact details. Caltrans  
18 clearly is headed towards the ABC approach with a  
19 longitudinal slide-in. The alternatives in that  
20 category seem pretty similar.

21 I think at this point the community really  
22 needs more detail as opposed to kind of the vague  
23 discussion in the documents so far about the  
24 construction time.

25 So one year is a pretty seemingly arbitrary

21

Lagunitas Creek Bridge Public Meeting, 5-10-17

**Moser, David\_B**  
**page 2 of 4**

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1 amount, right? Presumably Caltrans, if they haven't  
2 already, will soon be going through and detailing a  
3 construction schedule. Probably has a pretty good idea  
4 already. So is it really going to be like 10 1/2 months  
5 or 14 months? One year as opposed to three years is  
6 feeling pretty arbitrary.

7 As the document mentions, the construction will  
8 occur in phases. So what are those phases? How long  
9 will each phase last? What will be the impacts  
10 associated with each phase?

11 It sounds, reading the document, that it's a  
12 year of intense construction activity with horrendous  
13 noise impacts, lane closures, and the like.

14 When will night work occur?

15 When will weekend work occur?

16 When will the specific noise measures be in  
17 each phase of construction?

18 I request that Caltrans come back to the  
19 community in, say, 90 or 120 days, whatever time you  
20 need to take, with a detailed construction proposal and  
21 description.

22 Following up on that, I have a similar request  
23 with respect to the one-year construction period. In  
24 2006 in response to community demand in the  
25 Russian River in Healdsburg, Caltrans completely

22

Lagunitas Creek Bridge Public Meeting, 5-10-17

**Moser, David\_B**  
**page 3 of 4**

NICCOLI REPORTING (650) 573-9339

1 dismantled and replaced an existing bridge, one that's  
2 about six times as long as this bridge, in four months.

3 That bridge was damaged during a flood. It  
4 provided the only access across the river for the  
5 community. Caltrans used the ABC approach and was able  
6 to complete that entire project from the issuance of the  
7 bid contract to opening up for traffic in four months.

8 Now, there's some differences there. It was  
9 just as similar a sensitive environment as we have here.  
10 It was a much bigger physical project, but the bridge  
11 was closed during that whole time as well.

12 But I'd like to request that Caltrans take a  
13 very hard look at and again come back to the community,  
14 say, in 90 or 120 days with its proposal for how can we  
15 compress that one year. There will no doubt be  
16 trade-offs. I don't know what goes on; I'm not an  
17 engineer. I presume Caltrans will know what those  
18 trade-offs are. It may be longer work periods. It may  
19 be working weekends. But there may be ways to take this  
20 one-year period and compress it even further.

21 We know that the two- to three-week closure to  
22 actually demolish and then slide in a new bridge is a  
23 given. But that year leading up to it, is there a way  
24 to compress that? Might have real effects on the animal  
25 hospital that would be really beneficial.

23

Lagunitas Creek Bridge Public Meeting, 5-10-17

**Moser, David\_B**  
**page 4 of 4**

NICCOLI REPORTING (650) 573-9339

1 I think Caltrans owes it to the community to  
2 come back at another public meeting to present a plan  
3 for that.

4 Thank you.

5 MS. KETELSEN: Thank you.

6 Okay. So now I'm opening it up to anybody --

7 Yes, would you like to --?

8 MARY WHITNEY: I have a request to Caltrans  
9 that we extend the comment -- extending the comment  
10 period. June 9th, I think that's way too short for this  
11 big of a deal and would appreciate it if they would  
12 consider an extension, another month.

13 DAVID MOSER: I'm going to give you this list  
14 of the requested specific documents so that you can take  
15 that back.

16 MS. KETELSEN: And I'll give it to the court  
17 reporter. (Available as Attachment A located in back of  
18 transcript.)

19 Would you like to come up and give your two  
20 minutes?

21 DAVID WHITNEY: I will use my playground voice.

22 MS. KETELSEN: Name, please?

23 DAVID WHITNEY: My name is David Whitney.

24 I would appreciate another public meeting, and  
25 I would appreciate it if Caltrans could put this in the

24

*Lagunitas Creek Bridge Public Meeting, 5-10-17*

## **Response to Moser, David\_B**

### **Response to Comment 1: Design a retrofit to a “no collapse” standard**

Caltrans notes the commenter’s referral to Mr. Lizaranzu’s statement regarding the Retrofit Alternative needing to meet Caltrans’ “no collapse” standard. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments “ALT-8, Criteria for new bridge,”** and **“ALT-3, Definition of a true retrofit,”** for more information on the Retrofit Alternative and a description of what is required for the Retrofit Alternative to meet Caltrans’ “no collapse” criteria.

### **Response to Comment 2: Construction impacts of ABC construction with longitudinal move-in**

Caltrans notes the commenter’s inquiry about construction impacts. Based on public input, and concerns of the animal hospital, Caltrans has identified Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative. This alternative would be constructed within 1 year, with a 2- to 3-week bridge closure.

Caltrans presented updated construction impacts to the public at the June 15, 2017, public meeting held in Point Reyes Station. This updated construction information and related schedules are included in the Final EIR/EA in Section 1.4, Construction Schedule Comparison. The Final EIR/EA provides the level of detail available in this phase of design. Please see Table N-1 for the response to **Common Comments “CST-5, Traffic impacts of construction,”** and **“NOI-1, Noise impacts.”** Construction-related impacts are disclosed in the discussion of the environmental impacts in Chapter 2 of the Final EIR/EA.

### **Response to Comment 3: Replacement of Russian River Bridge and consider compression of construction period to less than 1 year**

Caltrans notes the commenter’s inquiry about a bridge replacement project in Healdsburg (research points to the location more closely located in Geyserville). Please see Table N-1 for the response to **Common Comment “ALT-2, Describe the no-build scenario,”** which provides a description of the Geyserville bridge replacement. The new bridge was designed with the same principles being incorporated in the Preferred Alternative, which Caltrans has identified as Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in. This alternative uses Accelerated Bridge Construction methods such as post tensioning beams and pre-cast concrete bridge sections. The key difference between that project and the Lagunitas Creek Bridge is that the construction contractor was able to build free of traffic disruptions, whereas in this proposed project the objective is to maintain traffic throughout construction to the extent possible, which can increase construction duration.

**Moser, David\_C**  
**page 1 of 1**

NICCOLI REPORTING (650) 573-9339

IND\_MoseDavi\_C

1 I think Caltrans owes it to the community to  
2 come back at another public meeting to present a plan  
3 for that.  
4 Thank you.  
5 MS. KETELSEN: Thank you.  
6 Okay. So now I'm opening it up to anybody --  
7 Yes, would you like to --?  
8 MARY WHITNEY: I have a request to Caltrans  
9 that we extend the comment -- extending the comment  
10 period. June 9th, I think that's way too short for this  
11 big of a deal and would appreciate it if they would  
12 consider an extension, another month.  
13 DAVID MOSER: I'm going to give you this list  
14 of the requested specific documents so that you can take  
15 that back.  
16 MS. KETELSEN: And I'll give it to the court  
17 reporter. (Available as Attachment A located in back of  
18 transcript.)  
19 Would you like to come up and give your two  
20 minutes?  
21 DAVID WHITNEY: I will use my playground voice.  
22 MS. KETELSEN: Name, please?  
23 DAVID WHITNEY: My name is David Whitney.  
24 I would appreciate another public meeting, and  
25 I would appreciate it if Caltrans could put this in the

24

Lagunitas Creek Bridge Public Meeting, 5-10-17

## **Response to Moser, David\_C**

### **Response to Comment 1: Public review of Caltrans technical documents**

Caltrans notes the commenter's request for availability of technical studies. Caltrans has posted on its website all the technical studies that were relied upon and referenced in the Draft EIR/EA. The project website is <http://www.dot.ca.gov/d4/lagunitascreekbridge/>.

**Whitney, David\_A**  
**page 1 of 2**

NICCOLI REPORTING (650) 573-9339

IND\_WhitDavi\_A

1 I think Caltrans owes it to the community to  
2 come back at another public meeting to present a plan  
3 for that.  
4 Thank you.  
5 MS. KETELSEN: Thank you.  
6 Okay. So now I'm opening it up to anybody --  
7 Yes, would you like to --?  
8 MARY WHITNEY: I have a request to Caltrans  
9 that we extend the comment -- extending the comment  
10 period. June 9th, I think that's way too short for this  
11 big of a deal and would appreciate it if they would  
12 consider an extension, another month.  
13 DAVID MOSER: I'm going to give you this list  
14 of the requested specific documents so that you can take  
15 that back.  
16 MS. KETELSEN: And I'll give it to the court  
17 reporter. (Available as Attachment A located in back of  
18 transcript.)  
19 Would you like to come up and give your two  
20 minutes?  
21 DAVID WHITNEY: I will use my playground voice.  
22 MS. KETELSEN: Name, please?  
23 DAVID WHITNEY: My name is David Whitney.  
24 I would appreciate another public meeting, and  
25 I would appreciate it if Caltrans could put this in the

24

Lagunitas Creek Bridge Public Meeting, 5-10-17



Whitney, David\_A  
page 2 of 2

NICCOLI REPORTING (650) 573-9339

1 Point Reyes Light so that our community knows about it,  
2 our local newspaper, and to also have the meeting in  
3 Point Reyes Station. There's a lot of people that can't  
4 get up here. That's a big deal for us. We'd really  
5 appreciate that.

6 MS. KETELSEN: I have to stop and apologize.  
7 We spent nearly a month looking for a place inside your  
8 community. We went to churches, to high schools, to  
9 elementary schools. Oh, my gosh. I'm so sorry.

10 MALE SPEAKER: I can get you into the  
11 Dance Palace, no problem.

12 MS. KETELSEN: We tried. We tried. We tried.  
13 So thank you very much for your patience. I totally  
14 understand that comment.

15 Anybody else that would like to respond?

16 BRITT STITT: May we ask a question?

17 MS. KETELSEN: Sure. Doesn't mean I can answer  
18 it, but please try.

19 We are conducting this like a formal comment  
20 period, so if I could get you to go into the microphone  
21 so the court reporter -- pretty please.

22 Say your name one more time just so she has it.

23 BRITT STITT: Britt Stitt. May we ask a  
24 question?

25 MS. KETELSEN: Please do.

25

Lagunitas Creek Bridge Public Meeting, 5-10-17

## **Response to Whitney, David\_A**

### **Response to Comment 1: Request for an additional public meeting**

Caltrans noted the commenter's request for an additional public meeting about the Lagunitas Creek Bridge Project. Based on this request, Caltrans convened another public meeting on June 15, 2017, at the Dance Palace, which is located within the town of Point Reyes Station. A notice for this meeting was posted in the *Point Reyes Light* local newspaper on June 1, 2017.

Whitney, Mary\_B  
page 1 of 1

NICCOLI REPORTING (650) 573-9339

IND\_WhitMary\_B

1 I think Caltrans owes it to the community to  
2 come back at another public meeting to present a plan  
3 for that.  
4 Thank you.  
5 MS. KETELSEN: Thank you.  
6 Okay. So now I'm opening it up to anybody --  
7 Yes, would you like to --?  
8 MARY WHITNEY: I have a request to Caltrans  
9 that we extend the comment -- extending the comment  
10 period. June 9th, I think that's way too short for this  
11 big of a deal and would appreciate it if they would  
12 consider an extension, another month.  
13 DAVID MOSER: I'm going to give you this list  
14 of the requested specific documents so that you can take  
15 that back.  
16 MS. KETELSEN: And I'll give it to the court  
17 reporter. (Available as Attachment A located in back of  
18 transcript.)  
19 Would you like to come up and give your two  
20 minutes?  
21 DAVID WHITNEY: I will use my playground voice.  
22 MS. KETELSEN: Name, please?  
23 DAVID WHITNEY: My name is David Whitney.  
24 I would appreciate another public meeting, and  
25 I would appreciate it if Caltrans could put this in the

24

Lagunitas Creek Bridge Public Meeting, 5-10-17

## **Response to Whitney, Mary\_B**

### **Response to Comment 1: Extend the public comment period on the Draft EIR/EA**

Caltrans noted the commenter's request to extend the public comment period. Caltrans extended the end of the public comment period from June 9 to June 23, 2017. There were two public meetings (May 10 and June 15) and 60 days for members of the public to comment on the project. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "PUB-1, Extend public comment period."**

Stitt, Britt\_B  
page 1 of 1

NICCOLI REPORTING (650) 573-9339

IND\_StitBrit\_B

1 BRITT STITT: Caltrans has come up with some  
2 alternatives. Has Caltrans, on a small job like this,  
3 ever gone out with two separate alternatives as a part  
4 of the bid and let the contractor choose which one he  
5 wants to bid and bid it?  
6 MS. KETELSEN: That is a policy question, but I  
7 don't know how to answer.  
8 So I don't know if you guys are ready for  
9 question like that.  
10 Manny?  
11 Design/build is often done like that where the  
12 design isn't well developed. But he's basically asking  
13 if there were two separate alternatives and allowed the  
14 contractor to -- to what? To say, "I want to choose --  
15 I want to build this one"?  
16 BRITT STITT: Exactly. I'll take Method A and  
17 make my proposal. I'll bid it according to the contract  
18 documents that are going to be very simple in terms  
19 of --  
20 MS. KETELSEN: Yeah. Yeah.  
21 Peter Soin is going to address this question.  
22 PETER SOIN: Peter Soin, S-O-I-N.  
23 What you're saying is -- I would say possible  
24 if the costs are very similar and the impacts were the  
25 same. If they're drastically different, we'd have to

26

Lagunitas Creek Bridge Public Meeting, 5-10-17

## **Response to Stitt, Britt\_B**

### **Response to Comment 1: Has Caltrans provided contractor options?**

Caltrans appreciates the commenter's question. The lead agency moves forward with the selected Preferred Alternative through the permitting and bidding phases. The contractor does not choose the alternative that would be constructed.

Stitt, Britt\_C  
page 1 of 4

IND\_StittBritt\_C

NICCOLI REPORTING (650) 573-9339

1 narrow it down to the least expensive and most  
2 reasonable.

1

3 BRETT STITT: I hear you and I understand. So  
4 if the costs were going to be similar, would you put  
5 both methods out to bid?

6 PETER SOIN: I'm not really sure. It's  
7 something, I guess, maybe we could consider. But I'm  
8 not familiar really with that process. A contractor can  
9 come in and say he's got a better mousetrap and we'll  
10 listen. And if he can prove it, we can go that way.

2

11 BRETT STITT: In making that evaluation, has  
12 your team evaluated the cost to the community -- and, I  
13 suppose, everybody else -- between the one- and the  
14 three-year period? In other words --

15 PETER SOIN: That's the effort we go through.

3

16 BRETT STITT: Does ABC already have a credit of  
17 300,000 or a half a million or whatever thrown towards  
18 it just by virtue of the fact that it frees up the  
19 community?

20 PETER SOIN: It's complicated because you've  
21 also got to satisfy what the public wants too. So  
22 sometimes, yeah, you may have to spend a little extra to  
23 help make everybody happy. But we're still in the  
24 decision-making process. So to say "Oh, yeah, let's do  
25 this right now," we'd have to look at that.

27

Lagunitas Creek Bridge Public Meeting, 5-10-17

**Stitt, Britt\_C**  
**page 2 of 4**

NICCOLI REPORTING (650) 573-9339

1 BRETT STITT: I'm just asking the question.  
2 And then, of course, in terms of with the suggestion  
3 that the job get accelerated, it would be clearly a huge  
4 advantage to have a six-day, 12-hour workweek as opposed  
5 to a 40-hour workweek.

6 PETER SOIN: You work with Caltrans, and you're  
7 probably familiar with the CRIP process, right? CRIP,  
8 Cost Reduction Incentive Program.

9 BRETT STITT: Yeah.

4 10 PETER SOIN: A contractor can come and say  
11 "I've got a better mousetrap," and we'll listen. If you  
12 can save us money and time and you have a better  
13 mousetrap, we'll go that way. But we try to do our  
14 homework so that doesn't happen.

15 BRETT STITT: Well, in this case, my community  
16 is, you might say, highly concerned with its  
17 interruption factor.

18 PETER SOIN: That's a big factor, yes.

5 19 BRETT STITT: So that if the contractor knew  
20 when he was bidding the job that the community was going  
21 to be strongly in favor, no matter what Caltrans wanted  
22 even, strongly in favor of something which really,  
23 really accelerated the job and shut down work on the  
24 bridge for the longest period of time, that could get  
25 cranked into his own bidding calculation.

28

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Stitt, Britt\_C  
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1 MS. KETELSEN: I'm just going to interrupt here  
2 real quick.

3 What I think is important for our purpose of  
4 making sure we can address you is the purpose of your  
5 questions.

6 So what I'm hearing, if you don't mind -- and I  
7 don't want to put words in your mouth -- but the issue  
8 is the time constraint. Right? So when you -- but I  
9 want to validate that.

10 So you're saying putting two options in front  
11 of a contractor and having them decide puts a lot of  
12 responsibility or a lot of -- a lot of power into the  
13 contractor's hands. So it would be best to understand  
14 what the -- what is the drive for that offer. Is it  
15 schedule? Is it cost? Is it minimizing staging  
16 impacts?

17 So that would be what we want to hear. What is  
18 the objective of your question?

19 BRETT STITT: I guess, to some degree, right.  
20 So the contractor bidding a job, he's just completely  
21 focused on the contract documents and that's everything  
22 he has to do and nothing more. Not one thing.

23 But Caltrans is in a slightly different  
24 position in that the low-cost proposal might also be the  
25 high-irritant proposal, irritant in time or

29

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**Stitt, Britt\_C**  
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1 obstructions.  
2 MS. KETELSEN: So there are other construction  
3 methods.  
4 BRETT STITT: And I don't know quite how the  
5 community -- maybe the community has nothing to do with  
6 this and it's totally out of our hands. As a taxpayer  
7 in the state, I would say it should be totally in your  
8 hands as a function of cost and nothing else. That  
9 would be my guess.  
10 But these other points all affect it, and I  
11 just wanted to drag that out.  
12 MS. KETELSEN: Okay. That's good. That's  
13 interesting. We want to understand what the objective  
14 of your concerns are, so that's fine.  
15 Yes, you can take another two-minute comment.  
16 Your name, please?  
17 MICHAEL McENEANY: Michael McEneany, Inverness.  
18 Could you put up on your screen the  
19 representation of your staging areas one more time?  
20 MS. KETELSEN: They're all around the room.  
21 MICHAEL McENEANY: Yeah, they are all around  
22 the room.  
23 MS. KETELSEN: I don't know how fast my  
24 computer will get that up.  
25 Please go ahead with your comment.

30

*Lagunitas Creek Bridge Public Meeting, 5-10-17*

## **Response to Stitt, Britt\_C**

### **Response to Comment 1: Similar costs**

Caltrans acknowledges the commenter's inquiry about the costs of two similar construction methods. The lead agency moves forward with the selected Preferred Alternative through the permitting and bidding phases. The contractor does not choose the alternative that would be constructed.

### **Response to Comment 2: Cost to the community**

Caltrans appreciates the commenter's concern regarding the effect of construction duration on the community. Caltrans has considered the impacts on the community and on affected properties.

The Community Impact Assessment on the project website

(<http://www.dot.ca.gov/d4/lagunitascreekbridge/>) discusses impacts to the community. Caltrans will maintain access to all driveways in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-2, Community impacts."**

Economic analysis provided in Section 2.1.2.1 of the Final EIR/EA includes consideration of factors that may influence patronage of local businesses, such as traffic, noise, dust, and visual disturbance. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust-control measures, and 2.2.7 for noise-reduction measures. Because a quantitative economic impact to local businesses cannot be determined until after construction (and after obtaining financial data from businesses), the analysis included in Section 2.1.2.1 is qualitative in nature. This analysis meets the requirements of NEPA.

As noted in Chapter 3 of the Final EIR/EA, unlike with NEPA, the focus of the analysis under CEQA shall be on the physical changes caused by the economic or social chain of cause and effect. Economic or social effects of a project shall not be treated as significant effects on the environment.

### **Response to Comment 3: Credit of 300,000 or half a million due to ABC method**

Caltrans appreciates the commenter's question. There is a slight cost savings with the ABC method, depending on the alternative selected. ABC cost savings are mostly attributed to not having to build the detour bridge.

### **Response to Comment 4: Open to contractor's suggestions**

Caltrans thanks the speaker for the comment about contractor suggestions. Caltrans may be open to concepts that expedite construction and reduce costs without causing new environmental or community impacts.

### **Response to Comment 5: Contractor bidding according to public support**

Caltrans notes that the commenter is interested in the contractor including options in its bid that the community supports. Caltrans has incorporated public input throughout the alternatives development and environmental review process. The public input process continues through the permitting phase. The bid process may consider changes that remain within the bounds of the environmental reviews. However, to minimize project delays, it is typically more efficient to limit the number of proposed changes.

**Response to Comment 6: How much does bid balance cost over community impacts**

The commenter is inquiring about whether the bid is merely low cost or if the community objectives will be considered. Please see the response to Comment 5 above. The Final EIR/EA provides analyses of the build alternatives for both operational and construction phases of the project, and, where impacts are identified, measure to avoid, minimize, and mitigate impacts are established as project commitments. Furthermore, the process of selecting an alternative considers the community and environmental interests. Please see Final EIR/EA Section 1.6, Identification of the Preferred Alternative. In summary, the balance of community interests is considered early in the process. The bid process includes those commitments.

**McEneany, Michael\_D**  
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IND\_McEnMich\_D

1           MICHAEL McENEANY: Well, my comment is this:  
2           Initially I mentioned concentrating or -- well,  
3           concentrating your storage on the two staging areas, one  
4           at B Street and Highway 1 and the other at Drake and  
5           Highway 1.

6           If you look at those two staging areas, they  
7           are considerably larger than the staging area that you  
8           propose for the animal hospital. Both of them are  
9           wide-open spaces with less impact on a neighbor. And I  
10          wonder if not only concentrating or increasing your  
11          density of storage on those two spots, but if it would  
12          be possible, when you look at this vet area, imagine  
13          taking half of the area and raiding the two other  
14          staging areas to accommodate that same square footage.

15          MS. KETELSEN: So we are beyond empathetic to  
16          the situation.

17          The only -- and I believe that these are  
18          fantastic suggestions, and we will formally respond to  
19          them.

20          But I do want to point out that the staging  
21          areas, while ample, are not near the bridge. We do have  
22          to access the bridge. And so there has to be some  
23          element of getting close. We have -- We can't be on  
24          the bridge as we are.

25          MICHAEL McENEANY: Well, I understand that,

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**McEneany, Michael\_D**  
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1 so --

2 MS. KETELSEN: I'm just --

3 MICHAEL McENEANY: -- perhaps there's another  
4 way to skin that cat, and that is reduce the easement  
5 that you're going to take from the animal hospital.

6 MS. KETELSEN: Absolutely.

7 MICHAEL McENEANY: And if you do need access,  
8 have that access as far away from the existing buildings  
9 and have that access so set up that it minimizes the  
10 interruption of traffic in and out of the vet.

11 MS. KETELSEN: Great. That's a great comment.  
12 Thank you.

13 MICHAEL McENEANY: Thank you very much.

14 MS. KETELSEN: So with that, I really  
15 appreciate everybody's --

16 JIM LINO: I have one question. Just a  
17 clarification on the proceeds.

18 My name is Jim Lino, L-I-N-O, and I live in  
19 Inverness Park.

20 The process that -- we're all engaged in here,  
21 is there any weight paid differently to verbally made  
22 comments or written comments?

23 MS. KETELSEN: I can answer that. Absolutely  
24 not.

25 JIM LINO: Okay. And how will Caltrans respond

32

*Lagunitas Creek Bridge Public Meeting, 5-10-17*

## **Response to McEneaney, Michael\_D**

### **Response to Comment 1: Consolidate staging to other staging areas or reduce the staging area**

Caltrans notes the commenter's concerns regarding the staging areas on the animal hospital property. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"Common Comment "CST-6, Consolidate staging,"** which provide more detail on how temporary construction easements and staging areas are used. Caltrans will maintain access to the animal hospital throughout construction.

**Lino, Jim\_A**  
**page 1 of 2**

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IND\_LinoJim\_A

1 so --

2 MS. KETELSEN: I'm just --

3 MICHAEL McENEANY: -- perhaps there's another

4 way to skin that cat, and that is reduce the easement

5 that you're going to take from the animal hospital.

6 MS. KETELSEN: Absolutely.

7 MICHAEL McENEANY: And if you do need access,

8 have that access as far away from the existing buildings

9 and have that access so set up that it minimizes the

10 interruption of traffic in and out of the vet.

11 MS. KETELSEN: Great. That's a great comment.

12 Thank you.

13 MICHAEL McENEANY: Thank you very much.

14 MS. KETELSEN: So with that, I really

15 appreciate everybody's --

16 JIM LINO: I have one question. Just a

17 clarification on the proceeds.

18 My name is Jim Lino, L-I-N-O, and I live in

19 Inverness Park.

20 The process that -- we're all engaged in here,

21 is there any weight paid differently to verbally made

22 comments or written comments?

23 MS. KETELSEN: I can answer that. Absolutely

24 not.

25 JIM LINO: Okay. And how will Caltrans respond

32

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Lino, Jim\_A  
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2

1 to these comments? I've been involved in a process like  
2 this a couple times. Everyone's a very good listener,  
3 everything goes well, and then the agency moves forward  
4 as they intended to in the first place, advancing the  
5 project at the -- you know, as an engineer's trying to  
6 do at the best possible price.

7 What kind of engagement does Caltrans have with  
8 our community in these comments?

9 Thank you.

10 MS. KETELSEN: Is that okay if I respond to  
11 that?

12 There are a number of -- number of engagements  
13 that will be ongoing from -- well, from the very  
14 inception, the very, very beginning before we actually  
15 decided what exactly we were going -- we put out  
16 alternatives in the scoping. We heard back. We -- we  
17 incorporated that information, came up with the ABC to  
18 shorten that time.

19 Right now we are getting -- gathering input on  
20 all the environmental impacts as well as, again, the  
21 alternatives. So those are still on the table.

22 And we are going to respond to each and every  
23 comment. Whether you e-mail and speak and send in a  
24 comment card, each and every one of those comments will  
25 be equally responded to.

33

Lagunitas Creek Bridge Public Meeting, 5-10-17

## **Response to Lino, Jim\_A**

### **Response to Comment 1: Clarification on whether verbal or written comments carry more weight**

Caltrans notes the commenter's questions about whether verbal or written comments submitted for the Draft EIR/EA will be treated differently from each other in the process. All comments received during the comment period, be it verbally at a public meeting, electronically via email, or delivered to Caltrans' offices via mail, have been considered and responded to equally.

### **Response to Comment 2: Community engagement, response to comments process**

Caltrans notes the commenter's inquiry about how the public is engaged and its input is considered. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "PUB-2, Public outreach process."** Caltrans has exceeded routine procedures on this project and will continue to engage the community through the permitting process and final design.

This most recent public engagement has influenced the environmental evaluation. Since the public review period (April 26 through June 23, 2017), Caltrans has reviewed and responded to all comments received during this public review period and has revised the Draft EIR/EA per public comments, when applicable, as shown in this Final EIR/EA. This appendix of the Final EIR/EA includes all written and court-recorded comments received during the public review period. This final document is the public's opportunity to review the responses to comments received. A few examples of how the public's input has shaped the project include:

- 1) Request for shorter construction period resulted in construction duration of less than 1 year.
  - 2) Concerns for business impact resulted in further reducing staging areas on private property.
  - 3) Safe Routes to School led to expanding project to include (a) extending and widening shoulder north towards Third Street and (b) pedestrian crosswalk crossing at Sir Francis Drake Boulevard.
  - 4) Agreed to consider design modifications that would allow the bridge to be raised in the future to adapt to climate change.
  - 5) Concern over scale and safety resulted in further narrowing bridge to 11-foot lanes (not 12-foot) and 5-foot shoulders (not 8-foot), both of which required Caltrans to get approval for a design exception.
  - 6) Request for more bridge investigations revealed worse corrosion than expected.
  - 7) Due to public request, Caltrans held a second public meeting and extended the public review period an additional 15 days.
  - 8) Caltrans agreed to one sidewalk on the west side of the bridge rather than on both sides.
- The permitting phase will provide other opportunities for the public to submit comments.

**Moser, David\_D**  
**page 1 of 3**

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IND\_MoseDavi\_D

1 jurisdiction on this project. And that also includes  
2 the coastal development permit which will go through;  
3 that those contain provisions for public involvement  
4 and, you know, there's different steps for those  
5 processes.

6 So, you know, it doesn't end here. You know,  
7 there's a lengthy process, and we want to make sure that  
8 we work with the community on trying to have a project  
9 that is approved by committee.

10 Yeah. Thank you.

11 So in terms of right-of-way, the involvement  
12 with property owners, technically we cannot approach the  
13 property owners. I know that there's a desire, the  
14 question about why you have not been approached. That  
15 takes place right after the environmental phase. We  
16 just cannot do it. That's part of the process.

17 As soon as we complete the environmental phase  
18 of the project, then we go to -- to that process. And,  
19 again, there's a number of steps involved in that -- in  
20 that aspect.

21 DAVID MOSER: One more follow-up.

22 MS. KETELSEN: Okay.

23 DAVID MOSER: I just wanted to follow up on  
24 Jim's comment.

25 There's something -- a document referenced in

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**Moser, David\_D**  
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1 the EIR called the "Community Impact Assessment," the  
2 CIA. It's not provided in the document; there's no link  
3 in the document to that, but it's something Caltrans has  
4 written.

5 Just last night Caltrans hosted a public  
6 meeting in Mendocino because Caltrans is proposing to  
7 replace two other bridges on the Highway 1 in  
8 Mendocino County: The Albion River Bridge and the  
9 Salmon River Bridge. And they -- Caltrans convened the  
10 meeting last night, a public meeting in Mendocino,  
11 specifically to work on the Community Impact Assessment  
12 document with the community.

13 This seems like a pretty important document.  
14 What Caltrans said in its announcement at its meeting in  
15 Mendocino last night is, quote:

16 The CIA, the community impact assessment,  
17 is an iterative process that will assist in the  
18 planning, project development, and decision  
19 making throughout the life of both projects.  
20 The CIA will include an analysis of the  
21 potential impacts that each project alternative  
22 would have on the community and identify  
23 opportunities to avoid, minimize, and/or  
24 mitigate any adverse effects from each  
25 alternative. Public involvement is an integral

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Moser, David\_D  
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1 part of the CIA process.

2 My question is: Why has there not been a  
3 similar CIA process here? Why has Caltrans written the  
4 CIA document? I don't know what it says because it's  
5 not been released. So we would request that that be  
6 made available.

7 MS. KETELSEN: You're requesting that that  
8 be -- okay. I can briefly answer that we did develop a  
9 community impact assessment; we did incorporate the  
10 information that we obtained through the stakeholder  
11 working group, which that encompassed more than  
12 understanding the community impact. It understood how  
13 the development of the project would integrate with the  
14 community or not integrate with the community.

15 So, in essence, that was a -- a large  
16 contribution to that document. And I don't believe  
17 there's any reason why we can't release that document to  
18 the public. It is absolutely accessible.

19 STEFAN GALVEZ: Yes, Stefan Galvez, Caltrans  
20 again.

21 I don't have all the details about the Albion  
22 project, and I believe the other one I didn't hear what  
23 it was. But we could find out exactly what it is.

24 We do have a pretty formal process here. And I  
25 would say that this process is an iterative process that

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## **Response to Moser, David\_D**

### **Response to Comment 1: Public review of the Community Impact Assessment technical document**

Caltrans notes the commenter's question. Caltrans prepared the Community Impact Assessment (CIA), consistent with the Caltrans Standard Environmental Reference (SER) (found at <http://www.dot.ca.gov/ser/envhand.htm>). The SER receives routine audits and reviews by FHWA to meet to meet their expectations in compliance with NEPA requirements. The CIA incorporated community input from public scoping feedback, as well as from the Stakeholders Working Group and other stakeholder input gathered through analysts' inquiries on specific community activities, functions, and public services. The CIA results were incorporated into the Draft EIR/EA. All the technical studies (including the CIA) that Caltrans relied upon and referenced in the Draft EIR/EA are posted to the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>).

Eichstaedt, Amanda\_A  
page 1 of 2

IND\_EichAman\_A

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1 will accomplish basically what you appear to be  
2 describing. You know, that's the whole idea, to engage  
3 the community, to try to mature the project, evolve it  
4 and come up with something that's least environmentally  
5 damaging.

6 We could look into that, and I will make a  
7 couple phone calls and find out what they were doing.

8 MS. KETELSEN: So we have 20 more minutes to  
9 this -- to our rented facility here. And I would  
10 encourage you to engage with us one-on-one if there's  
11 any other particular questions about one of the posters  
12 or a particular environmental impact.

13 We have brought here the EIR/EA. And I know it  
14 looks a little daunting. The table of contents are  
15 pretty easy to use, but I would be happy to find in the  
16 document for you any sort of specific questions you  
17 might have. I'm pretty familiar with every page.

18 So if that could help you, please, please  
19 approach me, and I'd be happy to walk through that with  
20 you.

21 AMANDA EICHSTAEDT: I have one comment.

22 MS. KETELSEN: You're No. 1, weren't you?

23 AMANDA EICHSTAEDT: I'm Amanda Eichstaedt,  
24 E-I-C-H-S-T-A-E-D-T.

25 I was on the community working task force, and

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**Eichstaedt, Amanda\_A**  
**page 2 of 2**

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1 it was a good process. I've done a lot of public  
2 meetings. I've done a lot of work. I work for a city  
3 agency and served on many county and regional advisory  
4 groups, and I would just like to commend Caltrans for  
5 doing a good job.

6 And even though there were just four people  
7 from the community, I would argue that Chris  
8 representing -- Chris Pincetich representing  
9 environmental, the acting fire captain from Point Reyes,  
10 there were a lot of the good voices around that table,  
11 and I can say that a lot of the community that came out  
12 of that public scoping process with that group did make  
13 their way into the documents that we're reviewing right  
14 now.

15 So I think you can agree with that. It wasn't  
16 blowing hot air; it was the real deal.

17 MS. KETELSEN: Thank you very much.

18 Well, thank you very much. Each and every one  
19 of you, we hear your concerns. And it takes time out of  
20 your lives to come here and share that information  
21 because you're thinking broader than yourself; you're  
22 thinking about your community. We know and appreciate  
23 that.

24 So, with that, I thank you very much for  
25 coming. And please, we'll close this formal piece of

40

*Lagunitas Creek Bridge Public Meeting, 5-10-17*



## **Response to Eichstaedt, Amanda\_A**

### **Response to Comment 1: Stakeholder Working Group**

Caltrans notes the commenter's support for the efforts made during the Stakeholder Working Group meetings. For more than 2 years of project planning, Caltrans has involved the community and the Stakeholder Working Group in an effort to inform the community about the risks of the no-build scenario, about the Retrofit Alternative, and about the full and reasonable range of alternatives developed for project evaluation. Caltrans and Stakeholder Working Group meeting summaries are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>).

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# Responses to Comments: Public Meeting June 15, 2017

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**Rob Elder\_A**  
**page 1 of 2**

23

IND\_EldRob\_A

1 {Public comments session:}

2 JODI KETELSEN: What I'm going to do here is  
3 I'm going to run this like the official commentary  
4 because we're pulling them all together. So everybody  
5 gets two minutes. Please state your name. Please come  
6 up and stand in line. We're going to do numbers, but I  
7 think that if you stand in line, we'll just take you in  
8 order. Thank you.

9 ROBIN ELDER: My name is Robin Elder. I live  
10 in Inverness Park, and I actually was seeking  
11 clarification to something.

12 Was this retrofit option that we just gone  
13 through so laboriously the same retrofit option that was  
14 already turned down by the stakeholders group?

15 JODI KETELSEN: Yes.

16 ROBIN ELDER: Yes. Thank you very much. I  
17 was told -- this is my second piece of clarification --  
18 that if we sat in these seats and went through all these  
19 hoops, that we would hear something new. This is the  
20 same retrofit and you cannot tell me that a different  
21 set of engineers wouldn't be able to come up with about  
22 50 different types of retrofit in about an hour.

23 So we want real retrofit options, not things  
24 that are going to make us go, "Oh, three years, we can't  
25 have that." You've already manipulated us on that one,

**Rob Elder\_A**  
**page 2 of 2**

24

1 so we want real retrofit options if we can't get a  
2 no-build. Thank you.

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## **Response to Rob Elder\_A**

### **Response to Comment 1: Present real retrofit option**

Caltrans notes the commenter's concern regarding the need to examine a new retrofit option and support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018) posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the response to **Common Comments "ALT-1, Support for the No-Build Alternative" and "ALT-3, Definition of a true retrofit."**

**Ken Levin\_A**  
**page 1 of 1**

27

IND\_LevKen\_A

1 JODI KETELSEN: Okay. We're going to go in  
2 order. I thank you very much for your patience.

3 KEN LEVIN: Hi, I'm Ken Levin. Before I say  
4 what I have to say, I will say, using your analogy -- if  
5 we had the ShakeAlert system on the green bridge now so  
6 that we know slightly in advance when there's an  
7 earthquake happening so traffic would stop, I would say  
8 yes, let the knee pop and then repair it. There already  
9 is an alternative route that exists, even if that bridge  
10 wasn't there. And in fact, if you're driving to  
11 Petaluma or San Rafael from Inverness, that alternative  
12 route is hardly any people if you went through town, Pt.  
13 Reyes Station and it's really not that much longer.

14 I do not think that Caltrans has demonstrated  
15 an adequate project need. I think that the disruption  
16 and negative impacts, which Caltrans has not  
17 demonstrated in any mitigation far outweigh whatever  
18 benefit we might have to bring a different bridge.  
19 That's there now and work it, and I'd just like to add  
20 I've been driving over that bridge for 47 years, and I  
21 intend and I hope that I be able to keep driving over  
22 that same bridge. Thank you.

23 JODI KETELSEN: Thank you.

24

25

## **Response to Ken Levin\_A**

### **Response to Comment 1: Earthquake warning lights**

Caltrans notes the commenter's suggested use of the ShakeAlert earthquake warning system. Installation of a ShakeAlert system does not meet the purpose and need for the project. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-6, Consider seismic safety flashing lights."**

### **Response to Comment 2: Alternate routes**

Caltrans notes the commenter's remark regarding alternate routes to Petaluma or San Rafael from Inverness.

### **Response to Comment 3: Project need**

Caltrans notes the commenter's statement that the need for the project has not been demonstrated. Caltrans is responsible for providing safe mobility on state routes. Please see Table N-1 for the responses to **Common Comment "PN-1, Project need is too narrow," "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**



**Tom Quinn\_A**  
**page 1 of 2**

28

IND\_QUITom\_A

1 TOM QUINN: Good evening. My name is Tom  
2 Quinn, Q-U-I-N-N. I have lived in Pt. Reyes Station for  
3 about 45 years. I'm on the bayside of Mary's Clinic.  
4 And in my time, living there -- our time -- I've watched  
5 the fields across the highway from her go from a really  
6 flat to gravel-filled by the rancher that had it, and it  
7 was all those openings. It was a meadow, a man-made  
8 meadow.

9 And in our time, creek wells have manifested  
10 themselves from Mary's on towards the bay. I don't  
11 believe these trees are sacred. Even though, the  
12 property was bought from our officiant committee some  
13 years back, and eventually it's under the stewardship of  
14 the County. If some clearing was done of the willows,  
15 which will quickly replace itself, most of the work  
16 assemblage of a bridge could be completely free and  
17 clear of Mary's business, and I would look at the  
18 history of that property underneath the estate behind  
19 and then maybe you could define a way to stay away from  
20 that clinic.

21 I would also add that I'm quite knowledgeable  
22 about animals and stress with animals, and I served for  
23 the Humane Society for several years on the board of  
24 directors, and I hope we'll figure out an alternative  
25 here. By the way, the bridge was painted within the

**Tom Quinn\_A**  
**page 2 of 2**

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1 last 20 years, and I don't think it has lead on it.

2 Thank you.

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## **Response to Tom Quinn\_A**

### **Response to Comment 1: Use alternate staging; protect the animal hospital**

Caltrans notes the commenter's concerns regarding impacts to the animal hospital and recommendation to avoid the animal hospital area; the commenter's comments regarding an alternate staging site on the northwest side of the bridge are also noted. It appears that the commenter is referring to transferring the staging areas to Whitehouse Pool Park, which is a Section 4(f) resource. Section 4(f) of the Department of Transportation Act of 1966 protects park, recreation, and historic properties. Section 4(f) of United States Code, Title 49, Section 303(c) specifies that the Secretary [of Transportation] may approve a transportation program or project . . . requiring the use of publicly owned land of a public park only if:

- there is no prudent and feasible alternative to using that land; and
- the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

In other words, Section 4(f) requires federal projects (such as this project, which includes federal funding) to avoid the use of park lands unless there is no prudent or feasible alternative. To access each pier while maintaining traffic, staging area is needed at each corner of the bridge. There is no prudent and feasible alternative to using a portion of the Whitehouse Pool Park for a small temporary construction easement (TCE) to access the northwest pier and abutment, but it would not be sufficient to allow access to the northeast corner rather than using the animal hospital property. Additionally, as long as the TCE does not require relocating the animal hospital, the TCE on the animal hospital property is a feasible alternative that meets the need to be immediately adjacent to the bridge in order to access the bridge abutments and piers, the project therefore cannot use the Whitehouse Pool Park land as mentioned by the commenter for a staging area.

Caltrans has considered the impacts on the animal hospital, the Whitehouse Pool Park, and other affected properties and has worked to minimize the area needed and associated impacts. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments “CIA-1, Protect the animal hospital,” “CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,”** and **“CST-6, Consolidate staging”** for discussion of why clearing trees to use nearby vacant lots for staging cannot replace the need for some use of the animal hospital property for staging during construction.

### **Response to Comment 2: Bridge does not have lead on it**

Caltrans notes the commenter's statement regarding the recent painting of the bridge. Because the bridge is over 80 years old, the presence of lead in the bridge structure is likely. More information on this can be found in Section 2.2.5, Hazardous Waste/Materials, in the Final EIR/EA. Implementation of Project Feature HAZ-8: Prepare and implement a health and safety plan and lead compliance plan will minimize exposure of construction workers to potentially hazardous materials during demolition of the bridge and roadway structures and during construction of the new bridge. Workers will comply with Occupational Safety and Health Administration (OSHA) training classes to manage any hazardous substances encountered safely and to minimize exposures to the environment and humans.

**David Moser\_E**  
**page 1 of 2**

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IND\_MoseDavi\_E

1           DAVID MOSER: Hello, David Moser, again,  
2 M-O-S-E-R. I do appreciate some of the fine-tuning that  
3 Caltrans presented tonight, so modifying the staging  
4 areas a little bit, how you move the PG&E line, you  
5 know, across the street and back, but I think --  
1 6 Caltrans, I hope you're hearing -- people here in the  
7 room don't seem to be too concerned about the  
8 fine-tuning. We're concerned about the much bigger  
9 picture of issues, like no bridge or a real retrofit.

10           I am frankly completely confused at this point  
11 about the whole retrofit discussion. I found the  
12 presentation tonight in great detail to be very  
13 technical and because you were trying to rush to get to  
14 all of us, so I appreciate that, very confusing, but  
15 then we just hear that all of that was the "retrofit"  
16 alternative presented to the stakeholder working group.

2 17           Well, that was a year-and-a-half ago.  
18 Tariq -- and I apologize. I didn't get your last name,  
19 so I'll call you Mr. Tariq. He just had -- he did the  
20 seismic evaluation report. It's found on the Web site.  
21 He just said he just got involved in this project a  
22 couple of months ago. So what -- I'm not sure who's  
23 been doing what. He didn't do whatever was presented to  
24 the working group a year-and-a-half ago, which was all  
25 of what was presented tonight. And then Jodi is saying

**David Moser\_E**  
**page 2 of 2**

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1 that Caltrans "will develop a less intensive retrofit  
2 alternative." Well, when is that going to happen, and  
3 how are we going to see that? So none of this  
4 information is in the draft EIR, but the comment  
5 deadline is in nine days.

6 And then my biggest fear -- and it should be  
7 your fear -- is that under the process that Caltrans has  
8 outlined, and it is the normal process, once the comment  
9 period closes, Caltrans goes behind closed doors. They  
10 have to respond in a final EIR to all the comments, but  
11 they do the final EIR and they make the final decision.  
12 So that's the next step is for them to make the final  
13 decision.

14 Where is the community input into all these  
15 key issues that we're talking about? We need to halt  
16 the EIR process. The EIR is not a way to design a  
17 project. You design a project working with the  
18 community, and then once you have a consensus on what  
19 the project is, then you do an EIR. We need to get back  
20 to interacting with the community to develop an  
21 appropriate project. Thank you.

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## **Response to David Moser\_E**

### **Response to Comment 1: Design a retrofit alternative**

Caltrans notes the commenter's support for a retrofit alternative. Caltrans is responsible for providing safe mobility on state routes. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-3, Definition of a true retrofit," "ALT-4, Full range of alternatives,"** and **"ALT-8, Criteria for new bridge,"** for more information on the Retrofit Alternative and a description of what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria.

### **Response to Comment 2: Seismic evaluation report**

As the commenter notes, Caltrans presented the findings of the seismic evaluation report at the June 15, 2017, public meeting. As described in the response to **"Common Comment ALT-3, Definition of a true retrofit,"** in Table N-1, the full range of retrofit strategies has been thoroughly analyzed, and the significantly greater associated impacts, construction duration, cost, and difficulty compared to replacement alternatives resulted in dismissing a retrofit alternative from further consideration.

### **Response to Comment 3: Community input into design of project**

Caltrans notes the commenter's concern about consideration of community input. For a full description of the public outreach process, please see Chapter 4 of the Final EIR/EA, as well as Table N-1 for the response to **Common Comment "PUB-2, Public outreach process."**

**Ken Eichstaedt\_B**  
**page 1 of 2**

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IND\_EichKen\_B

1 JODI KETELSEN: Next person.

2 KEN EICHSTAEDT: Ken Eichstaedt. My dad  
3 worked for the Department of Transportation. It was  
4 Caltrans and was the resident engineer on substructure  
5 of bridges, and he did great work. And, you know, this  
6 project is really important, and I sincerely hope that  
7 the work that goes on does not impact Mary's business.  
1 8 It's really important. We got two dogs, and she  
9 provides great service, but I also want us to appreciate  
10 that we have a critical lane here. And if we lose that  
11 lane, we're out of emergency access.

12 So right now people in Inverness, Inverness  
13 Park, anywhere towards the lighthouse, paramedics are  
14 here in Pt. Reyes. They serve us -- the paramedics,  
15 EMTs -- all the way down to Stinson. We're going to  
2 16 lose emergency service. And, you know, one statistic  
17 here is in 2003, the USGS has put out a report and we  
18 are expecting a 6.7 magnitude plate that would likely  
19 take out the bridge, and that's going to happen in the  
20 next 30 years. That was in 2003, so we're due for one,  
21 and we have such failing infrastructure.

22 Bear Valley Road, that concrete bridge from  
3 23 1938, you go under it, you can see this falling of  
24 concrete. You go under, at low tide, the green bridge  
25 is failing. We need to do something on our

**Ken Eichstaedt\_B**  
**page 2 of 2**

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1 infrastructure, so it's really important that -- to  
2 think about that. Think about the water line that will  
3 be replaced. The fire safety. Think about the  
4 emergency access. It will be improved if we do this  
5 bridge, and we can do this in a holistic kind of way.  
6 We will take care of that clinic. It is  
7 critical to us, so let's kind of -- Caltrans has really  
8 done a good work. And as an engineer, I want to give it  
9 to you, sir, it says "No good deed goes un" because I  
10 really feel like -- as an engineer, you're trying to put  
11 these things out here and no good deed goes unpunished,  
12 but the real intent is there and these people are good  
13 people and just give them a little bit of time. Thank  
14 you.

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## **Response to Ken Eichstaedt\_B**

### **Response to Comment 1: Support project, protect animal hospital**

Caltrans acknowledges the commenter's support for the project and concern for the animal hospital. Caltrans has identified Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative.

Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-1, Protect the animal hospital."**

### **Response to Comment 2: Concerns for emergency access**

Caltrans acknowledges and shares the commenter's concerns for maintaining emergency access during construction, even during the bridge closure period. Please see Table N-1 for the response to **Common Comment "UES-1, Emergency access."**

### **Response to Comment 3: Emergency services and utilities**

Caltrans acknowledges the commenter's concern for the condition of the bridge and support for the improvements to water lines, fire safety, and emergency access that will result from the project. Chapter 2 of the EIR/EA discusses potential impacts to emergency services and utilities, and proposed measures to avoid and minimize impacts to services. Please see Table N-1 for the response to **Common Comment "UES-1, Emergency access."**

**Susan Hayes\_A**  
**page 1 of 2**

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IND\_HaySus\_A

1           SUSAN HAYES: I'm Susan Hayes. I own a  
2 business here in town. I've lived here for 38 years,  
3 and I own a property, which is in the thousand-yard or  
4 feet parameter, which I just found out today. I just  
5 realized that when I looked at the map over there.  
6 That's a 125-year-old house. I really like the windows  
7 in that house. I want to keep the windows in there. We  
8 have three families who live in that home. I heard two  
9 comments in regards to nighttime noise.

10           That was the question I had for the group, and  
11 I don't need to take it right now, but I think that's a  
12 question that we should all ask. What are the time  
1 13 parameters on this? There were multiple references to  
14 that. As a business owner in town, by the time this  
15 project starts, I'll probably be retired, but that  
16 doesn't mean I don't understand the impact of it and I'm  
17 not concerned about the impact of it.

18           When the Giacomini property was -- and that  
19 was a project at the Giacomini wetlands that we all  
20 wanted, of course. If you didn't work on this end of  
2 21 town, you didn't realize the impact that that had. We  
22 had real goods damaged in our store at that time. The  
23 dusting was daily. The trucks were nonstop. The noise  
24 level was very high.

25           If you live in Inverness, maybe you didn't

Susan Hayes\_A  
page 2 of 2

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1 hear any of that and a lot of places in town, you  
2 wouldn't have either, but it impacted the properties  
3 down under this town very, very much, and I'll keep it  
4 brief, but I do want this concern for safety.

5 On -- if it's truly -- if the bridge is truly

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6 dangerous now, I'm wondering why is there not a weight  
7 limit sign on it today? If that's a true concern, it  
8 should be there. I walk on the bridge, and I ride my  
9 bike probably more than most people. I've never had any  
10 problem crossing that bridge, crossing that street. I  
11 feel comfortable on my bike because I can. I don't

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12 think generally there is much concern for pedestrians or  
13 bicyclists in this area. And it's a proven fact that  
14 the wider the road is the faster the traffic is. The  
15 largest problem at that intersection is speed. Thank  
16 you.

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## **Response to Susan Hayes\_A**

### **Response to Comment 1: Time parameters**

Caltrans notes the commenter's question regarding time parameters for the project. The tentative construction start date is early 2021. Please see Section 1.4 of the Final EIR/EA for more information on the construction schedule.

### **Response to Comment 2: Impacts from dust and noise**

Caltrans notes the commenter's concern regarding dust and noise construction impacts. Under the accelerated bridge construction alternatives, construction would result in impacts from noise, dust, and short-term detours that would affect all businesses in the bridge vicinity. Please see the analyses and measures to avoid, minimize and mitigate dust and noise in Sections 2.2.6, Air Quality, and 2.2.7, Noise of the Final EIR/EA. Traffic analyses are provided in Section 2.1.5 of the Final EIR/EA. Also please see Table N-1 in the introduction to this appendix for the response to **Common Comment "NOI-1, Noise impacts."**

### **Response to Comment 3: Bridge capacity and signs**

Caltrans notes the commenter's question regarding why there is not a weight limit sign on the bridge today. The existing bridge can support all legal trucks. However, while the bridge has been deemed acceptable for legal live loads, it was not designed to current design standards, including the AASHTO design vehicle and California permit loads. Please see Table N-1 for the responses to **Common Comment "PN-2, Live load limits."**

### **Response to Comment 4: Traffic safety**

Caltrans notes the commenter's concern regarding wider roads and traffic speeds. Caltrans is responsible for providing safe mobility on state routes. Please see Table N-1 for the response to **Common Comment "TSP-2, Safety hazard."**

David Whitney\_C  
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IND\_WhitDavi\_C

1 JODI KETELSEN: Next speaker.

2 DAVID WHITNEY: David Whitney, Inverness. My  
3 name is David Whitney, and I am a certified sound  
4 engineer and a certified recording engineer, so I know  
5 something about sound direction and sound redirection.  
6 Hanging a 20-foot tall blanket, creating a sound wall in  
7 front of the vet clinic, you know, it'll help a little  
8 bit. Offering to replace the windows -- you know, the  
9 50-year-old windows in that clinic with double-pane  
10 windows. It's a very generous offer. It's not going to  
11 do much. Okay?

12 Hanging a 20-foot tall blanket or a sound wall  
13 in front of the clinic is going to make the clinic  
14 invisible. Right? Once again it's just another danger.  
15 So your intention -- I feel your intention is we're  
16 going to do everything we can to minimize the noise.  
17 You can only do so much. People with a sick animal do  
18 not want to bring that animal to a functioning,  
19 high-volume construction zone. They don't, and they  
20 won't.

21 So, unfortunately, although, your intentions  
22 are good, it's completely irrelevant to the outcome of  
23 the situation for Pt. Reyes Animal Hospital. Two years  
24 ago, in this very room, an employee of Caltrans said to  
25 my wife, "You have absolutely no idea, no concept of how

**David Whitney\_C**

**page 2 of 2**

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1 loud this construction zone is going to be."

2 Thank you.

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## **Response to David Whitney\_C**

### **Response to Comment 1: Noise impacts on the animal hospital**

Caltrans notes the commenter's request for additional information regarding noise mitigation measures to attenuate construction noise on the animal hospital. Caltrans acknowledges that the animal hospital will be near a major construction zone during construction. Recognizing this construction impact, Caltrans has identified Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative. Construction of this alternative would be completed within 1 year, with the majority of the construction occurring within 5 months, and includes a 2- to 3-week bridge closure. This alternative was identified to minimize bridge closure and other potential impacts to the local community.

Caltrans has continued efforts to refine the staging areas to further reduce and minimize construction areas and noise impacts on adjacent properties, as much as feasible, based on concerns related to the animal hospital. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "NOI-1, Noise impacts."**

### **Response to Comment 2: Protect the animal hospital, noise impacts**

Caltrans notes the commenter's concerns regarding the animal hospital. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Please see Table N-1 for the response to **Common Comment "CIA-1, Protect the animal hospital,"** as well as revised Mitigation Measure NOISE-A in Section 2.2.7 in the Final EIR/EA.

**Pamela Bridges\_B**  
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IND\_BridgePame\_B

1 JODI KETELSEN: Okay. Who else would like to  
2 come and say --

3 PAMELA BRIDGES: I just would like -- I'm  
4 1 sorry. My name is Pamela Bridges. Yes or no -- is the  
5 no-build an option?

6 WAJAHAT NYAZ: Yes, it is.

7 PAMELA BRIDGES: Yes, it is. So every slide  
8 we've seen in all these semantics have never shown  
9 no-build. So you're saying now that when we do  
10 comments, no-build is an option?

11 WAJAHAT NYAZ: With existing conditions. It's  
12 in the document.

13 PAMELA BRIDGES: Okay. Thank you.

14 JODI KETELSEN: Anybody else?

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## **Response to Pamela Bridges\_B**

### **Response to Comment 1: No-Build Alternative**

Caltrans notes the commenter's inquiry of whether the No-Build Alternative is an option. As noted in the response to this question provided at the meeting, the No-Build Alternative is an option that was evaluated in the EIR/EA; however, it does not meet the purpose and need of the project. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018) posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," and "ALT-2, Describe the no-build scenario."

**Eden Clearbrook\_B**  
**page 1 of 2**

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IND\_CleaEden\_B

1 EDEN CLEARBROOK: Eden Clearbrook from  
2 Inverness, Pt. Reyes. Is the no-build option similar to  
3 the retrofit option? Because I'm totally confused now.

4 WAJAHAT NYAZ: No-build means no work.

5 EDEN CLEARBROOK: No work? So we do nothing  
6 even though we see that the pillars are weak, they're  
7 cracked. Some work. The caps are the way they are.  
8 There's a lot of rust. I wonder how wise it is then for  
9 us to consider no-build. I go on the bridge two or four  
10 times a day, and I sometimes walk across the bridge.  
11 For years, I ride my bike. I have a business in town  
12 that I had for 20 years that I love. I totally  
13 appreciate it. I don't want your business to go down.  
14 It is a hospital. It creates a very important service  
15 for the entire area of West Marin and beyond, like my  
16 business does.

17 But are we wise? Are we wise to want a  
18 no-build? Are we wise? Truly, are we really -- are we  
19 thinking deeply, deeply, deeply as a community really  
20 taking into considerations Mary's business, my business,  
21 everybody else's business, our lives, our children's  
22 lives for the next 58 years? How deep are we going with  
23 our decisions? And I just want to leave us with that,  
24 and I appreciate the work that Caltrans has been doing  
25 with our working group, and they have been willing to

**Eden Clearbrook\_B**  
**page 2 of 2**

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1 work with us and to hear us. Have we all really  
2 discussed this enough just privately as community  
3 members here to really come out and say, yes, we feel  
4 totally sure that we want a no-build?

5 (People in audience shouting "Yes.")

6 EDEN CLEARBROOK: We do? The people here feel  
7 that?

8 (People in audience shouting "Yes.")

9 JODI KETELSEN: Okay. Two minutes. Thank you  
10 very much.

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## **Response to Eden Clearbrook\_B**

### **Response to Comment 1: Is the No-Build Alternative similar to the Retrofit Alternative?**

Caltrans notes the commenter's question about the nature of the No-Build Alternative. As noted at the June 15, 2017, public meeting (and as described in the EIR/EA), under the No-Build Alternative the existing bridge would continue to operate as is; the bridge would continue to deteriorate and would likely fail during a strong seismic event, and there would be no action to improve the safety and seismic design of the existing bridge. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

**Bob Johnston\_B**  
**page 1 of 2**

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IND\_JohnBob\_B

1 BOB JOHNSTON: Bob Johnston. Good question,  
2 Clear, and the answer is because they have not  
3 produced -- developed another alternative fairly. They  
4 have not told us what they could do in the way of  
5 inexpensive alternatives with the existing bridge  
1 6 because it's not no-build or retrofit. It's no-build.  
7 It's minor retrofit. It's somewhat significant  
8 retrofit. It's pretty good retrofit, and it's complete  
9 retrofit. They have not presented us a spectrum of  
10 alternatives that have the minimum adverse social  
11 impacts on the vet hospital and on the whole town.  
12 Okay?

13 And I'm pretty sure that Jodi misspoke as did  
14 the staff here that no-action alternative is no longer  
2 15 an alternative and it has been rejected in the draft  
16 EIR. Okay? So that is the status, and they did that --  
17 well, I don't want to go into the whole  
18 citizen/committee rant, but they have four citizens and  
19 eight agency people voting. Okay? That's not ethical,  
3 20 in my opinion, what they did. And so if they would  
21 delay the process, redo the draft of the EIR, and do  
22 some reasonable analysis of a range of no-build  
23 alternatives -- for example, as somebody mentioned there  
24 is no load limit on the bridge right now.

4 25 Their documents say -- I may have the numbers

**Bob Johnston\_B**  
**page 2 of 2**

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1 wrong, but they're approximately right -- the bridge was  
2 built for 24-ton trucks. Trucks are now 36 tons, the  
3 biggest trucks. It appears as though they got the  
4 36-ton trucks on that bridge. That makes no sense to me  
5 whatsoever.

6 So what I'd like to hear right now from the  
7 seismic staff person is can't you just degrade the  
8 bridge right now? Go for another 10 years and then  
5 9 degrade the bridge and then make the big trucks go all  
10 nine miles. Right? Very few trucks have had to make  
11 that turn. There are a few large trucks going  
12 north/south on Highway 1. Most of them go east and  
13 west.

14 UNKNOWN SPEAKER: Are you going to address  
15 that?

16 JODI KETELSEN: Yes. As a matter of fact --  
17 thank you very much. I feel like this is something  
18 that -- he's coming up -- and we would like to have an  
19 opportunity to address this.

20 Wajahat.  
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## **Response to Bob Johnston\_B**

### **Response to Comment 1: Consider a spectrum of alternatives including no-build and retrofit**

Caltrans notes the commenter's questions regarding the types of alternatives evaluated. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including the No-Build Alternative and a Retrofit Alternative, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018) posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-3, Definition of a true retrofit," "ALT-4, Full range of alternatives,"** and **"ALT-8, Criteria for new bridge"** for more information on the Retrofit Alternative and a description of what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria.

### **Response to Comment 2: Consider the No-Build Alternative**

Caltrans notes the commenter's statement regarding the No-Build Alternative. Caltrans considered the No-Build Alternative as part of a full and reasonable range of alternatives, which are described in the EIR/EA, Chapter 1. Ultimately, Caltrans did not select the No-Build Alternative because it does not meet the purpose and need of the project. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario,"** which provide information supporting Caltrans' decision regarding the No-Build Alternative.

### **Response to Comment 3: Delay the EIR process and consider a full range of no-build alternatives**

Please see the responses to Comments 1 and 2, above. Regarding the identification of a group of community liaisons, the members of the Stakeholder Working Group (SWG) were identified with assistance from the West Marin Supervisor's office (Steve Kinsey), which collected information from those most active and engaged in the community, with the criteria that they live and/or work in the region, are active participants in local community organizations, and can represent and communicate with larger portions of the community. In addition, after every SWG meeting, Caltrans provided a newsletter to all local residents by using a U.S. Post Office Every Door Direct Mail method to provide "blanket" coverage of residents in the region, as well as to people who had provided their mailing address to Caltrans to stay informed on this project. These newsletters reporting on the status and findings of the SWG were also posted on the project website for convenient access, as were the SWG meeting minutes. The process and outcomes of each meeting were readily available and accessible. The public was encouraged to participate through the articles in the newsletters, as well as by the representatives themselves, who solicited input into the process. However, the SWG and public input are only two sources of input received on the range of bridge alternatives. The Caltrans Project Development Team, a multidisciplinary team of professional experts, is tasked with balancing technical engineering with public input and environmental analyses to decide which alternatives are carried forward for further review.

### **Response to Comment 4: Live load on the bridge**

Caltrans notes the commenter's question about whether the existing bridge has the capacity to handle current traffic (legal live loads). The existing bridge can support all legal trucks. However, while the bridge has been deemed acceptable for legal live loads, it was not designed to current design standards, including the AASHTO design vehicle and California permit loads. Please see

Table N-1 for the response to **Common Comment “PN-1, Project need is too narrow”** and **“PN-2, Live load limits.”**

While the capacity of the Lagunitas Creek Bridge will not be increased—either in width, number of lanes, or carrying capacity for higher loads than present—the bridge is still deficient in meeting current seismic and safety standards. Please see Table N-1 for the response to **Common Comment “PN-1, Project need is too narrow.”**

**Response to Comment 5: Degrade the existing bridge, post detour for large trucks**

Please see the response to Comment 4 above. As noted, the existing bridge can support all legal trucks. Degrading the live loads and posting weight limits on the existing bridge would not meet the purpose and need of the project.



**Kathleen Dorinson\_C**  
**page 1 of 3**

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IND\_DorCat\_C

1 KATHLEEN DORINSON: Before you go sit down,  
2 because people are talking about a no-build option, and  
3 my question to you is: In the event of this earthquake,  
4 whenever it happens --

5 UNKNOWN SPEAKER: If.

6 KATHLEEN DORINSON: Not if. It's going to  
7 happen. It might be 300 years, who knows, but it's  
8 going to -- we live in an earthquake zone, so not if.  
9 When the earthquake happens, then what? The bridge is  
10 not drivable. It's either fallen down or it's obviously  
11 unsafe. What is the process that this community has to  
12 go through for us to have a replacement bridge built?  
13 Because it's not going to be retrofitted at that point.  
14 It is going to have to be replaced.

15 So do we start this whole five-year process  
16 all over again? Are we in line -- if there are  
17 earthquakes that big, are we in line behind 20 or 30  
18 other bridges in the Bay Area? I know that Caltrans is  
19 much more amenable and because there's a million people  
20 living over the hill and there's only us. I'm sorry.  
21 Peggy just said -- you know, there's not a lot of us out  
22 here. We do not have a lot of political weight compared  
23 to a million people over the hill.

24 So what happens to this community if we do  
25 lose that bridge? We're not driving around for three

**Kathleen Dorinson\_C**

**page 2 of 3**

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1 weeks when we know what the dates are. We'll be driving  
2 around for -- perhaps for years.

3 UNKNOWN SPEAKER: It's nine more miles.

4 KATHLEEN DORINSON: Only nine miles. It's  
5 only if you live on this side of the bridge. It's  
6 nothing for you to pick up your mail.

7 UNKNOWN SPEAKER: I live on the other side of  
8 the bridge.

9 KATHLEEN DORINSON: I'm sorry. I didn't  
10 interrupt any of you, please. Thank you.

11 So for the people who live in Inverness Park,  
12 they would have to come pick up their mail. But the  
13 people who live in Inverness and Inverness Park whose  
14 children go to West Marin school, driving around every  
15 day, and taking them to all their activities. I'm not  
16 talking for three weeks. I'm talking for what could  
17 possibly be years.

18 And if you're willing to do that and not  
19 consider the ramifications to this entire area we live  
20 in, it won't just be Mary suffering for six months of  
21 construction. It will be years of people having an  
22 emergency with their animal dying and trying to drive  
23 that extra nine miles around it to get to Mary's clinic  
24 and traffic. So do take that into consideration before  
25 you just quickly go no-build because I don't want to see

**Kathleen Dorinson\_C**  
**page 3 of 3**

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1 the change or whatever your reason is. Think of the  
2 whole community and the impact on all of us for years.  
3 Thank you.  
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## **Response to Kathleen Dorinson\_C**

### **Response to Comment 1: Process to rebuild bridge if an earthquake**

Caltrans acknowledges concern about earthquakes. Caltrans has considered the process that could occur if the bridge were damaged during an earthquake. For a nearby example of an emergency replacement please see Table N-1 in the introduction to this appendix for the response to **Common Comment “ALT-2, Describe the no-build scenario.”**

**Karen Gray\_A**  
**page 1 of 2**

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IND\_GrayKar\_A

1

1 KAREN GRAY: Karen Gray from Pt. Reyes  
2 station. I left for a little bit, but I believe when I  
3 came back in I heard Jodi and others assure the  
4 community that, yes, in fact the no-build alternative  
5 will be included.

2

6 JODI KETELSEN: It has been reviewed into the  
7 document, and it is an alternative.

8 KAREN GRAY: Okay. And so in completing that  
9 review, will Caltrans assure this community that you  
10 will consider, one, posting weight limits for vehicles  
11 on the bridge, which has not been done, and  
12 incorporating Bob Johnston's recommendation that we have  
13 seismic lights. That our alarm lights that go off  
14 automatically at both ends of the bridge so people  
15 either evacuate the bridge or stop if they're in danger  
16 crossing the bridge. I want the commitment that you  
17 will pursue those two options in the no-build.

18 JODI KETELSEN: Stefan, are you -- no. I'm  
19 sorry. So the no-build -- in terms of the lights, those  
20 are details that can be accommodated through maintenance  
21 or through minor actions, but a no-build means we're not  
22 doing any of that. We would go back to routine  
23 maintenance. However, the -- and the lights are  
24 something that's not -- again, I need to emphasize that  
25 under CEQA we first determine the need and not the

**Karen Gray\_A**  
**page 2 of 2**

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1     purpose, and that is a seismically stable crossing.

2                 And so lights maybe prevent a life or two, but  
3     the plan we're trying to create -- maintain a vital  
4     linkage. We have an essential facility that everybody  
5     uses. Everybody has told me that they have used it, and  
6     we're trying to make sure that that can be into the  
7     future, not 20 years, not 40 years. 90 years.

8                 This is something that will take an  
9     adjustment. Any type of change is an adjustment, so I'm  
10    not trying to advocate for any of the alternatives. I  
11    just want to put that out there, but I'm just trying to  
12    say that there's a purpose of the project and that --  
13    based on that purpose, that's how we develop a range and  
14    alternatives. Seismically stable crossing, so that's --

15                Who else would like to speak?

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## **Response to Karen Gray\_A**

### **Response to Comment 1: Include the No-Build Alternative**

Caltrans notes the commenter's interest in including the No-Build Alternative in the EIR/EA. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018) posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. For more information on the No-Build Alternative, please see Section 1.3.1 of the Final EIR/EA. Please also see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative"** and **"ALT-2, Describe the no-build scenario."**

### **Response to Comment 2: Weight limits and seismic lights**

Caltrans notes the commenters request to include posting weight limits for vehicles on the bridge and to incorporate seismic lights into the No-Build Alternative. Neither of these features was included in the EIR/EA because they do not meet the purpose and need for the project. The existing bridge can support all legal trucks. However, while the bridge has been deemed acceptable for legal live loads, it was not designed to current design standards, including the AASHTO design vehicle and California permit loads. Please see Table N-1 for the responses to **Common Comment "PN-1, Project need is too narrow," "PN-2, Live load limits,"** and **"ALT-6, Consider seismic safety flashing lights."**

**Bob Johnston\_C**  
**page 1 of 2**

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IND\_JohnBob\_C

1 BOB JOHNSTON: Bob Johnston. You're not going  
2 crazy. I spoke earlier.

1 3 Well, there are little bits and pieces of a  
4 proper risk analysis coming out in this meeting. To the  
5 person a couple of times ago that said there will be an  
6 earthquake -- yes, there will be an earthquake, the odds  
7 of a big one are quite small. It's a spectrum, and the  
8 smaller the earthquake, the higher the odds.

9 Then you have to ask yourself what percentage  
10 of a time when an earthquake hits at a random moment --  
11 what percentage of the minutes -- it takes about one  
12 minute for cars to clear the bridge. It takes about a  
13 quarter of a minute. What percentage of the 15-second  
14 periods and they have one or more automobiles on the  
15 bridge? You can figure that out yourself. 50, 60 --  
16 maybe 70 percent. Right? There are virtually none for  
17 about eight hours, and there are very few at other  
18 times. So you can figure it out. You can stand there  
19 and randomly go look at the bridge, but it's not all the  
20 time. There are not cars on the bridge all the time.

21 So if you're trying to save lives in the risk  
22 analysis, you will see that there's very little to be  
23 saved when you spend three or four or five million bucks  
24 on this bridge, and it's nice in a simple person's mind  
25 to say, "We're going to fix this bridge, and it's going



**Bob Johnston\_C**  
**page 2 of 2**

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1 to be great." That's not the proper analysis. The  
2 proper analysis is -- okay. If this bridge falls down,  
3 does that screw things up for people? Yes, if all the  
4 other bridges don't fall down, that's bad. But if any  
5 of the other bridges on Highway 1 fall down, then you  
6 don't get anything by fixing this bridge. Right? And I  
7 haven't looked at the age of all the bridges, but I'm  
8 sure some of them are pretty old. All right?

9 So this is not a responsible analysis of  
10 keeping Highway 1 open. Okay? I don't think it's a  
11 responsible analysis for saving lives. I don't think  
12 it's even a bridge they should be looking at this  
13 analysis. It should be saving lives. If you can save  
14 with a 10,000-dollar red light, why not do that? And  
15 the answer is because Caltrans builds bridges. Right?

16 And they tend to do analysis of building  
17 highways and bridges, and it's not a proper  
18 environmental impact analysis to narrow your statement  
19 and purpose and need, the things that you do as an  
20 agency. It is not legal. Okay? And so I've heard a  
21 lot of good Q and A in this meeting tonight, and I do  
22 hope they look at a broader range of alternatives.

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## **Response Bob Johnston\_C**

### **Response to Comment 1: Earthquake risk unlikely**

Caltrans notes the commenter's statement about earthquakes. Caltrans is responsible for providing safe mobility on state routes and in doing so, must meet current seismic requirements. Please see the responses to **Common Comments "ALT-8, Criteria for a new bridge"** and **"GEO-1, Earthquake unlikely."**

### **Response to Comment 2: Proper approach to determine range of alternatives and cost effective alternatives**

Caltrans notes the commenter's desire for a greater range of alternatives. Costs have not influenced the development nor decision process of which alternatives to bring forward for further review. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018) posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. A red flashing light would not meet the project purpose and need. See Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-4, Full range of alternatives," "ALT-6, Consider seismic safety flashing lights"** and **"GEN-1, Wasting money."**

### **Response to Comment 3: Purpose and need of the project to meet seismic standards**

Caltrans notes this comment and opinion. Please see Table N-1 for the responses to **Common Comments "PN-1, Project need is too narrow"** and **"ALT-8, Criteria for a new bridge."** See response to comment 3 for the range of alternatives.

**Dale Curtis\_A**  
**page 1 of 2**

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IND\_CurtDale\_A

1 JODI KETELSEN: Is there anybody else that  
2 would like to speak? We're reaching 9:00, which is  
3 later than we intended, but I said we're committed to  
4 listening to everybody's.

5 And you're coming up?

6 DALE CURTIS: My name is Dale Curtis, in  
7 Inverness, and I'm starting to listen to my common  
8 sense. These people have given their summon and I think  
9 they've begun to convince me and that's because I've  
10 lived in California all my life. And I can remember  
11 earthquake after earthquake after earthquake, and it  
12 seems to me -- wasn't it 1988, the bridge across the Bay  
13 fell down and how many people were crushed on the  
14 Oakland freeway? And these things do happen, so it's  
15 not like it's something that's going to just disappear  
16 because we wish it away. It seems to me the bridge  
17 should be replaced. 1988. '88 is an impressive number.  
18 The bridge is 88 years old. I'm approaching that age,  
19 and I know I'm not going to be standing much longer.

20 If an earthquake comes, if liquefaction comes,  
21 that bridge is going to go down. And when it goes down,  
22 it's going to isolate huge numbers of people. Some of  
23 them will die because they're isolated. So common sense  
24 tells me that that bridge needs to be replaced, but I  
25 also think that Caltrans needs to accommodate this lady

**Dale Curtis\_A**  
**page 2 of 2**

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1 and her business.

2 I think you still need to move her to a  
3 location where she can do her business and put her back  
4 in a place at the end of that time and think of all the  
5 parking you guys would get if you didn't have to worry  
6 about insulating that building and putting up walls and  
7 stuff. Make her happy and build the damn bridge and  
8 stop thinking it's going to go away, folks. Earthquakes  
9 are coming. We're going to get smashed.

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## **Response to Dale Curtis\_A**

### **Response to Comment 1: Support bridge replacement**

Caltrans notes the commenter's support for replacing the bridge. Caltrans has identified Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative.

### **Response to Comment 2: Support bridge replacement, impending earthquake**

Caltrans acknowledges the commenter's statements about seismic-induced effects that could compromise the existing bridge. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "GEO-1, Earthquake unlikely."**

### **Response to Comment 3: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comment "CIA-1, Protect the animal hospital," "CIA-2, Community impacts,"** and **"CST-6, Consolidate staging,"** which describes refinements made to the staging area and temporary utility relocation area on the animal hospital property.

**Peter Gradjausky\_B**  
**page 1 of 4**

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IND\_GradPete\_B

1 JODI KETELSEN: Okay. Any other people that  
2 would like to speak today?

3 PETER GRADJAUSKY: I will just point out that  
4 one question was not -- this is Peter Gradjausky. One  
1 5 question was not answered. What about water rise? What  
6 about --

7 WAJAHAT NYAZ: Sea level rise?

8 PETER GRADJAUSKY: Yeah, sea level rise.

9 WAJAHAT NYAZ: So we did a -- we did --

2 10 PETER GRADJAUSKY: Is the new bridge any  
11 higher than the old one?

12 WAJAHAT NYAZ: No, it's not, but we had a --  
13 an engineer -- hydraulics engineer look into the sea  
14 level rise issue, and they did modeling and analysis and  
15 they determined that sea level rises haven't been  
16 impacted on this bridge.

17 JODI KETELSEN: I can elaborate on that? Can  
18 I offer a little bit of an elaboration?

19 So let me elaborate on that. I know that  
20 people have had experience with flooding in this area,  
21 so let me explain. This is -- one of the virtues of  
22 having a stakeholder working group is that you can  
23 unravel and really talk about all these details, and  
24 it's really hard to do all this in a big group because  
25 not everybody can attend, and so we're always getting

**Peter Gradjausky\_B**  
**page 2 of 4**

55

1 pieces of people. So I just want to let you know that  
2 we really try just to put information into the  
3 newsletters so that everybody could have marched with us  
4 through that process.

5           So the point is sea level rise. So sea level  
6 will rise two or three inches at a normal flow, right,  
7 three to four inches. When we have a flood event, what  
8 happens is you're having floods really from the hills.  
9 Okay? And you have pinch points at -- east of this  
10 bridge and those -- that overflow happens before it gets  
11 to the bridge. When you get that kind of flow coming  
12 down, the sea level rise is a minuscule difference and  
13 that's because the sea level rise, what you experience  
14 is really from the sea, not from the flood of the rain  
15 and the run-off.

16           And so what we've found was that there was  
17 less than an eighth to an quarter-inch difference for  
18 the sea level rise. So let's just say -- and because  
19 there is quite a lot of freeboard. Freeboard is the  
20 term from the bottom of the socket to the normal  
21 water -- normal high water, and there is quite a bit of  
22 freeboard right now for normal sea level days. Normal  
23 sea level rise over the next 30, 40 years. I'm sorry.  
24 We said -- actually, I'm sorry. We used 50 years.

25           Okay. So I'm just letting you know that a

**Peter Gradjausky\_B**  
**page 3 of 4**

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1 flood event does occur in this community regardless of  
2 this bridge. And so had we decided to put the bridge  
3 very high to accommodate the whole flood, it would still  
4 flood east of that bridge. So what we found, again,  
5 getting to the minimizing the environmental impact and  
6 economic impacts and all that, was that had we raised  
7 the bridge for the flood, we would still have to do  
8 other improvements east upstream, and that goes outside  
9 of the Caltrans jurisdiction. So that's another entity  
10 that would have to take care of that.

11           Also, had they -- let's just say we all  
12 coordinated and the world was perfect and that happened  
13 and we raised this bridge, we would have to raise the  
14 entire Highway 1 because it already is flooding. So you  
15 actually could today be more -- less likely be flooded  
16 if you're standing on the bridge than you're standing on  
17 Highway 1. And that will be a lot of property impacts.  
18 Right?

19           When we raised the road -- I don't know what  
20 the exact number is and that means the driveways would  
21 be higher. That means we would have to encroach on more  
22 property. We would have to put retaining walls for  
23 miles. So thank you for pointing it out, and I  
24 appreciate that you want the answer, and I promise you  
25 that that list of issues that we got, that scoping we



**Peter Gradjausky\_B**  
**page 4 of 4**

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1    have and we have all this information that will help you  
2    go through it.  It will be in the Caltrans document.

3                    So do we have one more comment?

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## **Response to Peter Gradjausky\_B**

### **Response to Comment 1: Sea level rise**

Caltrans has conducted model analyses to understand the range of the flood events for year 2050 and year 2100, including the increases attributable to projected sea level rise (SLR). As noted in Section 2.2.2.1 of the Final EIR/EA, the Federal Emergency Management Agency-projected downstream elevation at the mouth of Lagunitas Creek during a 100-year event, including SLR, would be 11.06 feet in year 2050 and 14.47 feet in year 2100. Currently, the soffit of the Lagunitas Creek Bridge (i.e., the underside of the bridge) is located at elevation 17.5 feet. Therefore, the bridge can currently convey projected surface elevations that include the effects of SLR and 100-year event flows. The mouth of Lagunitas Creek, at Tomales Bay, was used in the hydraulic model as the downstream controlling water surface elevation. The Sea Level Rise Memo and Sea Level Rise Impact Study completed for the project are on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>).

However, Section 2.2.1.3 of the Final EIR/EA was updated to reflect that Caltrans and Marin County have discussed the need to include potential climate adaptation measures in new infrastructure projects, such as the bridge. Both recognize that while increasing the height of the bridge above its current level is not necessary at the present time, having the flexibility to raise the bridge in the future may be part of the solution in conjunction with future Marin County infrastructure efforts. Caltrans has agreed to consider designing the Lagunitas Creek Bridge substructure to support raising the bridge in the future as part of a suite of strategies for climate adaptation.

As described in Section 2.2.1, Hydrology and Floodplain, of the Final EIR/EA, flooding occurs east (upstream) of the bridge and is not attributed to the bridge.

### **Response to Comment 2: Height of new bridge**

In the context of the sea level rise issue mentioned above, the answer to whether the new bridge is higher than the old one is that the new bridge bottom chord would be the same elevation as that of the current bridge. Please see the response to Comment 1 above as well as Section 1.3.2.6 in the Final EIR/EA for more information.

Unknown Speaker\_A  
page 1 of 1

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IND\_SpeaUnk\_A

1 UNKNOWN SPEAKER: I want to comment on the sea  
2 level rise. The reason they say that it only amounts to  
3 a couple of inches is because they're looking downstream  
4 of the bridge, and the bridge acts as a -- as a --  
5 weir -- not a weir, but a nozzle. So upstream of the  
6 bridge, the water would rise about six or seven feet  
7 according to their models, so that has to go somewhere.  
8 If they don't raise the bridge, the new bridge will keep  
9 the old bridge at the existing soft elevation, they're  
10 going to need to find some overflow pathways. It would  
11 probably flood their Highway 1 in other places north and  
12 south.

13 Up by the propane tanks, the water almost  
14 flooded over the highway there, but they need to make  
15 these design pathways for the overflow because they've  
16 got these two collars on their side, north and south,  
17 that just aren't adequate. So something has to be done  
18 to accommodate this extra water that's going to be built  
19 up behind the bridge. So downstream of the bridge,  
20 maybe it doesn't make any difference because the bridge  
21 is like a nozzle. Just don't let more water pass than  
22 it can, so Caltrans needs to look at these overflow  
23 pathways, so it doesn't just wipe out the veterinary  
24 clinic when it closes.

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## **Response to Unknown Speaker\_A**

### **Response to Comment 1: Sea level rise and water flow/overflow pathways**

Caltrans appreciates the speaker's comments regarding this project. Caltrans has conducted model analyses to understand the range of the flood events through 2035 including the increases attributable to projected sea level rise. As described in Section 2.2.1, Hydrology and Floodplain, of the EIR/EA, the freeboard (i.e., space between the bottom chord of the bridge and the water surface elevation) that currently exists is ample to pass the rising waters from projected sea level rise. All Build Alternatives would maintain this freeboard. This area is known to flood and will continue to do so with sea level rising projections. However, during flood events, the change in water elevation due to sea level rise is barely measurable relative to the flood event. Flooding occurs east (upstream) of the bridge and is not attributed to the bridge. These flood events overtop many portions of SR 1 are overtopped. Caltrans investigated the possibility of raising the bridge more and found that several miles of SR 1 would also have to be raised to accommodate flood events with or without sea level rise projections. This would enlarge the project beyond available resources. In addition, raising the bridge and roadway would also raise the access driveways for many adjacent properties, causing property impacts to many parcels. Raising the roadway would also raise the barrier for floodwaters to pass and thereby would result in floodwaters remaining for longer periods on private properties.

**Roger Fleck\_A**  
**page 1 of 2**

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IND\_FleRog\_A

1 JODI KETELSEN: Thank you.

2 Okay. Karen?

3 KAREN GRAY: No. I didn't want to speak. I  
4 wanted to close the meeting.

5 JODI KETELSEN: I would love it, but that  
6 doesn't mean -- okay, one more.

7 ROGER FLECK: My name is Roger Fleck,  
8 F-L-E-C-K. I live in Nicasio. When I came in here, I  
9 guess I had this real strong feeling like it ain't  
10 broke, don't fix it. Let's -- let's keep the bridge. I  
11 mean let's just ignore the problem, and the more I keep  
12 hearing this, I think the failure of that bridge, I'm  
13 starting to move in the direction of several of the  
14 people, so failure of that bridge is pretty significant.  
15 It would affect all our lives. And even when we're  
16 talking about the water level rise, that's another event  
17 that could take the bridge out, not just an earthquake.  
18 Because as one gentleman pointed out -- and as this  
19 photograph even shows -- the water was four inches from  
20 the bottom of the bridge.

21 BOB JOHNSTON: It's been over the bridge.

22 UNKNOWN SPEAKER: Many times.

23 ROGER FLECK: And it could go over the bridge  
24 and it could take the bridge down, so it's not just an  
25 earthquake that could take it out. I think the really

**Roger Fleck\_A**  
**page 2 of 2**

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1 big issue here is Mary's business, and I don't see why  
2 Caltrans can't just make a real strong effort to put in  
3 writing some way that they'll move her business. I mean  
4 that seems like small potatoes in terms of costs. The  
5 cost of mitigating things like microphones, like testing  
6 for noise, seems like just a waste of time. Just make a  
7 commitment to move the business and then get on with  
8 building the right bridge and solve the problem. Thank  
9 you.

10 JODI KETELSEN: All righty. Thank you  
11 everybody. Everybody made great comments.

12 KEN LEVIN: I have a --

13 JODI KETELSEN: Oh, Levin. You're going for  
14 your fourth time here?

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## **Response to Roger Fleck\_A**

### **Response to Comment 1: Bridge failure**

Caltrans notes the commenter's revised opinion regarding the significance of bridge failure. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-2, Describe the no-build scenario."**

### **Response to Comment 2: Water level rise**

Caltrans appreciates the commenter's concern regarding flooding. Caltrans has conducted model analyses to understand the range of the flood events through 2100, including the increases attributable to projected sea level rise. As described in Section 2.2.1, Hydrology and Floodplain, of the EIR/EA, the freeboard (i.e., space between the bottom chord of the bridge and the water surface elevation) that currently exists is ample to pass the rising waters from projected sea level rise. All Build Alternatives would maintain this freeboard. This area is known to flood and will continue to do so with sea level rising projections. However, during flood events, the change in water elevation due to sea level rise is barely measurable relative to the flood event. Flooding occurs east (upstream) of the bridge and is not attributed to the bridge. These flood events overtop many portions of SR 1 are overtopped. Caltrans investigated the possibility of raising the bridge more and found that several miles of SR 1 would also have to be raised to accommodate flood events with or without sea level rise projections. This would enlarge the project beyond available resources. In addition, raising the bridge and roadway would also raise the access driveways for many adjacent properties, causing property impacts to many parcels. Raising the roadway would also raise the barrier for floodwaters to pass and thereby would result in floodwaters remaining for longer periods on private properties.

### **Response to Comment 3: Relocation of animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. No promises for relocating the business have been made. Caltrans will work with the animal hospital to minimize impacts, maintain access, and maintain open communication at all times. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital" and "CST-6, Consolidate staging."**

### **Response to Comment 4: Cost of mitigating noise**

Caltrans notes the commenter's opinion regarding noise mitigation. Please see Table N-1 for the response to **Common Comment "NOI-1, Noise impacts."**

**Ken Levin\_B**  
**page 1 of 2**

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IND\_LevKen\_B

1 KEN LEVIN: We're talking about the real issue  
2 here.

3 Ken Levin, L-E-V-I-N. I really think that the  
4 issue here is what's happening to our community. I  
5 think it's getting transformed into a place where we're  
6 trying to control the environment. We're trying to  
7 prevent natural things that might happen to us, and it's  
8 happening. We're trying to plan for things that we  
9 really don't know what's going to happen. I think we're  
10 going to have an earthquake. And I think if we have an  
11 earthquake beating us to knock down the green bridge,  
12 we're going to have a lot of little things happening to  
13 the green bridge. And then the broken bridge may or may  
14 not be the major problem we have to deal with.

15 I know it's inconvenient to have to drive  
16 another eight miles between Inverness and Pt. Reyes  
17 Station. I would do it. I would have to do it, anyway.  
18 What if we all lived further away from town, would we  
19 have -- would we have not moved here if town was a  
20 little bit further away? I don't think so. I think  
21 that the values that we have here go beyond convenience,  
22 and I think the threat that we're facing with having  
23 Caltrans come in and do their project in our town is  
24 going to transform the town beyond the year or so of  
25 noise and dust and disruption. I think the aspect of



**Ken Levin\_B**  
**page 2 of 2**

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1   that bridge is going to change. The aspect of the town  
2   is going to change. The speed by which people enter and  
3   leave the town is going to change. Our whole perception  
4   of the town that we live in, and I'm sad that that may  
5   happen.

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## **Response to Ken Levin\_B**

### **Response to Comment 1: Accept the consequences of an earthquake**

Caltrans notes the commenter's acceptance for the consequences of an earthquake. Caltrans is responsible for providing safe mobility on state routes, not merely for locals, but for commerce, tourism, emergency access, and other travelers. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

### **Response to Comment 2: Construction impacts on the community**

Caltrans acknowledges the commenter's concerns about construction impacts on the community, including dust, noise and traffic disturbance. Please review the Final EIR/EA Sections 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities; 2.2.6, Air Quality; and 2.2.7, Noise, which provide analyses of construction impacts and descriptions of best management practices, avoidance and minimization measures, and mitigation measures that have been incorporated into the project to reduce impacts from traffic, dust and noise and during construction. With the implementation of the measures set forth in Sections 2.1.5, 2.2.6, and 2.2.7, impacts of project construction would be reduced. Please see Table N-1 for the response to **Common Comment "CIA-2, Community impacts."**

**David Whitney\_D**  
**page 1 of 1**

64

IND\_WhitDavi\_D

1                   DAVID WHITNEY: David Whitney, Inverness. So  
2 going back to the question that was just asked over the  
3 statement can Caltrans just take care of Dr. Whitney,  
4 move her, whatever it takes -- she posed that question  
5 to Caltrans this morning on the phone and the answer was  
6 no. Caltrans cannot spend taxpayer's money to do that.  
7 Thank you.

8                   UNKNOWN SPEAKER: Can we have an answer to  
9 that question?

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## **Response to David Whitney\_D**

### **Response to Comment 1: Protect the animal hospital, noise impacts**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-1, Protect the animal hospital."**

**Kathleen Dorinson\_D**  
**page 1 of 1**

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IND\_DorCat\_D

1 KATHLEEN DORINSON: Thank you.

2 Ken, you brought up a really interesting point  
3 that I hadn't thought about. You said, well, if the  
4 green bridge goes down in an earthquake, we can just  
5 drive around. How many other bridges do we have to  
6 cross between here and all the way on that nine-mile  
7 road to get back to Pt. Reyes station? We got the  
8 Graffiti bridge. We got the Tocaloma bridge. These  
9 aren't just the little covert ones like you have on Levy  
10 Road that you don't even know you're driving across, but  
11 there's probably like seven or eight bridges for a lot  
12 of people to get across to get all the way around Pt.  
13 Reyes Station if the green bridge is down.

14 If the green bridge is down, how many of those  
15 are also going to be down in the event of a large  
16 earthquake event? We may not be able to drive anywhere.  
17 So I'm just putting that out there. I don't know what  
18 it means, but that was a brilliant point, Ken.

19 JODI KETELSEN: Bob?

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## **Response to Kathleen Dorinson\_D**

### **Response to Comment 1: How many bridges would go down during large earthquake event?**

Caltrans notes the commenter's inquiry regarding other bridges on the detour route that might go down during an earthquake. The Marin County records for these bridges do not provide enough current data to make this determination. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-2, Describe the no-build scenario."**

**Bob Johnston\_D**  
**page 1 of 2**

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IND\_JohnBob\_D

1 BOB JOHNSTON: I'm sorry. I didn't intend to  
2 speak, but when I hear people make statements that  
3 misrepresent the law and the legal system, I just have  
4 to speak up. Your best chance to stop a project in the  
5 State of California and in the United States is during  
6 the environmental impact analysis process. In some  
7 cases, it's your only way to stop the project. You do  
1 not have traction with most of the federal agencies that  
9 come afterwards in the later stages, and I'm not  
10 accusing anybody of acting in bad faith. I'm not  
11 accusing anybody as being incompetent. I think Caltrans  
12 has a work CEQA process, an environment impact decision  
13 process. Most agencies do. And tonight was a case  
14 study and what's wrong with that process. Okay?

15 And the right of way law is pretty lousy in  
16 California. If you don't touch the building, it's not  
17 of takings. So they can put out the noisiest thing on  
18 earth next to Mary's clinic, and as I understand the  
19 law, that is not of takings unless you go to court and  
20 that's not Caltrans' fault. That's just a law they  
21 operate under because there's so much hanky-panky in  
22 real estate and in government, so they have all these  
23 strict laws.

24 But your only chance to stop the project on  
25 this is to file a lawsuit within 30 days after the final

**Bob Johnston\_D**  
**page 2 of 2**

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1 impact statement is certified by the agency. And after  
2 that, all the stuff that's -- the last attorney talked  
3 about, and all the other agencies, they're there, are  
4 either impossible to get them to stop a project or very,  
5 very much more expensive on the order of 100,000 bucks  
6 instead of 20- or 30,000 bucks on the initial one. So  
7 that's why we're set up to make agencies tell us what's  
8 happening, to look at alternatives, and to give us one  
9 chance to stop a project that's not too difficult.

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## **Response to Bob Johnston\_D**

### **Response to Comment 1: Stop the project under CEQA**

Caltrans notes the commenter's preference to stop the project. Caltrans is responsible for providing safe mobility on state routes. Stopping the project or selecting the No-Build Alternative would be contrary to the project purpose and need to provide a safe, seismically stable crossing over Lagunitas Creek on SR 1 in Marin County.

While it is true that the public can file a claim against the Final EIR/EA during the 30-day statute of limitations, Caltrans will continue to work with the local community to address issues of concern during the permitting phase.

### **Response to Comment 2: Right-of-way laws are lousy under California regulations**

Caltrans notes the commenter's opinion.

### **Response to Comment 3: Stop the EIR process**

Please see the response to Comment 1 above.

**Nancy Hemmingway\_A**  
**page 1 of 1**

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IND\_HemmNanc\_A

1           NANCY HEMMINGWAY: My name is Nancy Hemingway,  
2   and I'm a disaster preparedness counsel, and the call  
3   center is located here in Pt. Reyes station. I live in  
4   Inverness. I contact with radio control once a month,  
5   and we -- our whole disaster preparedness for Inverness  
6   Park and those of us outside of Inverness are here in  
7   Pt. Reyes. If they cannot get to us, we are really in  
8   trouble.

9           We have people who have a medical situation  
10   that might need these services that are here, and I was  
11   in the '82 flood in Inverness. I lived in Inverness.  
12   In the First Valley, we were cut off for three days.  
13   Luckily, the disaster was localized out here in West  
14   Marin and then in parts down in southern parts of the  
15   coast.

16           If that had been a major earthquake, the  
17   services are going to be in the high populated areas,  
18   not here. We need an operating bridge. Please, let's  
19   consider this very, very seriously. We need that  
20   bridge. We have hundreds of thousands of visitors here  
21   and more people are coming.

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**Response to Nancy Hemmingway\_A**

**Response to Comment 1: Support Build Alternative**

Caltrans acknowledges the commenter's support for the Build Alternative. Caltrans has identified Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative.

**David Moser\_F**  
**page 1 of 1**

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IND\_MoseDavi\_F

1 JODI KETELSEN: Okay. I think we're nearing  
2 the end.

1 3 DAVID MOSER: Will your new slides and stuff  
4 be on the Web site?

5 JODI KETELSEN: Absolutely. Yes, we will. We  
6 will be posting the slides. We will be posting the  
7 record as soon as it's ready. We will have two separate  
8 stipends. We'll have the minutes for the Village  
9 Association and then where I did our presentation and  
10 then from there we'll have the public meeting and the  
11 official comment record. So those will be two records  
12 that we've been taking this evening, but I think we've  
13 heard from everybody.

14 Is there any last, last comments? No.  
15 Okay. We will be in contact with you, rest  
16 assured.

17 Thank you very, very much.

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19 (Whereupon, the meeting was closed  
20 at 9:22 p.m.)  
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## **Response to David Moser\_F**

### **Response to Comment 1: Posting of information from June 15, 2017, public meeting**

Caltrans posted on its website all the technical studies that it relied upon and referenced in the Draft EIR/EA, as well as the information presented at the June 15, 2017, public meeting. The project website is <http://www.dot.ca.gov/d4/lagunitascreekbridge/>.

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## Responses to Comments: Individuals

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Adess, Myn\_A  
page 1 of 1

IND\_AdesMyn\_A

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**From:** Myn Adess [REDACTED]  
**Sent:** Sunday, June 18, 2017 3:04 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Point Reyes Bridge

Dear CalTrans,

I live in Inverness and I support a no-bridge alternative to CalTrans's plan to replace what is known as the Green Bridge.

1 I refer you to the well-thought-out comments of Dave Moser, repeated here, for the underlying rationale, with which I completely concur. To the impacts that bridge construction would bring detailed here, I add the impact on emergency services during periods when the bridge is closed or single-lane, possibly slowing response times for emergency personnel to get to residents or visitors.

2 > --The Green Bridge is fine as is. The likelihood of a quake centered very close by that is actually large enough to collapse the bridge is very low. Caltrans "design earthquake" of 7.9 centered nearby is extremely unlikely. It is far more likely that any quakes we would actually experience in the coming decades won't be strong enough to collapse the bridge. If we have a quake that is large enough to collapse the bridge, we will all have far greater problems than the bridge, since there are other driving routes available.

3 > --At the speed limit of 35 mph, cars cross the bridge in 3-4 seconds. The likelihood of a car being on the bridge when it collapses is extremely remote. The "shake alert" red light system which Professor Johnston has spoken about would further reduce that small risk at very small cost.

> --Bikes and pedestrians and vehicles have co-existed on this short bridge just fine for the last many decades.

4 > --There appear to be less intrusive options for retrofitting the bridge sufficiently to reduce risks to an acceptable level. Caltrans should have identified and analyzed those, as the community as requested for two years. Since Caltrans has refused to do so, and only given the community the choice of complete replacement (which will cause enormous community and environmental impacts) vs. no action, I favor "no action" and "no build"

5 > --Caltrans should halt the environmental review process, and start over by engaging in a true and open collaboration with the community to identify actual risks, and then identify and evaluate the many alternatives available for reducing risk

6 > --The impacts of the proposed bridge replacement will be enormous. Multiple, extended (several months at a time) period of 1-way alternating traffic for at least one year will severely disrupt day to day life for local residents, and significantly affect businesses in the area which rely to a large degree on visitors, and those visitors will surely stay away once word gets about the horrific traffic delays, noise and visual pollution which this massive project will entail

7 > --The new bridge which Caltrans is likely to build (one of the full-span designs) will be horribly out of character for our small rural community. Since it will also be much wider with more separation for bikes and pedestrians, it is likely to result in much higher driving speeds, meaning an increased likelihood of accidents both on the bridge and on the approaches on both ends of the bridge.

Thank you for your consideration,

Myn Adess  
[REDACTED]



## **Response to Adess, Myn\_A**

### **Response to Comment 1: Emergency services and support the No-Build Alternative**

Caltrans shares the commenter's concern regarding maintaining emergency access during construction. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "UES-1, Emergency access."** And for further responses to Moser's letters, please refer to the Table of Contents to find the locations of Caltrans' responses to Mr. Moser's various comments; these include Moser, David\_A through Moser, David\_F under the May 10, 2017 Public Meeting and June 17, 2017 Public Meeting sections, as well as Moser, David\_G under the Individuals section. Regarding the commenter's preference for the No-Build Alternative, please see the response to Comment 4 below.

### **Response to Comment 2: Earthquake unlikely**

Caltrans acknowledges the commenter's statement regarding the earthquakes. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "GEO-1, Earthquake unlikely."**

### **Response to Comment 3: Earthquake warning lights**

Caltrans acknowledges the commenter's statement. The ShakeAlert system does not meet the purpose and need for the project. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-6, Consider seismic safety flashing lights."**

### **Response to Comment 4: Consider the a true retrofit alternative, support the No-Build Alternative**

Caltrans acknowledges the commenter's statement about other retrofit options and support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario,"** and **"ALT-3, Definition of a true retrofit"** for more information on the No-Build Alternative and the Retrofit Alternative.

### **Response to Comment 5: Collaborative process**

Caltrans notes the commenter's interest in open collaboration with the community in the development of project alternatives. Please see Chapter 4 of the EIR/EA, which describes how public and agency input have been integrated into project development, and please see Table N-1 for the response to **Common Comment "PUB-2, Public outreach process,"** which provides more detail on the multidisciplinary process.

There were many publicly influenced changes to the project, including the following:

- 1) Request for shorter construction period resulted in development of the ABC methods, which would have a construction duration of less than 1 year.
- 2) Concerns for business impact resulted in further reducing staging areas on private property.
- 3) Safe Routes to School led to expanding project to include: a) extending culvert, b) pedestrian crosswalk crossing at Sir Francis Drake Boulevard, and b) extending and widening the shoulder north towards Third Street.

- 4) Reducing the width of bridge where possible led to one sidewalk only on the west side of bridge. Concern over scale and safety resulted in further narrowing bridge to 11-foot lanes (not 12-foot) and 5-foot shoulders (not 8-foot), both of which require Caltrans to get approval for a design exception.
- 5) Flooding issues led to agreeing to consider design modifications that would allow the bridge to be raised in the future as a measure towards climate adaptation.
- 6) Request for more bridge investigations revealed worse corrosion than expected.

**Response to Comment 6: Construction community impacts**

Caltrans notes the commenter's concerns and is aware that construction results in short-term community impacts as part of maintaining a safe transportation system for all to use. Recognizing this construction impact, Caltrans has identified Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative. Construction of this alternative would be completed within 1 year, with the majority of the construction occurring within 5 months, and includes a 2- to 3-week bridge closure. This alternative was identified to minimize bridge closure and other potential impacts to the local community.

The EIR/EA describes measures to avoid, minimize, and, as necessary, mitigate these effects. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-2, Community impacts,"** and **"CST-2, Closure timing- don't impact tourist season."** Caltrans will minimize traffic impacts during construction with the implementation of the Construction Traffic Management Plan (see Project Feature TRANS-1, Construction Traffic Management Plan, in the Final EIR/EA). In the Final EIR/EA, see Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Please see Table N-1 for the response to **Common Comment "CST-5, Traffic impacts of construction,"** for more detail on how traffic would be managed to minimize congestion during construction.

**Response to Comment 7: Proposed bridge alternatives are out of character**

Caltrans acknowledges the commenter's concern about the size of the bridge. None of the Build Alternatives proposes expanding the capacity of SR 1 or of the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has identified Alternative 3a, the narrowest of all the proposed Build Alternatives, as the Preferred Alternative. Refer to Section 2.1.6 in the Final EIR/EA for a discussion of the potential impacts of this alternative.

Caltrans is responsible for providing safe mobility on state routes. Please see Table N-1 for the response to **Common Comment "TSP-2, Safety hazard."**

Ajay, Stephen\_A  
page 1 of 1

IND\_AjayStep\_A

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**From:** stephen ajay [REDACTED]  
**Sent:** Saturday, June 03, 2017 3:36 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Bridge project in Pt. Reyes Station

To Whom It May Concern:

I am all for keeping this bridge project (size and duration of construction) as **modest** as possible.

- 1 I appreciate that Caltrans will be providing a safe structure but it does greatly concern me that the animals boarding or being treated at the Veterinary clinic will be frightened for the entire building period. How will clients of Mary Whitney obtain treatment for their animals?
- 2 All businesses in the area will experience financial losses during the construction period and I am wondering how Caltrans plans to compensate them.

Thank you,

Stephen Ajay  
[REDACTED]

## Response to Ajay, Stephen\_A

### Response to Comment 1: Protect the animal hospital

Caltrans acknowledges the commenter's concern for the animals being treated at the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. The Preferred Alternative, Alternative 3a, would not eliminate access to the businesses and mitigation is provided for construction-related noise impacts. The Final EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Please see Table N-1 in the introduction to this appendix for the response to **Common Comments "CIA-1, Protect the animal hospital," and "NOI-1, Noise impacts."**

### Response to Comment 2: Economic impacts during construction

Caltrans acknowledges the commenter's concern about economic impacts. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. The Preferred Alternative is the least impactful Build Alternative in terms of duration of construction and temporary access easements on private property. It also minimizes traffic impacts and visual disturbance. As shown in Figure 1-16 in the Final EIR/EA, bridge closure during construction of the Preferred Alternative would occur during the low tourist season to minimize potential indirect impacts on the community.

Section 2.1.2.1 of the Final EIR/EA provides economic analysis and includes consideration of factors, such as traffic, noise, dust, and visual disturbance, that may influence the patronage to local businesses (and specifically the animal hospital). Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Because a quantitative economic impact to local businesses cannot be determined until after construction (and after obtaining financial data from businesses), the analysis included in Section 2.1.2.1 is qualitative in nature. This analysis meets the requirements of NEPA.

As noted in Chapter 3 of the Final EIR/EA, unlike NEPA, the focus of the analysis under CEQA shall be on the physical changes caused by the economic or social chain of cause and effect. Economic or social effects of a project shall not be treated as significant effects on the environment.

The EIR/EA describes measures to avoid, minimize, and, as necessary, mitigate these effects. Please see Table N-1 for the response to **Common Comment "CIA-2, Community impacts."**

**Algier, Martine\_A**  
**page 1 of 1**

IND\_AlgiMart\_A

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**From:** martine algier [REDACTED]  
**Sent:** Saturday, May 27, 2017 9:59 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** bridge options

to whom it may concern:

- 1 | The current option for the bridge is going to create such disruption for our precious animal hospital as well as for the merchants of Pt Reyes. Please stop this process and consider other options. We really do not need a
- 2 | "freeway size" bridge there. This is the countryside where we drive slowly ( we hope). To ruin our local vet, literally put her out of business would be a tragedy.

Urgently,

Martine Alger



NLP, CNVC Certified International Nonviolent Communication Trainer/Mediator - <http://cnvc.org>

"All conflict is an invitation to evolve." Dieted Combs

## **Response to Algier, Martine\_A**

### **Response to Comment 1: Disruption to the animal hospital and other merchants**

Caltrans notes the commenter's opposition to the Build Alternatives and support for consideration of other alternatives. Caltrans considered impacts to the animal hospital and other businesses. Please see Table N-1 in the introduction to this appendix for the response to **Common Comments "CIA-1, Protect the animal hospital," and "CIA-2, Community impacts."** Prior to preparation of the EIR/EA, Caltrans screened and evaluated numerous bridge alternatives. The evaluation is presented in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project's website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>).

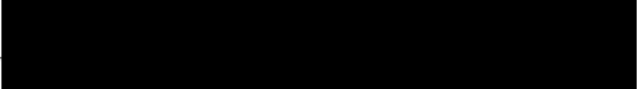
### **Response to Comment 2: Do not want a "freeway-size" bridge**

Caltrans notes the commenter's preference for maintaining the existing bridge width. Please see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."**

Algier, Martine\_B  
page 1 of 1

IND\_AlgiMart\_B

1 Please stop the project  
long enough to find a  
better option - one more  
in tune with our  
community's needs.

2 we do NOT need a  
"freeway size" bridge.  
we do need our pet/Animal  
hospital.  
Thank you!  
Martine Alger  


## **Response to Algier, Martine\_B**

### **Response to Comment 1: Find another option, but not a freeway-size bridge**

Caltrans notes the commenter's preference for maintaining the existing bridge width. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."**

### **Response to Comment 2: Animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Please see Table N-1 for the response to **Common Comment "CIA-1, Protect the animal hospital."**



Altschuler, Gail\_A  
page 1 of 1

IND\_AltsGail\_A

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**From:** Gail Altschuler [REDACTED]  
**Sent:** Saturday, June 24, 2017 6:00 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Point Reyes Green Bridge Project

1 | Dear Cal Trans Reps. As a long time resident of West Marin, I feel strongly about the needs to preserve the  
2 | beauty and culture of my home. The proposed rebuild is unacceptable for many reasons. The disruption to our  
community, the plan to commandeer Dr. Whitney's parking lot for construction, and the inappropriateness of  
the size and scale of the proposed bridge are the main points.

3 | I favor the "no-build" option with shake alert which I believe is more than adequate. Second choice would be a  
4 | sincere look at the retrofit option, requiring a complete evaluation of all seismic retrofit options for the Green  
Bridge.

Under no circumstances do I favor or support replacing the bridge as proposed. Thank you.

Sincerely,  
Gail Altschuler, MD

## **Response to Altschuler, Gail\_A**

### **Response to Comment 1: Community impacts**

Caltrans notes the commenter's concern regarding community impacts, including impacts to the animal hospital. Impacts to the community and the animal hospital were analyzed in the EIR/EA. Please also see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "CIA-2, Community impacts," and "CST-1, Minimize duration of construction."

### **Response to Comment 2: Protect the animal hospital, and size and scale of the proposed bridge**

Caltrans notes the commenter's opposition to the scale and size of the bridge types considered in the EIR/EA. Please see Table N-1 for the responses to **Common Comments** "ALT-7, Size of bridge and visual/aesthetic character," "CIA-1, Protect the animal hospital," and "CST-6, Consolidate staging."

### **Response to Comment 3: Support for No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Please see Table N-1 for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," "ALT-6, Consider seismic safety flashing lights," and "ALT-2, Describe the real no-build scenario."

### **Response to Comment 4: Support for the Retrofit Alternative**

Caltrans notes the commenter's support for a seismic retrofit. Please see Table N-1 for the responses to **Common Comments** "ALT-3, Definition of a true retrofit," to review Caltrans' thorough review of retrofit approaches.

Anderson, Jane\_A  
page 1 of 1

IND\_AndeJane\_A

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**From:** Jane Anderson [REDACTED]  
**Sent:** Tuesday, May 30, 2017 10:39 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge Project, MS-88

TO WHOM IT MAY CONCERN: CALTRANS

- 1 As a resident of the Pt. Reyes area and a client of the Pt. Reyes Animal Hospital, I'm distressed by the proposed work to be done on the bridge in Pt. Reyes. As I understand, the parking lot of the Pt. Reyes Animal Hospital will be taken over as a staging area for heavy equipment and access to the hospital will be cut off for a year or more. Those of us in the area deeply depend on that vet and with the current plan, they will be in danger of being shut down. We in the
- 2 community of Point Reyes also depend on that route remaining open. The effect on traffic and access to the town during those months or years of construction will be untenable.
- 3 Please consider the "No Build alternative" or a true seismic retrofit rather than your plan for an unnecessarily wide freeway-size bridge which will make the construction period much more bearable.

Thank you for your consideration,

Jane Anderson  
[REDACTED]

## Response to Anderson, Jane\_A

### Response to Comment 1: Animal hospital

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-1, Protect the animal hospital,"** for more about how the animal hospital was considered, and to **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots"** and **"CST-6, Consolidate staging,"** which provide more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

### Response to Comment 2: Traffic effects on the town during construction

Caltrans notes the commenter's concern regarding traffic during construction. The accelerated bridge construction (ABC) method which is part of the Preferred Alternative 3a, three-span, Concrete bridge, will minimize the duration of construction period and to allow use of the bridge for most of the construction period. The associated bridge closure must occur within the allowable in-water work window to avoid impacts to sensitive aquatic species, which is limited to the dry season (typically June 1 to October 15) or as allowed to meet permit conditions. Caltrans has determined with community input that the period following Labor Day would minimize the bridge closure conflicts with tourism. Caltrans will minimize traffic impacts during construction with the implementation of the Construction Traffic Management Plan (see Project Feature TRANS-1, Construction Traffic Management Plan, in the Final EIR/EA). During construction of the Preferred Alternative, at least one lane on the existing bridge would remain open for traffic flow until the 2- to 3-week closure during which the bridge would be replaced. Please see Table N-1 for the responses to **Common Comments "CST-1, Minimize duration of construction," "CST-2, Closure timing—don't impact tourism season,"** and **"CST-5, Traffic impacts of construction."**

### Response to Comment 3: Consider the No-Build Alternative or a true retrofit

Caltrans notes the commenter's preference for the No-Build Alternative or a retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers the interest of the community and the environment while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario,"** and **"ALT-3, Definition of a true retrofit."**

Anderson, Janica\_A  
page 1 of 1

IND\_AndeJanTed\_A

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**From:** Ted Anderson [REDACTED]  
**Sent:** Tuesday, May 23, 2017 12:06 PM  
**To:** Lagunitas Bridge@DOT <[lagunitasbridge@dot.ca.gov](mailto:lagunitasbridge@dot.ca.gov)>  
**Subject:** Green Bridge

Dear Sirs

1 We are clients of Dr Whitney at her Pt Reyes Animal Hospital for years. She is an exceptional, caring vet, doing a great service to her community and we do not want to loose her. We do not want her and her family ruined financially. It criminal to think you will just use her parking lot and destroy her business. Please do not do this.

Janica Anderson

## **Response to Anderson, Janica\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concerns for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Caltrans will maintain access to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CST-6, Consolidate Staging."**

Anderson, Karen\_A  
page 1 of 1

IND AndeKare A

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**From:** Karen Anderson [REDACTED]  
**Sent:** Friday, June 02, 2017 8:50 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Please read my comment - Lagunitas Creek Bridge Project

**Importance:** High

1 I very much value and utilize the Pt. Reyes Animal Hospital in Pt. Reyes Station. I am very concerned about their viability to remain open during and after the three year bridge construction project on Lagunitas Creek Bridge. I am also concerned about the impact that this project will have on other businesses in Pt. Reyes Station. I am a resident and business owner in Olema and depend upon many businesses in PRS. I would ask that you retrofit the bridge and do not use the Point Reyes Animal Hospital for your staging area. That will greatly affect the ability of their business to survive. I  
2 also request that you allow a longer comment period as many of the local residents are not even aware of this pending project.

Karen Anderson  
[REDACTED]

## **Response to Anderson, Karen\_A**

### **Response to Comment 1: Animal hospital and consider a retrofit**

Caltrans acknowledges the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts,"** and **"CST-6, Consolidate staging."**

Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario,"** and **"ALT-3, Definition of a true retrofit."**

### **Response to Comment 2: Extend the comment period**

Caltrans acknowledges the commenter's request for a longer comment period. For a description of outreach and public engagement, please see Chapter 4 of the Final EIR/EA. Please also see Table N-1 for the response to **Common Comment "PUB-1, Extend public comment period."**



Anderson, Sonja\_A  
page 1 of 1

IND\_AndeSonj\_A

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**From:** Sonja Anderson [REDACTED]  
**Sent:** Tuesday, June 20, 2017 12:34 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Regarding staging area for Bridge Project

Caltrans,

1 | You must not endanger an established business, ie Dr Mary Whitney's Animal Hospital. You need to minimize the use of this area and be sure that the business can continue with minimal disruption. This issue must be attended to with care.

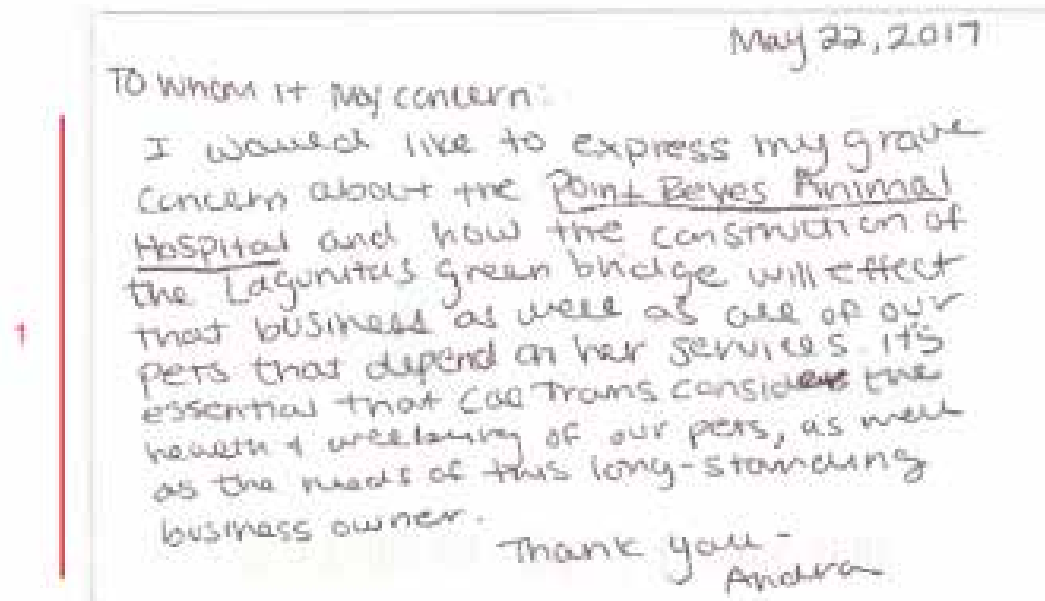
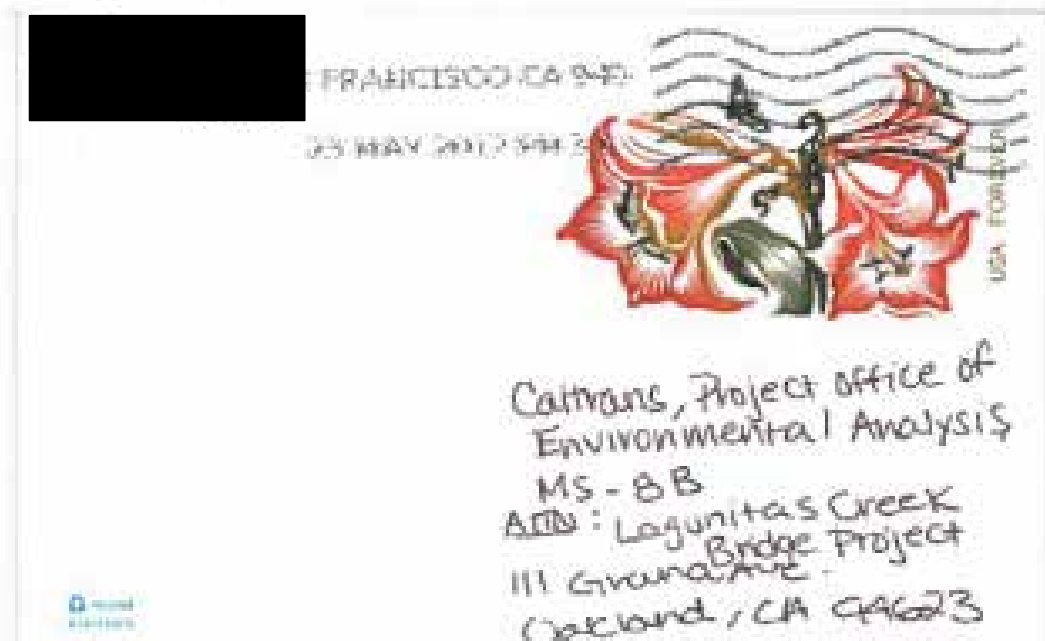
Sincerely,  
Sonja Anderson  
[REDACTED]

## **Response to Anderson, Sonja\_A**

### **Response to Comment 1: Animal hospital**

Caltrans notes the commenter's concerns regarding impacts to the animal hospital. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "CIA-1, Protect the animal hospital,"** for more about how the animal hospital was considered, and to **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provide more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Andra\_A  
page 1 of 1



## **Response to Andra\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concerns for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-1, Protect the animal hospital."**

Armour, Linda\_A  
page 1 of 1

IND\_ArmoLind\_A

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**From:** Linda Armour [REDACTED]  
**Sent:** Wednesday, June 21, 2017 3:20 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** opposition to CALtrans replacemnt of the Greenbridge

1 The human cost and in this case animal costs for "progress" must always be considered. I oppose Caltrans plan to replace the GreenBridge in Point Reyes/Inverness, Ca. I am in favor of the no build alternative. Point Reyes Animal Hospital should not be used as a staging area for a bridge build. This will disrupt the healthy care of the animals and potentially put the hospital out of business. Family livelihoods will be lost. The personal, economic toll is too great. Do not build.  
Sincerely,  
Linda Armour

## **Response to Armour, Linda\_A**

### **Response to Comment 1: Impacts on animal hospital and support for the No-Build Alternative**

Caltrans notes the commenter's concern regarding impacts on the animal hospital and support for the No-Build Alternative. Access will remain open throughout construction. Different staging areas are identified to support different activities. Caltrans refined the proposed staging area and temporary utility relocation areas on the animal hospital property and will continue to minimize the area of disturbance. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "CIA-1, Protect the animal hospital,"** for more about how the animal hospital was considered, and to **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts. Also see the response to **Common Comment "ALT-1, Support for the No-Build Alternative."**

The Preferred Alternative is the least impactful Build Alternative in terms of duration of construction and temporary access easements on private property. It also minimizes traffic impacts and visual disturbance. The Preferred Alternative would require up to 1 year for construction, with the majority of the construction occurring within approximately 5 months, including a 2- to 3-week bridge closure.

**Armour, William\_A**  
page 1 of 1

IND\_ArmoWill\_A

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**From:** William Armour [REDACTED]  
**Sent:** Wednesday, June 21, 2017 1:10 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Green Bridge. No build alternative

1 | I oppose Caltrans' plan to replace the Green Bridge and I am in favor of the NO BUILD ALTERNATIVE.

## **Response to Armour, William\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-1, Support for the No-Build Alternative."**



Arndt, Laura\_A  
page 1 of 1

IND\_AmdLaur\_A



Lagunitas Creek Bridge Project  
June 15, 2017 – Public Meeting  
**COMMENT FORM**

Please leave your comments with staff during the meeting or mail it to the following address by June 24:

Eric DeNardo, Associate Environmental Planner  
Department of Transportation, Environmental Planning, MS 8B  
P.O. Box 23660  
Oakland, CA 94623

You can also email your comments to [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov). Please include your name, affiliation (if applicable), and address with your comments.

Name: Laura Arndt Date: 6/15/17  
Affiliation (if applicable): Resident 40yrs point Reyes station  
Address: \_\_\_\_\_  
Email: \_\_\_\_\_

Please write comment on the back.

For more information, visit <http://www.dot.ca.gov/dist4/envdocs.htm> or email [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov).

Comment:

I support the no build option on the green bridge project.

I support the no construction - seismic alert idea.  
(emergency lights for traffic warning).

I support Mary Whitney and our excellent and much needed <sup>point Reyes</sup> veterinary hospital. Because this project would impact her ability to function properly, I choose to keep our animal hospital and in our community over a new bridge.

No build or minimize - impact improvements.

Analysis range of no-build to minimal improvement.

## Response to Arndt, Laura\_A

### Response to Comment 1: Support for the No-Build Alternative and ShakeAlert system; protect the animal hospital

Caltrans notes the commenter's support for No-Build Alternative and concern for the animal hospital. Caltrans is responsible for providing safe mobility on state routes and has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

Installation of a ShakeAlert system does not meet the purpose and need for the project. Please see Table N-1 for the responses to **Common Comment "ALT-6, Consider seismic safety flashing lights."**

Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CST-2, Community impacts."**

Arndt, Laura\_B  
page 1 of 1

IND\_ArndLaur\_B

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**From:** Laura Arndt [REDACTED]  
**Sent:** Monday, June 19, 2017 5:03 PM  
**To:** Lagunitas Bridge@DOT  
**Cc:** Dennis Rodoni; Mary Whitney  
**Subject:** Fwd: Green bridge

**Subject: Green bridge**

Dear Caltrans

At the Caltrans meeting on the Green Bridge project this last Thursday at the Dance Palace in Pt Reyes there were many good points made to challenge the need and purpose of the project at this time.

After listening to the proposed benefits and the negative impacts it would have on our community and veterinary hospital I support a No Build option at this time.

I suggest we wait on any construction project until Caltrans can guarantee that the business of the clinic will be protected, that Mary Whitney will be able to function in her professional practice, and that the conditions she needs and requires are met.

Can Caltrans guarantee us that we won't lose our vet hospital?

The possibility of it closing due to the financial impacts of the project is very real.

Thank you  
Laura Arndt  
Point Reyes Station

Sent from my iPhone

## **Response to Arndt, Laura\_B**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes and has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," and "ALT-2, Describe the no-build scenario."

### **Response to Comment 2: Protect the animal hospital**

Caltrans acknowledges the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the response to **Common Comment** "CIA-1, Protect the animal hospital."

Austin, Sherry\_A  
page 1 of 1

IND\_AustSher\_A

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**From:** Sherryaustin [REDACTED]  
**Sent:** Thursday, May 25, 2017 11:35 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Pt.Reyes animal hospital

1 I have been going to Dr. Whitney for quite some time. The whole office and their staff have been awesome. There has got to be another venue for cal-trans to use. It is hard enough to get around the traffic in Pt. Reyes in the summer, without adding to it. And this is a business that people rely on to live and support their families. I work at a very busy park and understand traffic and congestion, it is difficult on the whole community and business's!! There has got to be another way to do this. There are a lot of people that will back up Dr. Whitneys practice. Thanks for considering other ways, sincerely, Sherry Austin

Sent from my iPad

## **Response to Austin, Sherry\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2 Community impacts," "CST-5, Traffic impacts of construction," and "CST-6, Consolidate staging."**

## Axelrod, Lynn\_B

page 1 of 1

IND\_AxelLynn\_B

Original Message

From: Lynn Axelrod

Sent: Tuesday, June 20, 2017 3:50 PM

To: Lagunitas Bridge@DOT<lagunitasbridge@dot.ca.gov>; Denardo, Eric@DOT<eric.denardo@dot.ca.gov>

Subject: Comment, Lagunitas Creek Bridge project

Please see attached comment on the Lagunitas Creek Bridge project.

### Comment on Lagunitas Creek Bridge project:

This comment is modified from my remarks at the June 15, 2017 meeting in Point Reyes Station. My name is Lynn Axelrod. I live in Point Reyes Station. I'm the disaster readiness coordinator for Inverness Park, Olema, Point Reyes Station, and Marshall. I work with County Fire, but I'm not speaking for it in this comment. I know it had a presence in the Working Group. My comment goes to whichever construction option is chosen if 'no build' is not selected.

Marin Humane Society is working on a county-wide plan for animal safety and care during disasters. Point Reyes Animal Hospital is a vital link in the planning.

During a disaster people can become distraught over the welfare of their animals. Sometimes people will take action against their own personal safety, unfortunately, to try and rescue their animals.

1 I fear that if Point Reyes Animal Hospital has to close or is driven out of business because of this project our area will be missing an important link, vital to animal rescue and, conceivably, human safety because of this loss.

Our fire fighters, paramedics, sheriff's deputies, and other first responders are the best and most dedicated anywhere. I fear that this would add an unnecessary burden to their valiant work (and of local volunteers, of which there are many at different levels of training) if the link to the county plan—and our community's only professional animal hospital—is gone, and people have to be rescued because they're so distraught that they put themselves unnecessarily in harm's way. It could endanger everyone unnecessarily and also potentially add an unnecessary burden for medical personnel, including mental health counselors.

I also am concerned about how Dr. Whitney can be expected to fully participate in planning when she doesn't know if the hospital will exist. I have shared this concern with Dr. Whitney, who we know is so dedicated, and know her anxiety about it also.

2 I question CalTrans' statement at the June 15 meeting that it can't negotiate with Dr. Whitney until an option is selected. According to Dr. Whitney's husband, the morning of that meeting CalTrans offered Dr. Whitney a trailer for relocation, which was completely inadequate as a replacement for Dr. Whitney's state-of-the-art clinic. So CalTrans has flexibility with its policy, and it waived that policy if indeed it has one.

3 A CalTrans' representative at the June 15 meeting said that CalTrans has a lot of money. If relocation is acceptable to Dr. Whitney, it should include return to her current site if that also is acceptable to her. However it may be negotiated, all costs should be at CalTrans' expense. As a taxpayer, I consider that an important public expense for our community.

Thank you for the opportunity to comment,  
Lynn Axelrod

## **Response to Axelrod, Lynn\_B**

### **Response to Comment 1: Losing animal hospital may overburden emergency services**

Caltrans notes the commenter's concern regarding the potential loss of the animal hospital and overburden on the emergency services from the closure of the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. The Draft EIR/EA analyzed potential impacts to emergency services during construction. However, because the project would not result in the closure of the animal hospital, the impact on emergency services for animal patients was not analyzed in the EIR/EA.

Caltrans has continued to refine the staging areas to reduce impact to the animal hospital. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "CIA-1, Protect the animal hospital," and "CST-6, Consolidate staging."

### **Response to Comment 2: Replacement clinic for animal hospital**

Caltrans acknowledges the commenter's concern for the animal hospital. Caltrans has reached out directly to the animal hospital to discuss the project. The EIR/EA considered construction impacts to private property. The environmental process provides these disclosures to all concerned individuals equally. After certification of the Final EIR/EA and when the project design is more advanced, Caltrans will attempt to engage property owners again and to approach each property owner individually to ascertain their unique situations and apply appropriate avoidance, minimization, and mitigation measures best suited for the property.

Caltrans will continue to reduce impacts associated with construction and will maintain access to residences and businesses to the extent possible. Please see Table N-1 for the response to **Common Comment** "CIA-2, Community impacts."

### **Response to Comment 3: Relocation of animal hospital**

Caltrans appreciates the commenter's concern for the animal hospital. See the response to Comment 2 above. Caltrans will work with the animal hospital to minimize impacts, maintain access, and maintain open communication.



Ayers, Tess\_A  
page 1 of 1

IND\_AyerTess\_A

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**From:** TESS AYERS [REDACTED]  
**Sent:** Friday, May 26, 2017 10:23 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge Project, MS-8B

Dear Powers That Be at Caltrans,

1 As someone who would be strongly impacted by the proposed work in Point Reyes, I urge you to reconsider the plan. Please consider the "No Build alternative" or a true seismic retrofit instead of a huge new freeway bridge. The community of Point Reyes depends on that route remaining open and I really believe that you should do the analysis on doing a seismic retrofit.

Thank you for your consideration.  
Tess Ayers

## Response to Ayers, Tess\_A

### Response to Comment 1: Consider true retrofit or No-Build Alternative

Caltrans notes the commenter's support for a retrofit or the No-Build Alternative. Caltrans evaluated a retrofit alternative as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project's website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). For more information, please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no build scenario," and "ALT-3, Definition of a true retrofit."** Furthermore, **Common Comments "CST-1, Minimize duration of construction," "CST-2, Closure timing – don't impact tourism season," and "CST-5, Traffic impacts of construction,"** describe how Caltrans will minimize traffic impacts during construction.

Caltrans notes the commenter's preference for maintaining the existing bridge width. Please see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character,"** for more information on why the proposed Build Alternatives would not have standard freeway widths.

**Ballard, Madeleine\_A**  
**page 1 of 1**

IND\_BallMade\_A

June 23, 2017

Caltrans, District 4  
Attn: Lagunitas Creek Bridge Project, Eric DeNardo  
Office of Environmental Analysis MS-8B  
111 Grand Avenue  
Oakland, CA 94623

To Whom It May Concern:

- 1 We are utterly opposed to the scale of the proposed bridge. The proposed increases in width, from the current 34 feet to 43 or 50 feet are out of scale with our rural small town. Likewise, the proposed height increases from 7 feet to 21 or 30 feet is unacceptable.
- 2 We also oppose ANY staging for the project at Point Reyes Animal Hospital . Point Reyes Station is an isolated, rural village, and the Point Reyes Animal Hospital's undisturbed operation is absolutely critical to the lives of our family pets.

Sincerely,



Madeleine Ballard

## **Response to Ballard, Madeleine\_A**

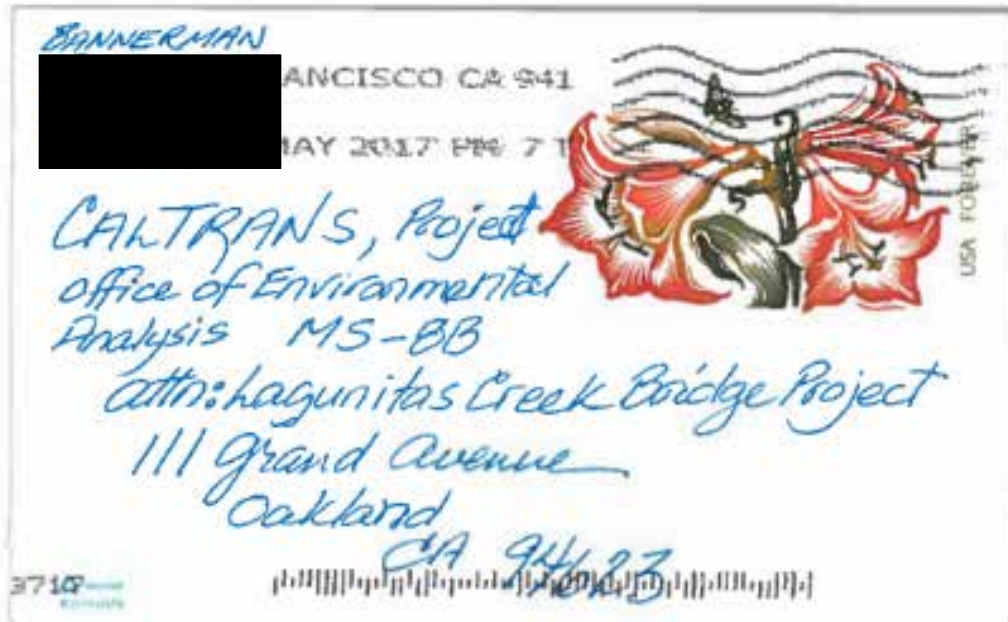
### **Response to Comment 1: Size of bridge**

Caltrans notes the commenter's preference for maintaining the existing bridge width. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character,"** for more information on why the proposed Build Alternatives would not have standard freeway widths.

### **Response to Comment 2: Staging and animal hospital**

Caltrans notes the commenter's opposition to staging equipment on the animal hospital parking lot. Please see Table N-1 for the responses to **Common Comment "CIA-1, Protect the animal hospital,"** for more about how the animal hospital was considered, and to **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Bannerman, Patricia\_A  
page 1 of 1



Dear Cal Trans, May 22, 2017  
Please note that there will be a great deal of intrusion into the lot owned by our vet Mary Whitney. I cannot imagine taking my cat's anywhere else and I hope you will decrease the stress involved for the vet and her customers. Corkley & Uno do not actually enjoy going to the vet but I feel that they are being given the best care in a safe environment.  
Laurie Curtis - the tenant who teaches ceramic classes and sells wonderful handmade dishes will also be impacted. Please talk to her too!!! Thanks, Patricia Bannerman

## **Response to Bannerman, Patricia\_A**

### **Response to Comment 1: Protect the animal hospital, avoid staging on the animal hospital property**

Caltrans notes the commenter's concerns for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-1, Protect the animal hospital."**

This project does not propose permanent property acquisition, only small temporary construction easements. As mentioned above, Caltrans will maintain access to the animal hospital throughout construction. Please see Table N-1 for the response to **Common Comment "CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary.

Additionally, different staging areas are identified to support different staging activities. Please see Table N-1 for the response to **Common Comment "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** which provides more detail on how temporary construction easements and staging areas are used.

### **Response to Comment 2: Consider tenant behind animal hospital**

Caltrans notes the commenter's concerns. Please see response to comment 1 above. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has analyzed the impacts of the alternatives during the construction and operational phases and provides measures to avoid, minimize, and, as necessary, mitigate these effects. Please see Table N-1 for the response to **Common Comment "CIA-2, Community impacts."**

Barnet, Elizabeth\_A  
page 1 of 1

IND\_BarnEliz\_A

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**From:** Elizabeth Barnet [REDACTED]  
**Sent:** Wednesday, June 21, 2017 11:15 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Do NOT replace the Green Bridge

Cal Trans Bridge Proposers:

My husband was born in Inverness. I've been here since 1988. We raised three children here and we all continue to love and care for this place.

I've been very involved in community life here and started a non-profit project that addresses our local commons. I am strongly opposed to proposed changes to the Green Bridge.

- 1 | I urge the NO BUILD option.
  - 2 | The current environmental review process should be halted, no more money wasted. Start with a genuinely open collaboration within and from the community.
  - 3 | The bridge does not need to be rebuilt. There appear to be less intrusive options for retrofitting the bridge. Caltrans should have identified and analyzed those, as our communities have requested repeatedly for two years! Caltrans is offering only a complete replacement. We are opposed.
- Bike and pedestrian and car co-existence needs to be addressed but not by a huge retro fit project.

Thank you,  
Elizabeth Barnet and family  
Inverness residents

## **Response to Barnet, Elizabeth\_A**

### **Response to Comment 1: No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

### **Response to Comment 2: Collaborate with the community**

Caltrans notes the commenter's interest in community engagement regarding the development of project alternatives. Please see Chapter 4 of the EIR/EA, which describes how public and agency input have been integrated into project development, and please see Table N-1 for the response to **Common Comment "PUB-2, Public outreach process,"** which provides more detail on the multidisciplinary process.

### **Response to Comment 3: Consider less intrusive options**

Caltrans notes the commenter's preference that a less intrusive retrofit alternative should be investigated that minimizes impacts on the community, residents, and tourists. Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. Construction of this alternative would be completed within 1 year, with the majority occurring within approximately 5 months, including a 2- to 3- week bridge closure. There are no retrofit alternatives that would result in less intrusive impacts compared to the replacement alternatives and meet Caltrans design standards. A retrofit alternative would have a longer construction period and potentially would have more harmful impacts to the community, the creek ecosystem, and the animal hospital compared to the Preferred Alternative. Please see Table N-1 for the responses to **Common Comments "ALT-3, Definition of a true retrofit," "ALT-5, Less intrusive retrofit,"** and **"ALT-7, Size of bridge and visual/aesthetic character."**



**Barry, Hathaway\_A**  
page 1 of 1

IND\_BarrHath\_A

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**From:** Hathaway Barry [REDACTED]  
**Sent:** Friday, June 23, 2017 9:48 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** re Lagunitas Bridge

Hello Cal Trans people!

I'm a concerned citizen who lives in Pt. Reyes Station and I'm writing to register my preference for NO REBUILD!

I think the bridge is good enough as it is. If a huge earthquake takes it down, then we can address this "problem" that does not now exist. And there will be plenty of way bigger problems if the earthquake is that big!

1 Heavy trucks can take the platform bridge route. Until Cal Trans brought this issue up, I wasn't aware of anyone having difficulties with the bridge as is. Why not spend the money elsewhere there is a real and present need? The process of rebuilding or retrofitting would be enormously disruptive to our community and likely put our beloved veterinarian out of business.

I vote for leaving well enough alone. "If it ain't broke, don't fix it."

Thank you for your kind attention.

respectfully,

Hathaway Barry  
[REDACTED]

## **Response to Barry, Hathaway\_A**

### **Response to Comment 1: No-Build Alternative, animal hospital, and wasting money**

Caltrans notes the commenter's support for the No-Build Alternative and concerns about impacts to the animal hospital and misuse of public funds. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment ALT-1, "Support for the No-Build Alternative."**

Please also see Table N-1 for the responses to **Common Comment "GEN-1, Wasting money,"** which addresses the funding for this project.

Barry, Rosemary\_A  
page 1 of 1

IND\_BarrRose\_A

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**From:** [REDACTED]  
**Sent:** Wednesday, May 24, 2017 12:29 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Pt Reyes Animal Hospital

Dear Sir,

I am concerned about the impact building a bridge and using the hospital's front during the rebuild, and for the business itself.

- 1 Small businesses have a difficult time, when "life is normal" i.e. tourists, high rents, empty 2nd houses, and staffing of a quality that is needed at the hospital. Most small business in West Marin are just able to keep going financially. Anything interrupting "business as usual" will probably mean that clients and patients will find alternative places to get treatment. It will be dangerous for patients to negotiate the area to get to their appointments. It is very difficult to bring back business when the flow has been interrupted. To add to these items, to have Caltrans using the area for staging etc. will be noisy and dusty which will not be conducive to the patients and staff of the clinic/hospital. This will kill another business.
- 2 Has Caltrans looked into using the site the other side of the road for staging? It is an empty lot. There will be a lot of opposition to every move Caltrans makes but nothing will impact anyone more than the Pt Reyes Animal Hospital. Please speak with Mary Whitney and ask how she can survive through this replacing the bridge.

[REDACTED]  
Rosemary Barry  
Administrator  
[REDACTED]

## **Response to Barry, Rosemary\_A**

### **Response to Comment 1: Protect the animal hospital, staging on the animal hospital property, and community impacts**

Caltrans notes the commenter's concern regarding impacts to the animal hospital. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. The Preferred Alternative, Alternative 3a, would not eliminate access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures.

Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "CIA-1, Protect the animal hospital,"** for more about how the animal hospital was considered, and **"NOI-1, Noise impacts,"** for a review of noise minimization considerations.

### **Response to Comment 2: Avoid staging on animal hospital parking area and consider other locations for staging**

Caltrans notes the commenter's suggestion for use of other properties for staging during construction. Different staging areas are identified to support different staging activities. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on how temporary construction easements and staging areas are used.

Barter, Marjorie\_A

page 1 of 1

IND\_BartMarj\_A

- 1 I am writing to protest the proposed Caltrans plan for a rebuild of the Lagunitas Creek Bridge (locally known as the Green Bridge). CalTrans has apparently decided to appropriate (seize under eminent domain?) the parking lot and other property of the Pt. Reyes Animal Hospital. Dr. Mary Whitney, her associates and staff are the only vets serving the areas of Tomales, Pt. Reyes, Inverness, and Olema. I live in Dogtown and know that many residents of Dogtown and Bolinas also are clients of the Pt. Reyes Animal Hospital.
- 2 The Caltrans public announcements regarding the plan to use the Vet hospital parking lot as storage for equipment and supplies demonstrates government arrogance and overreach. There are many undeveloped and unused areas near the Vet Hospital that can easily serve the same purpose without creating such a financial hardship to Dr. Mary's business. It will be dangerous both to humans and dogs/ cats to park up the highway and walk along the highway down into what is now the parking area. Indeed, it may be impossible to walk around the huge earth moving equipment to access vet care with sick and/or disabled pets.
- 3 Are you not aware that a 1-2 year seizure of this critical resource for the community may cause the Vet Hospital to lose significant business and will probably result in financial ruin for the business, the vets and the staff? Your proposed seizure of property practically ensures that the hundreds of people who live in west Marin will no longer have access to quality vet care.
- 4 In rejecting alternatives such as a seismic retrofit of the bridge and instead planning to build a freeway style bridge (16 feet wider) in this rural, bucolic setting, Caltrans will destroy a valuable resource so as to accommodate weekend tourists and visitors. Your current plan is not an appropriate solution for this area.

Please reconsider this plan.

--

Marjorie Barter, RN, EdD, CNL, CENP  
Professor Emerita, Executive Leadership DNP Program  
School of Nursing and Health Professions

## Response to Barter, Marjorie\_A

### Response to Comment 1: Protest rebuild of bridge

Caltrans notes the commenter's protest of rebuilding the bridge. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/agunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario,"** for more information on the No-Build Alternative.

### Response to Comment 2: Avoid staging on animal hospital parking area

Caltrans notes the commenter's concern for the animal hospital. Caltrans proposes a temporary construction easement on the animal hospital parking lot. Caltrans will maintain access to the animal hospital throughout construction. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

### Response to Comment 3: Protect the animal hospital

Caltrans notes the commenter's concern regarding impacts to the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the response to **Common Comment "CIA-1, Protect the animal hospital."**

Recognizing this construction impact, Caltrans has identified Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative. This alternative has up to a 1-year construction period, with the majority of the construction occurring within 5 months, and includes a 2- to 3-week bridge closure. This alternative was identified to minimize bridge closure and other potential impacts to the local community.

### Response to Comment 4: Consider a true retrofit and opposed to a freeway-style bridge

Caltrans notes the commenter's support of the Retrofit Alternative and opposition to a wider bridge. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario,"** and **"ALT-3, Definition of a true retrofit."**

None of the Build Alternatives proposes expanding the vehicular capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** The Preferred Alternative (Alternative 3a, Three-Span, Concrete Bridge, ABC, Longitudinal Move-in) is the narrowest of all the proposed Build Alternatives.

Baty, Tom and Sherry\_A  
page 1 of 1

IND\_BatySher\_A

Caltrans SR 1 Lagunitas Creek Bridge Project  
Attn: Eric DeNardo

Dear Mr. DeNardo,

We have been following Caltrans news releases and press reports on the proposed Lagunitas Creek Bridge retrofit/replacement project and are frankly dismayed by what is apparently being evaluated and proposed to date. Our two biggest concerns are summarized in the following comments.

1 The potential impacts on the Point Reyes Animal Hospital are callous and unacceptable. This is a hospital (albeit for our pets and animals) with all the attendant built-in equipment and occasionally time-critical services. In practical terms they cannot---nor should they---be temporarily relocated or required to limit client access. We have been bringing our pets to PRAH for over thirty years and cherish their presence.

1 The project fails to recognize the importance of veterinary clinic in our community. If a rebuild or retrofit project is eventually chosen, the clinic property should not be commandeered for staging (was there any consideration in the planning process to use the seemingly less-used McPhails' drive-through and the adjacent unused ground inside the drive-through for a staging site?). Significant efforts must be made to mitigate the noise, dust, and access issues to insure the vet clinic can continue to function as normally as possible.

2 Our other concern is in regard to the added congestion that all of the action alternatives will bring to the community. Even before the commencement of any of these alternatives, the traffic in this area eclipses the infrastructure and is detrimental to quality of life. A dangerous curve, limited views of oncoming traffic, and ever-increasing congestion add up to perhaps the worst traffic flow situation in West Marin.

2 To the greatest degree possible, any replace or retrofit project should include the shortest closures of normal traffic flows and thoroughfares. Traffic devises such as single lanes/stoplight controls will be absolute nightmares for those of us who live west of Highway 1. Having experienced single lane stoplights on construction projects on State Route 1 in Sonoma County over the years there are inherent problems in both high and low traffic periods, both wasted time and train-wreck traffic backups.

3 If a replacement bridge is truly necessary, was there any consideration given to a pro-active alternative such as the acquisition and demolition of the former real estate office on the southwest corner? This, in conjunction with the proposed shoulder expansion on the northwest corner of the bridge could provide a staging area for a replacement platform and then could be re-purposed as a undeveloped corner that would significantly improve the visibility and safety (and hopefully, efficiency) of those cars turning from Levee Road onto State Route 1.

While we don't possess the technical backgrounds to evaluate whether or not a replacement is a better alternative to a retrofit---or even necessary---we do know enough about our lives here to feel that we are not being well-served in the design process. Save the vet clinic and do everything possible to minimize and shorten the disruption of our lives and we might come around to supporting the project.

Respectfully,

Tom & Sherry Baty

Inverness

## **Response to Baty, Tom and Sherry\_A**

### **Response to Comment 1: Impacts on animal hospital**

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. The Preferred Alternative would not eliminate access to the businesses and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments “CIA-1, Protect the animal hospital,” “CIA-2, Community impacts,”** and **“NOI-1, Noise impacts”**

Refer below to the response to Comment 3 for a discussion regarding the consideration of using other property for staging.

### **Response to Comment 2: Traffic impacts of construction**

Caltrans notes the commenter’s concern regarding potential traffic delays during closure of the bridge. The Preferred Alternative (Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in) is not only the least impactful in terms of duration of construction and temporary access easements on private property, it also minimizes traffic impacts and visual disturbance. The Preferred Alternative would require up to 1 year for construction, with the majority occurring within approximately 5 months, including a 2- to 3-week bridge closure. In addition, it enhances line of sight for those turning onto SR 1 at the Sir Francis Drake Boulevard intersection. With the Preferred Alternative, the line of sight would increase from 166 linear feet to approximately 385 linear feet. Please see Table N-1 for the responses to **Common Comments “CST-5, Traffic impacts of construction,” “CST-1, Minimize duration of construction,”** and **“CST-2, Closure timing – don’t impact tourism season.”**

### **Response to Comment 3: Staging and property acquisition**

Caltrans acknowledges the commenter’s suggestion for alternative staging locations. The Caltrans maintenance yard and other nearby vacant properties were considered and evaluated by Caltrans as potential locations for staging areas. Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. This alternative uses the accelerated bridge construction method, for which staging adjacent to the bridge is critical. Please see Table N-1 for the responses to **Common Comments “CST-6, Consolidate staging,”** and **“CST-3, Why not place staging areas at unused Caltrans yard,”** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.



Baxter, Anne\_A  
page 1 of 1

IND\_BaxtAnne\_A

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**From:** Anne W. Baxter [REDACTED]  
**Sent:** Monday, May 29, 2017 10:20 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** public comment on Lagunitas Bridge

To Cal Trans,

I am writing in regards to the two proposed Alternatives for the Green Bridge in Point Reyes are not acceptable as proposed.

1 The impact on the Vet's office would be severe in either proposal. Each one of the proposed Alternatives involves commandeering the Vet's parking lot and blocking its main entrance. The disruption, impeded access, dust, noise and stress for the animals in its care will continue for 12 months (36 months in the case of Alternative 2b). The Draft EIR is clear about the problems to be faced by the vet and nearby residences: "Temporary relocation of the patient animals or residential property to the southeast of the bridge may be necessary." In Alternative 2b, "the 3-year construction period...may have an indirect effect of property owners preferring to move or sell their property and business."

These mitigation measures are inadequate. It is not possible for Mary Whitney to have here business and animals relocated. Please find alternative staging areas for the Bridge.

2 Our community needs our Vet and we know that the bridge needs retrofitting. You must work to find an alternative the lightens the burden on the Animal Hospital as it is not fair for them to bear so much of the burden.

Thank you

Anne W Baxter

resident of Inverness for 25 years.

Anne W. Baxter



## Response to Baxter, Anne\_A

### Response to Comment 1: Protect the animal hospital

Caltrans notes the commenter's concern regarding construction impacts on the animal hospital and the length of construction. Caltrans will work with the animal hospital owner to minimize construction impacts on the operation of the hospital and on the patient animals and to maintain access throughout the construction period. Caltrans refined the proposed staging area and temporary utility relocation areas on the animal hospital property. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "CIA-1, Protect the animal hospital,"** which provides more information about the potential loss of clients due to construction inconveniences, and **"CST-6, Consolidate staging."** Because access and parking spaces will be maintained, relocation of the animal hospital will not be required.

Recognizing this construction impact, Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. The Preferred Alternative would require up to 1 year for construction, with the majority occurring within approximately 5 months, including a 2- to 3-week bridge closure. This alternative is the narrowest bridge structure of all the Build Alternatives.

### Response to Comment 2: Retrofit Alternative

Caltrans notes the commenter's statement that a retrofit alternative that minimizes impacts on the animal hospital should be investigated. A retrofit alternative would have a longer construction period and potentially more harmful impacts to the animal hospital than Alternative 3a, which Caltrans has identified as the Preferred Alternative. Please see Table N-1 for the response to **Common Comment "ALT-3, Definition of a true retrofit."** Please also refer to the response to Comment 1 above.

Behlau, Jannett\_A  
page 1 of 1

IND\_BehJann\_A

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**From:** Jannett Behlau [REDACTED]  
**Sent:** Saturday, May 27, 2017 1:44 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Point Reyes Bridge

Dear Government,

1 I have received this very sad and incomprehensible news that CalTrans is planning to build a 6 lane Hwy. bridge for a 2 lane bridge we have right now and which works perfectly with 2 lanes. We have had no traffic problems in the 20 years I have been living here. This project poses a huge burden on our community, our animal hospital and its inhabitants and worker and on all who live in Point Reyes and Inverness.

2 This community is a small paradise and it is in the interest of all to keep it this way. It is a Refuge for people, wild life and tourist from the city who look for a little bit of peace and quiet.

To have this project which will take 2 or so years in the working is unacceptable!!!

Please stand behind your people and stop this money making madness which cares nothing about life and it's inhabitants!

Thank you.

Jannett Behlau

## **Response to Behlau, Jannett\_A**

### **Response to Comment 1: Comment on the width of the bridge, impacts to the animal hospital**

None of the Build Alternatives proposed expanding the vehicular capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and Table N-1 in the introduction to this appendix for the response to **Common Comment “ALT-7, Size of bridge and visual/aesthetic character.”**

Caltrans notes the commenter’s concern regarding construction impacts on the animal hospital and the length of construction. Recognizing this construction impact, Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which would require up to 1 year for construction, with the majority occurring within approximately 5 months, including a 2- to 3-week bridge closure. This bridge will continue to be a two-lane bridge, not a six-lane bridge as noted in the comment letter. The Preferred Alternative has the narrowest bridge structure of all the Build Alternatives (refer to Figure 1-8 in Chapter 1 of the Final EIR/EA). Caltrans has continued efforts to refine the staging areas to further reduce and minimize construction areas and impacts on adjacent properties as much as feasible, based on the animal hospital concerns. Please see Table N-1 for the responses to **Common Comment “CIA-1, Protect the animal hospital,” “CST-1, Minimize duration of construction,”** and **“CST-6, Consolidate staging.”**

### **Response to Comment 2: Support for the No-Build Alternative**

Caltrans notes the commenter’s support for the No-Build Alternative. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment “ALT-1, Support for the No-Build Alternative.”** See response to Comment 1 above; the Preferred Alternative would have a construction period of up to 1 year.

Bell, Kristine\_A  
page 1 of 1

IND\_BellKris\_A

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**From:** kriz bell [REDACTED]  
**Sent:** Friday, May 12, 2017 11:10 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Please Consider a No Build Alternative.

- 1 I am a resident of West Marin, and long term client of The Point Reyes Animal Hospital. I have to include my voice in protest against the plans to replace the Green Bridge, while using the Point Reyes Animal Hospital's entire front parking lot as a staging area for construction purposes while taking one to three years to replace the Green Bridge.
- 2 The loud noise and dust impact, the overtaking of the parking lot and front entrance to the Animal Hospital, and the timeline of the project could very well bankrupt our community Animal Hospital. Our lack of access to the hospital, and the traffic nightmare this replacement construction will cause, will do severe damage to us as individuals and to our animals who need care, as well as to local businesses, and visitors. The Point Reyes Animal Hospital is a crucial resource for the families that they employ, and the animals that improve our lives. I cannot stress enough the multiple levels of negative impact that this current project's proposal brings with it.
- 3 My family and so many families in the community depend on the Point Reyes Animal Hospital, and we depend on our only route to access our town of Point Reyes Station. Residents already suffer huge traffic nightmares when the tourists are here, but this plan for replacement of the Green Bridge will decimate us as a community and our businesses who depend on the tourists.  
  
Please find another way that does not impact The Point Reyes Animal Hospital, our community residents, our community businesses, and visitors so dramatically. It is absolutely incomprehensible that the existing plan would very likely bankrupt and close such a valued business and local resource as The Point Reyes Animal Hospital.

Thank you,  
Kristine Bell

## **Response to Bell, Kristine\_A**

### **Response to Comment 1: Protest bridge replacement and staging on animal hospital property**

Caltrans notes the commenter's concern regarding construction impacts on the animal hospital and the length of construction. Recognizing this construction impact, Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which would require up to 1 year for construction, with the majority occurring within approximately 5 months, including a 2- to 3-week bridge closure. This bridge will continue to be a two-lane bridge, not a six-lane bridge as noted in the comment letter. The Preferred Alternative has the narrowest bridge structure of all the Build Alternatives. Caltrans has continued efforts to refine the staging areas to further reduce and minimize construction areas and impacts on adjacent properties as much as feasible, based on the animal hospital concerns. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CST-1, Minimize duration of construction,"** and **"CST-6, Consolidate staging."**

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. This project does not propose permanent property acquisition, only small temporary construction easements. Caltrans will maintain access to the animal hospital throughout construction. Parking spaces will also continue to be available during construction. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which responds to public comments by providing more detail on why staging areas are necessary and about refinements Caltrans has made to the staging area.

### **Response to Comment 2: Protect the animal hospital**

Caltrans notes the commenter's concern about traffic, dust, and noise impacts on the animal hospital, and how the project may impact the animal hospital.

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. The Preferred Alternative would not eliminate access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. For a briefer overview, please see Table N-1 for the responses to **Common Comments "CIA-2, Community impacts,"** and **"NOI-1, Noise impacts."**

### **Response to Comment 3: Traffic effects on the town during construction and community impacts**

Caltrans acknowledges the commenter's concerns about the impact traffic might have on the community. The accelerated bridge construction (ABC) method which is part of the preferred Alternative 3a, three-span, Concrete bridge, will minimize the duration of construction period and to allow use of the bridge for most of the construction period. The associated bridge closure must occur within the allowable in-water work window to avoid impacts to sensitive aquatic species, which is limited to the dry season (typically June 1 to October 15) or as allowed to meet permit conditions. Caltrans has determined with community input that the period following Labor Day would minimize the bridge closure conflicts with tourism. Caltrans will minimize traffic impacts during construction with the implementation of the Construction Traffic Management Plan (see

Project Feature TRANS-1, Construction Traffic Management Plan, in the Final EIR/EA). During construction of the Preferred Alternative, at least one lane on the existing bridge would remain open for traffic flow until the 2- to 3-week closure during which the bridge would be replaced. Caltrans will work with the contractor to minimize impacts during high tourism season to the extent possible. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment “CST-5, Traffic impacts of construction.”**

**Bellak, Nina\_A**  
page 1 of 1

IND\_BellNina\_A

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**From:** Nina Bellak [REDACTED]  
**Sent:** Saturday, May 27, 2017 11:57 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas bridge project

1 I am writing to urge you to do more to mitigate the effects of the Lagunitas Bridge project on the Point Reyes Vet Clinic, a vital community resource. Your proposed mitigation isn't sufficient. A better alternative is to move the staging area completely away from the Vet Clinic. I hope that you will take seriously the strong community concern for the Vet Clinic.

Thank you for your consideration.

Nina Bellak  
[REDACTED]



## **Response to Bellak, Nina\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital as well as impacts on other affected properties. Access will be preserved throughout construction. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-1, Protect the animal hospital."** In addition, Caltrans has refined the proposed staging area to reduce impacts on the animal hospital. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which responds to public comments by providing more detail on why staging areas are necessary and about refinements Caltrans has made to the staging area.

Bett, Tony\_A  
page 1 of 1

IND\_BettTony\_A

TO WHOM IT MAY CONCERN,

I'm JUST AN OLD TIMER, THAT LIVES HERE AT INVERNESS PARK. WHEN I GOT OUT OF THE NAVY IN 1974, I WAS LUCKY ENOUGH TO GET A JOB AT POINT REYES NATIONAL SEASHORE. I RETIRED FROM THE SEASHORE AFTER 40 YEARS, BEING AN EQUIPMENT OPERATOR, I'VE DRIVEN MOTOR GRADERS, TRACTOR AND TRAILER RIGS AND VARIOUS OTHER TYPES OF EQUIPMENT, OVER THAT BEAUTIFUL OLD GREEN BRIDGE. I'VE NEVER SEEN ANY ACCIDENTS ON THAT BRIDGE, EVEN WHEN PASSING OTHER LARGE EQUIPMENT. THE NAME OF THE GAME WAS JUST SLOW DOWN.

SO HERE WE ARE ALL THESE YEARS LATER AND WE'RE GOING TO TEAR IT DOWN. STOP AND TAKE A GOOD LOOK AT THAT BRIDGE SOMETIME, IT'S BEAUTIFUL. IT'S PART OF HWY #1 AND LAGUNITAS CREEK, POINT REYES AND THE SURROUNDING AREA. I'M SURPRISED ITS NOT HISTORICAL, JUST LIKE THE OLD RAIL ROADS THAT TRAVELED THIS AREA.

PLEASE RECONSIDER TEARING DOWN THIS BEAUTIFUL OLD GREEN BRIDGE. IF THE PUBLIC WOULD USE COMMON SENSE AND SLOW DOWN WE PROBABLY WOULDN'T HAVE TO TEAR IT DOWN, WE'VE LOST ENOUGH OF THE OLD HWY #1 BRIDGES MAYBE WE CAN SAVE THIS ONE.

## **Response to Bett, Tony\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Our primary consideration is whether the bridge would survive a major seismic event. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario."**

Bettini, Sara\_A  
page 1 of 1

IND\_BettSara\_A

Sara Bettini

Caltrans, Project Office of Environmental Analysis, MS-8B  
Attn: Lagunitas Creek Bridge Project  
111 Grand Ave.  
Oakland, CA 94623

May 23, 2017

Dear Sirs:

- 1 I have only just learned of your proposed plan to replace the Lagunitas Creek Bridge and wish to voice my ardent complaint. I live nearby and have been a client at the Point Reyes Animal Hospital for many decades. This is a small, rural community. The community cannot sustain the impact, disruption, noise, dust, and delays that your currently proposed plan will bring upon us.
- 2 Please revisit the option of retrofitting the Lagunitas Creek Bridge. Your current plan threatens the local economy and the livelihoods of our community members. Please, please reconsider.

Most sincerely,



## **Response to Bettini, Sara\_A**

### **Response to Comment 1: Protect the animal hospital, traffic impacts**

Caltrans notes the commenter's concern about traffic, dust, and noise impacts on the animal hospital and how the project may impact the animal hospital.

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. The Preferred Alternative would not eliminate access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts,"** and **"NOI-1, Noise impacts"**

Regarding the comment on traffic impacts, please see Table N-1 for the response to **Common Comment "CST-5, Traffic impacts of construction."**

### **Response to Comment 2: Support retrofit**

Caltrans acknowledges the commenter's suggestion to reconsider a bridge retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website ([http://www.dot.ca.gov/d4/lagunitas\\_creekbridge/](http://www.dot.ca.gov/d4/lagunitas_creekbridge/)). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives,"** which describes what would be required of the Retrofit Alternative to meet Caltrans' "no collapse" criteria.

**Bilgart, Paulette\_A**  
**page 1 of 1**

IND\_BilgPaul\_A

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**From:** Paulette Bilgart [REDACTED]  
**Sent:** Monday, June 19, 2017 5:18 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** I oppose replacing Green Bridge

To Whom it may concern,  
1 | I oppose Caltran's plan to replace Green Bridge and I am in favor of NO BUILD ALTERNATIVE.  
Respectfully Paulette Bilgart

## **Response to Bilgart, Paulette\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

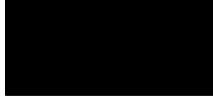
Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," and "ALT-2, Describe the no-build scenario."

**Binley, Phil and Greenlaw, Trudy\_A**  
page 1 of 1

IND\_BinlGreen-PhilTrud\_A

May 23, 2017

Phil Binley and Trudy Greenlaw



Dear Lagunitas Creek Bridge Project Manager:

1 While we do not live in Point Reyes Station but we are long time patrons of the  
2 Point Reyes Animal Hospital and it is our belief that your current plans call for actions  
3 which would destroy their business. Please reconsider your approach and please give  
much more consideration to a seismic retrofit. Please place your staging area where it  
will cause much less harm and disruption to the community. This is a bridge on a rural  
state highway which by most Bay Area standards is subjected to relative light traffic.  
4 Bottom line; remember local people's lives and livelihood first, government bureaucratic  
standards second.

In closing, please hold open hearings, listen to the people, and look for  
alternatives which represent compromise.

*Phil Binley*  
*Trudy Greenlaw*



## Response to Binley, Phil and Greenlaw, Trudy\_A

### Response to Comment 1: Protect the animal hospital

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-1, Protect the animal hospital."**

### Response to Comment 2: Consider a retrofit alternative

Caltrans notes the commenter's support for continued consideration of a bridge retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives,"** which describes what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria.

### Response to Comment 3: Move staging area to not disrupt community

Caltrans notes the commenter's concern regarding community impacts of construction staging. Different staging areas are identified to support different staging activities. Please see Table N-1 for the response to **Common Comment "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** which provides more detail on how temporary construction easements and staging areas are used, and see the response to **Common Comment "CST-6, Consolidate staging,"** for refinements made to the staging area proposed on the animal hospital parking lot.

### Response to Comment 4: Local engagement in the development of alternatives

Caltrans notes the commenter's interest in community engagement regarding the development of project alternatives. Please see Chapter 4 of the EIR/EA, which describes how public and agency input have been integrated into project development, and please see Table N-1 for the response to **Common Comment "PUB-2, Public outreach process,"** which provides more detail on the multidisciplinary process. There were many publicly influenced changes to the project, including the following:

- 1) Request for shorter construction period resulted development of the ABC methods, which would have a construction duration of less than 1 year.
- 2) Concerns for business impact resulted in further reducing staging areas on private property.
- 3) Safe Routes to School led to expanding project to include: a) extending culvert, b) pedestrian crosswalk crossing at Sir Francis Drake Boulevard, and c) extending and widening the shoulder north towards Third Street.
- 4) Reducing the width of bridge where possible led to one sidewalk only on the west side of bridge. Concern over scale and safety resulted in further narrowing bridge to 11-foot lanes (not 12-foot) and 5-foot shoulders (not 8-foot), both of which require Caltrans to get approval for a design exception.

- 5) Flooding issues led to agreeing to consider design modifications that would allow the bridge to be raised in the future as a measure towards climate adaptation.
- 6) Request for more bridge investigations revealed worse corrosion than expected.

**Blitzer, Robert and Xenry\_A**  
page 1 of 1

IND\_BlitzRobeXen\_A

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**From:** [REDACTED]  
**Sent:** Wednesday, June 21, 2017 8:33 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas BRIDGE REPLACEMENT in Point Reyes Station, CA.

CALTRANS.

The alarming news of the projected impact from closing this vital artery in Point Reyes Station is not acceptable. We strongly oppose replacement by CALTRANS and support the "no build" alternative.

Please, we implore you, to reconsider the unusual impact and threat to our public safety that these plans present.

1 We have observed many projects in this greater area that CALTRANS has successfully accomplished. We feel hopeful and confident that calmer views will prevail and that as a solid and active community we will be cooperating towards a bridge replacement process that benefits ALL two AND four-legged critters among us.

Just the thought alone of losing our local animal hospital has sent shudders throughout our entire area. The additional thought of losing the Whitney Family is even worse!

We can do this!

Thank you for your consideration in this matter.

Dr. Robert F. Blitzer and  
Xenry

[REDACTED]

## **Response to Blitzer, Robert and Xenry\_A**

### **Response to Comment 1: No-Build Alternative and impact to the animal hospital**

Caltrans notes the commenter's support for the No-Build Alternative and concern for the animal hospital. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," "CIA-1, Protect the animal hospital," "CST-6, Consolidate staging," and "ALT-4, Full range of Alternatives."

**Blum, Lisa\_A**  
page 1 of 1

IND\_BlumLisa\_A

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**From:** Lisa (Mahaney) Blum [REDACTED]  
**Sent:** Thursday, June 01, 2017 8:21 AM  
**To:** Lagunitas Bridge@DOT  
**Cc:** ptreyesdave@gmail.com  
**Subject:** Retrofit option

- 1 | Please consider a retrofit option for the Lagunitas Creek Bridge. I am strongly opposed to a total replacement given the significant & extensive adverse impacts a replacement would have on our small community.

Thank you,  
Lisa

Lisa (Mahaney) Blum  
[REDACTED]

## **Response to Blum, Lisa\_A**

### **Response to Comment 1: Consider a retrofit alternative**

Caltrans notes the commenter's support for consideration of a bridge retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests as well as sensitive environmental resources, while also meeting the project purpose and need. For more information on the evaluation of the Retrofit Alternative, please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-3, Definition of a true retrofit."**

Bouley, Ken\_A  
page 1 of 1

IND\_BouKen\_A

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**From:** Ken Bouley [REDACTED]  
**Sent:** Tuesday, May 23, 2017 9:38 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge affect on Point Reyes Animal Hospital

Hello,

1 I'm writing to express my concern for Point Reyes Animal Hospital over the impact to its business during the Lagunitas Creek Bridge project. I am speaking as a concerned pet-owner and long-time customer. Point Reyes Animal Hospital is a long-standing, extremely reputable local business providing a valuable service to the community, one which is not otherwise easily accessed from out in West Marin. Furthermore, Doctor Whitney and staff are more than valuable service providers; they are friends and respected community members, whose livelihood and lifelong dedication must not be threatened by a construction project. A good vet is precious and is woven into the fabric of the community.

2 The prospect that this local business could suffer or even close due to this project is not acceptable to me nor the general community. I would appreciate learning what explicit, tangible, and reliable safeguards are put in place by Caltrans to ensure business continuity for Dr. Whitney. In my way of thinking, Caltrans is answerable to do and say more than something like "we will make every effort to minimize impact, etc." No boiler-plate please - the risk should **\*not\*** belong to the vulnerable small business, but should be removed within the budget of the project and to the satisfaction of Point Reyes Animal Hospital and their patrons.

Sincerely,

Kenneth Bouley



This email and any files transmitted with it are confidential, proprietary and intended solely for the individual or entity to whom they are addressed. If you have received this email in error please delete it immediately.

## **Response to Bouley, Ken\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concerns for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-1, Protect the animal hospital."**

### **Response to Comment 2: How will the animal hospital be protected**

Caltrans notes the commenter's concern regarding the tangible measures to protect the animal hospital during construction. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Please see Table N-1 for the response to **Common Comments "CIA-2, Community impacts,"** and **"NOI-1, Noise impacts"**

Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts. A description of the effort to minimize construction duration is available in the response to **Common Comment "CST-1, Minimize duration of construction."**



**Bowers, Miriam\_A**  
page 1 of 1

IND\_BoweMiri\_A

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**From:** Miriam Bowers [REDACTED]  
**Sent:** Friday, June 23, 2017 8:55 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** comments

Although I was unable to attend the meeting on 6/15/17, I have notes from the meeting on 10/14/15 and have followed the news of the Green Bridge replacement and the controversy the project has engendered. My stake in this is residence in Inverness Park, West of Sir Francis Drake Blvd, since 1975, with the exception of 2 years in Tocaloma and Olema in the mid-1970's.

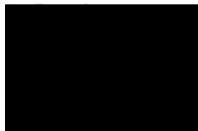
I've owned my home on Portola Ave since 1985, and drive back and forth across the Green Bridge almost daily.

My major concerns are:

- 1) Disruption to the operation of the Pt Reyes Animal Hospital. Over the years I've had 7 cats and 2 dogs that have used the services of this facility both in emergency (once), and for routine care and for boarding (once). Your plan to commandeer the modest entrance and front parking spaces, for gain of such a small square-yardage, seems more than mean-spirited. I would hope you would do everything possible to mitigate the noise and dust that will accompany the project--and leave the entrance to the Vet Hospital un-obstructed.
- 2) The size of the proposed replacement: everything about it is far over-scale for the location. Adding "a couple feet" to each of the traffic lanes would be nice, but including bicycle lanes and increasing the width of the pedestrian crossing are unnecessary. Just keep the walkway separated from the traffic with a barrier. Adding to the height of the bridge is not only ugly but overkill. The span is barely over 150 feet. We want your design to win an award rather than be a blight on the landscape.
- 3) As far as I know, there has never been an accident on the bridge. There are clear sightlines. We stop for horses and hay wagons. I think, however, that a 35 mph speed limit is excessive in that location. Locals don't drive that fast in that area leading into or out of Pt Reyes Station.

A long time ago the [Point Reyes Light](#) asked, "How many bridges (stream crossings) are there between Pt Reyes Station and Bolinas?" I recall the answer as being 13! Your work may be just beginning.

Thank you,  
Miriam Bowers



## **Response to Bowers, Miriam\_A**

### **Response to Comment 1: Disruption to the animal hospital**

Caltrans notes the commenter's concern regarding the tangible measures to protect the animal hospital during construction. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. The Preferred Alternative would not eliminate access to the businesses, and mitigation is provided for construction-related noise impacts. Parking spaces would continue to be available on the animal hospital property during construction. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-2, Community impacts,"** and **"NOI-1, Noise impacts"**

Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts. A description of the effort to minimize construction duration is available in the response to **Common Comment "CST-1, Minimize duration of construction."**

### **Response to Comment 2: Size of the proposed replacement**

Caltrans notes the commenter's concerns about the size of the replacement bridge. Please see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."**

### **Response to Comment 3: Accidents and fast speeds on bridge**

Caltrans notes the commenter's suggestion about speed limits and safety of the proposed bridge. Please see Table N-1 for the response to **Common Comment "TSP-2, Safety hazard."**

**Bowles, Henry\_A**  
**page 1 of 1**

IND\_BowlHenr\_A

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**From:** Henry Bowles [REDACTED]  
**Sent:** Monday, June 19, 2017 2:29 PM  
**To:** Lagunitas Bridge@DOT

- 1 | A new larger bridge is not needed.  
Henry Bowles

## **Response to Bowles, Henry\_A**

### **Response to Comment 1: Do not enlarge the bridge**

Caltrans notes the commenter's concern about the size of the bridge. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, and it is the narrowest of all the proposed Build Alternatives.

Bradford, Patricia\_A  
page 1 of 1

IND\_BradPatr\_A

6/15/17

Dear Caltrans,

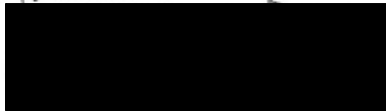
I am writing to express my concerns regarding the Lagunitas Creek Bridge (Green Bridge)

1 I wish to voice my opposition to the current plans because of the negative impacts they will have on Dr. Mary Whitney's veterinary clinic.

2 I would like you to consider a true Seismic Retrofit as discussed in David Moser's article in the Pt. Reyes Light 5/25/17.

Thank you for your consideration.

Patricia Bradford (PATRICIA BRADFORD)



## **Response to Bradford, Patricia\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Parking spaces will be available during construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital" and "CST-6, Consolidate staging."**

### **Response to Comment 2: Consider a true retrofit**

Caltrans notes the commenter's support for a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," and "ALT-3, Definition of a true retrofit,"** for more information on the No-Build Alternative and the Retrofit Alternative.

**Brast, Dave\_A**  
page 1 of 1

IND\_BrasDave\_A

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**From:** Dave Brast [REDACTED]  
**Sent:** Wednesday, June 21, 2017 12:14 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** No Build is the way.

1 No Build is the best option for the Green Bridge. Why didn't CalTrans study it more thoroughly? Any of the other options proposed would likely destroy an essential community resource - the Point Reyes Animal Hospital - and bring financial ruin to its beloved owner, Mary Whitney. And for what? To protect the bridge from an earthquake of low likelihood?

Please study the No Build option more thoroughly and take into account the negative impacts of the other alternatives on the lives of local residents and businesses.

Dave Brast - Appliance Repair  
[REDACTED]

## **Response to Brast, Dave\_A**

### **Response to Comment 1: No-Build Alternative and impacts on animal hospital**

Caltrans notes the commenter's support for the No-Build Alternative. The No Build Alternative is analyzed throughout the Final EIR/EA, including environmental analyses in Chapter 2. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," and "CIA-1, Protect the animal hospital."



**Braun, Rebecca\_A**  
page 1 of 1

IND\_BrauRebe\_A

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**From:** Rebecca Braun [REDACTED]  
**Sent:** Thursday, May 11, 2017 3:27 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** concerns

Hello,

- 1 I am very concerned about the impact your current plan has on the vet clinic in Point Reyes. As you know, we are a rural community with only one vet out in West Marin, the next closest is located in the San Geronimo Valley.  
Please don't use her entire front area as a staging ground for the bridge work. If this impacts the clinic financially, then we may have a nice new bridge, but at the expense of a local vet.
- 2 I'm sure you can find an alternate place for your trucks/equipment etc which will allow our vet to stay in business.

Thank you for your consideration.

**Rebecca Braun**

[REDACTED]

Thoughts become things... choose the good ones!

## **Response to Braun, Rebecca\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concerns for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Parking spaces will be available on the animal hospital property during construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CST-6, Consolidate staging,"** which provides more information on how staging will be used and minimized.

### **Response to Comment 2: Alternate locations for staging**

Caltrans notes the commenter's concerns about construction staging locations. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Brayton, Susan\_A  
page 1 of 1

IND\_BraySusa\_A

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**From:** Susan Brayton [REDACTED]  
**Sent:** Sunday, June 18, 2017 12:46 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Please NO BUILD option/Lagunitas Creek Bridge

To Caltrans,

1 I am opposing the rebuilding, or even the retrofitting, of the Lagunitas Bridge on Highway One that goes over the creek. I am urging you to hear the community majority's wish that the bridge remain in the same condition as it is now. I have lived here for 40 years and was here for the last big earthquake. Given the randomness of earthquakes it is likely that the present bridge could withstand another earthquake and a new bridge doesn't necessarily guarantee safety if that were to occur.

2 As you probably know, Point Reyes, and the national & state park environment, attracts many visitors and is extremely crowded now during the week and on weekends, even in the winter. It would be virtually impossible for local residents such as myself to attempt to go into our main town, Point Reyes Station, with traffic hold-ups that this multi-year project would present.

3 The idea to park the Caltrans equipment at the local veterinary clinic has been addressed by many. I use this clinic for my animals and I would hate to see the business there being jeopardized by construction and parking of your large equipment and other vehicles. Noise level is another consideration that affects the animals in the clinic and residents close by who would also suffer greatly - and the value of their real estate property would be compromised.

4 The cost and use of Caltrans revenue ideally would be more suited to the repairing of Highway One in the Big Sur area. I urge you to direct energy there instead of disturbing this community with unnecessary construction.

Respectfully,  
Susan Brayton  
Inverness, California

## Response to Brayton, Susan\_A

### Response to Comment 1: Oppose to replacement bridge or retrofit, earthquake unlikely

Caltrans notes the commenter's opposition to the proposed Build Alternatives. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario,"** for more information on the No-Build Alternative. Also, the response to **Common Comment "ALT-8, Criteria for new bridge,"** provides insight on the design standards applied.

The No-Build Alternative does not meet the purpose and need of the project, which is to provide a safe, seismically stable crossing over Lagunitas Creek on SR 1. Please see Table N-1 for the response to **Common Comment "GEO-1, Earthquake unlikely."**

### Response to Comment 2: Traffic effects on the town during construction

Caltrans notes the commenter's concern about traffic. The accelerated bridge construction (ABC) method which is part of the preferred Alternative 3a, three-span, Concrete bridge, will minimize the duration of construction period and to allow use of the bridge for most of the construction period. The associated bridge closure must occur within the allowable in-water work window to avoid impacts to sensitive aquatic species, which is limited to the dry season (typically June 1 to October 15) or as allowed to meet permit conditions. Caltrans has determined with community input that the period following Labor Day would minimize the bridge closure conflicts with tourism. Caltrans will minimize traffic impacts during construction with the implementation of the Construction Traffic Management Plan (see Project Feature TRANS-1, Construction Traffic Management Plan, in the Final EIR/EA). During construction of the Preferred Alternative, at least one lane on the existing bridge would remain open for traffic flow until the 2- to 3-week closure during which the bridge would be replaced. Please see Table N-1 for the responses to **Common Comments "CST-1, Minimize duration of construction," "CST-2, Closure timing—don't impact tourism season,"** and **"CST-5, Traffic impacts of construction."**

### Response to Comment 3: Protect the animal hospital, noise impacts

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"NOI-1, Noise impacts."**

This project does not propose permanent private property acquisition, only small temporary construction easements. Caltrans will maintain access to the animal hospital throughout construction. Please see Table N-1 for the responses to **Common Comments "CST-6, Consolidate staging"** and **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** which provides more detail on why staging areas are necessary and where they will be located.

### Response to Comment 4: Cost of project

Caltrans shares the commenter's concerns about the efficient use of public funds. Please see Table N-1 for the response to **Common Comment, "GEN-1, Wasting money."**

**Bridges, Pamela\_C**  
page 1 of 1

IND\_BridgePame\_C

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**From:** pamela bridges [REDACTED]  
**Sent:** Wednesday, June 21, 2017 4:46 PM  
**To:** Denardo, Eric@DOT  
**Subject:** lagunitas creek bridge

hello.

1 | i am strongly requesting to immediately stop any decisions re: green bridge until our local animal vet hospital can be assured of livelihood and a safe place.until mary and david whitney approve of a developed written plan for their clinic, i cannot support cal trans i vote for NO BUILD.

pamela bridges  
[REDACTED]

## **Response to Bridges, Pamela\_C**

### **Response to Comment 1: No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative" and "CIA-1, Protect the animal hospital."**

**Bruemmer, Will\_A**  
page 1 of 1

IND\_BrueWill\_A

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**From:** William Bruemmer [REDACTED]  
**Sent:** Wednesday, June 21, 2017 11:29 AM  
**To:** Lagunitas Bridge@DOT  
**Cc:** docwhitney@att.net  
**Subject:** Lagunitas Creek Green Bridge, Point Reyes Station, Marin County

Caltrans Staff,

I am writing to express my extreme disagreement and anger with your proposed replacement bridge. Your planned construction will basically destroy an essential local business critical to animal owners, while destroying the livelihood of a vital, community-oriented family. Your 3 year long project involving confiscation of critical parking and essential space-buffering, noise and air pollution, traffic disruption, and overall disregard for the customers, staff, and animal clients of the Pt. Reyes Animal Hospital reflect the worst of government bureaucracy and indifference.

It is essential that you seriously engage in the "No-Build" alternative.

Sincerely

William J. Bruemmer

[REDACTED]

Sent from my iPad

## **Response to Bruemmer, Will\_A**

### **Response to Comment 1: No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative and concern for the animal hospital. Caltrans notes the commenter's concern about traffic, dust, and noise impacts on the animal hospital and how the project may impact the animal hospital.

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. The Preferred Alternative would not eliminate access to the businesses, and mitigation is provided for construction-related noise impacts. Parking spaces on the animal hospital would continue be available. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "CST-1, Minimize duration of construction," "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," and "NOI-1, Noise impacts"**



**Bryan, Gordon\_A**  
page 1 of 1

IND\_BryaGord\_A

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**From:** Gordon Bryan [REDACTED]  
**Sent:** Thursday, June 22, 2017 2:03 PM  
**To:** Denardo, Eric@DOT  
**Subject:** green bridge point reyes

To CalTrans,

As a 30 year resident of Point Reyes, I would like to register my objection to any further movement re: Green Bridge in downtown.

1 Until the local Animal Hospital is in complete satisfaction with any plan, I am asking for NO BUILD and to stop any further discussion .

Thank You.  
Gordon Bryan

## **Response to Bryan, Gordon\_A**

### **Response to Comment 1: No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative and concern for the animal hospital. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," and "CIA-1, Protect the animal hospital."

**Burgoyne, Christa\_A**  
page 1 of 1

IND\_BurgChri\_A

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**From:** christa burgoyne [REDACTED]  
**Sent:** Wednesday, June 21, 2017 7:03 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Greenbridge on Hgw 1 - NO BUILD OPTION is the best option

To CalTrans - I live in the Green Bridge community and find that the bridge is appropriate for our community - large enough to accommodate the traffic and strong enough to survive all but the most severe earthquakes.

1 There are appropriate options for retrofitting that are far less expensive and intrusive and that are adequate vs. the overkill of a total bridge replacement as suggested by CalTrans. The construction of a new bridge would also be at great cost to the local economy and to the environment, and a mess for local residents.

2 But my primary argument is that the project is excessive and unnecessary. I recommend repair vs. replace; and if CalTrans continues to persist on the new option or no option, I strongly support a NO BUILD option.

Sincerely,

Christa Burgoyne  
[REDACTED]

## **Response to Burgoyne, Christa\_A**

### **Response to Comment 1: Retrofit alternative**

Caltrans notes the commenter's support for a retrofit alternative. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-5, Less intrusive retrofit,"** for an overview of what Caltrans has considered, and to **Common Comment "ALT-8, Criteria for new bridge,"** which provides insight on the design standards applied.

### **Response to Comment 2: No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"GEN-1, Wasting money."**

Calomiris, Wendy\_A  
page 1 of 1

IND\_CaloWend\_A

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**From:** Wendy Calomiris [REDACTED]  
**Sent:** Tuesday, June 20, 2017 1:16 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Caltran's Bridge Replacement

Dear Sirs and Madams,

1 I am writing in opposition to the pending Caltran's plan to replace the Green Bridge and I am in favor of the No Build Alternative.

2 The only way I would support this action is IF caltrans does its work the right way. This includes that Caltrans present a spectrum of retrofit options as promised PRIOR to approval as promised. Also, my support is contingent upon contacting Dr. Whitney PRIOR to EIR approval and informing her whether the bridge design has been selected. Finally, NOTIFY Dr. Whitney IN WRITING that the construction on the new bridge is approved PRIOR to approval. My support also includes, WITHOUT EXCEPTION, that Caltrans take the opportunity to do the right thing and offer Dr. Whitney financial remuneration and/or compensate for her financial losses during the time of impact upon her business - Point Reyes Animal Hospital.

Should Caltrans ignore any assistance to Dr. Whitney, its business practices are no different than the "grab and take" found in our current administration within the Whitehouse.

I urge you to consider the impact upon her business she's worked hard to build and support her supporting you!  
Sincerely,  
Wendy Calomiris  
[REDACTED]  
(Born and raised in Inverness)

--

Regards, Wendy Calomiris [REDACTED]

## **Response to Calomiris, Wendy\_A**

### **Response to Comment 1: Support for the No-Build Alternative unless retrofit is analyzed**

Caltrans notes the commenter's support of the No-Build Alternative and recommendation to consider of a spectrum of retrofit alternatives. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. For more information on the No-Build Alternative and the Retrofit Alternative, please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," and "ALT-3, Definition of a true retrofit."**

### **Response to Comment 2: Communicate with and be responsive to Dr. Whitney**

Caltrans notes the commenter's request to contact the animal hospital owner prior to EIR/EA and project approval. Caltrans has reached out directly to the animal hospital to discuss the project. The EIR/EA considered construction impacts to private property. The environmental process provides these disclosures to all concerned individuals equally. Prior to construction, during the design phase, Caltrans will refine the project design and continue to work with regulatory agencies to obtain necessary permits. After the project design is more refined, Caltrans will attempt to engage property owners again and to approach each property owner individually to ascertain their unique situations and apply appropriate avoidance, minimization, and mitigation measures best suited for the property. Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and will maintain access to the property throughout construction. Because access will be maintained to the animal hospital, relocation will not be required. Parking spaces on the animal hospital will also be maintained. Please see Table N-1 for the response to **Common Comment "CIA-1, Protect the animal hospital."**

**Campe, James and Pamela\_A**  
page 1 of 1

IND\_CampJamPam\_A

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**From:** jim campe [REDACTED]  
**Sent:** Saturday, June 24, 2017 5:56 PM  
**To:** Lagunitas Bridge@DOT  
**Cc:** Pamela Campe  
**Subject:** Lagunitas Bridge

To who it may concern.

- 1 We feel very strongly that whatever option for the Lagunitas Bridge replacement is selected, Dr. Whitney's Veterinarian  
2 Clinic should be guaranteed full compensation for relocation. We cannot lose a business vital to the community and  
displace a family that is essential to the community both in Veterinary Medicine and elementary/middle school  
education. If relocation cannot be accomplished to the satisfaction of Dr. Whitney, then we support the no-build option.

Sincerely,

James & Pamela Campe  
[REDACTED]

## **Response to Campe, James and Pamela\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and would maintain access to the property throughout construction. Refer to Chapter 1 of the Final EIR/EA for the refinements made to the staging area on the animal hospital property. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," and "CST-6, Consolidate staging."**

### **Response to Comment 2: No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Please see Table N-1 for the response to **Common Comment "ALT-1, Support for the No-Build Alternative."**



Carasik, Cheryl\_A  
page 1 of 1

IND\_CaraCher\_A

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**From:** Cheryl Carasik [REDACTED]  
**Sent:** Wednesday, May 31, 2017 8:46 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Fwd: Lagunitas Creek Bridge Project

Sent from my iPad

Begin forwarded message:

**From:** Cheryl Carasik [REDACTED]  
**Date:** May 31, 2017 at 8:39:51 AM PDT  
**To:** [lagunitas\\_bridge@dot.ca.com](mailto:lagunitas_bridge@dot.ca.com)  
**Subject:** Lagunitas Creek Bridge Project

1 Please consider the terrible impact this bridge project will have on our community. We are residents in Inverness and the bridge closer for your proposed amount of time is going to be a horrible experience for all of us. I have read there are other less evasive options to retrofit the bridge instead of the terrible immense over build proposal Cal Trans is considering. We don't need a four lane bridge in our neighborhood. One lane in each direction seems to have been working just fine for many many years.

2 In addition we all are very concerned about the possible closure of our community vet in Pt Reyes Station. We have learned that Cal Trans is planning to stage all their equipment in the vet's parking lot and this is a terrible idea. We all need emergency access to the vet at all times. Our animals depend on the only close and local vet we have with Dr. Whitney. Please consider finding another area to stage your equipment and supplies. We need our vet to stay open and in business!!!

Thank you for you time and I hope you get lots of mail and emails fighting this terrible idea and coming up with an alternative that works better for all of us.

Regards,  
Cheryl Carasik.

Sent from my iPad

## Response to Carasik, Cheryl\_A

### Response to Comment 1: Consider a less intrusive retrofit

Caltrans notes the commenter's support for a bridge retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers the interest of the community and the environment, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-3, Definition of a true retrofit."**

None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the Final EIR/EA, which describes the dimensions of each Build Alternative, and Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."**

### Response to Comment 2: Protect the animal hospital

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Please see Table N-1 for the response to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging," and "CST-1, Minimize duration of construction."**

Carlin, Elizabeth\_A  
page 1 of 1

IND\_CarlEliz\_A

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**From:** Betty Anne Carlin [REDACTED]  
**Sent:** Sunday, June 18, 2017 1:29 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** proposed Green Bridge replacement

Please, please respect the natural habitat of plants and animals by NOT overbuilding the proposed bridge replacement.

Please give the local residents/voters options for appropriate seismic retrofits that would;

1. minimize damage to native habitat
2. minimize impact on local businesses such as the absolutely necessary veterinary hospital
3. minimize the noise and dirt of trucking materials and of construction
4. maximize safety for drivers and pedestrians

We care about safety first, but also want protection for wildlife and for our way of life.

Thank you for your kind consideration of my concerns.

Elizabeth A. Carlin  
[REDACTED]

## **Response to Carlin, Elizabeth\_A**

### **Response to Comment 1: Native habitat, seismic retrofit, local businesses, construction impacts, and safety**

Caltrans notes the commenter's concerns. The EIR/EA describes the level of impacts to the environment and community, and it proposes measures to avoid, minimize, or mitigate harm to biological resources. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "BIO-1, Biological impacts."**

Caltrans has considered the impacts on the animal hospital and on other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts,"** and **"NOI-1, Noise impacts."**

Caltrans is responsible for providing safe mobility on state routes. Please see Table N-1 for the response to **Common Comment "TSP-2, Safety hazard."**

**Carolan, Kate\_A**  
page 1 of 1

IND\_CaroKate\_A

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**From:** Kate Carolan [REDACTED]  
**Sent:** Tuesday, June 20, 2017 10:41 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Pt Reyes Bridge

Hello

- 1 | I am a resident of Inverness . I would like a NO BUILD alternative to the bridge.
  - 2 | If that does not go through,Cali Trans should cover all expenses to the Vet Hospital. We all use it ,those of us with pets. It is as important as a human hospital.
- Thanks so much  
Kate Carolan  
[REDACTED]

## **Response to Carolan, Kate\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support of the No-Build Alternative. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-1, Support for the No-Build Alternative."**

### **Response to Comment 2: Disruption to the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," and "NOI-1, Noise impacts."**

**Carpenter, Dian and Karen; Fox, Carolyn\_A**  
page 1 of 1

IND\_CarpFox-DianKarCar\_A

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**From:** Carolyn Fox [REDACTED]  
**Sent:** Wednesday, June 07, 2017 4:00 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Seismic Retrofit Alternative

Attn : Caltrans, Project Office of Environmental Analysis

- 1 In 2007 , Caltrans recommended a seismic retrofit of the Lagunitas Creek Bridge. Many community members requested from Caltrans bridge-specific engineering analysis to identify actual (not assumed) seismic risks, and retrofit alternatives to reduce any such risks. In October 2015, Caltrans promised to do so at a public meeting with the community . A true seismic retrofit option, although promised to our community, has never been presented by Caltrans.
- 2 Caltrans current proposals will have a devastating impact on our community. Traffic on Sir Francis Drake/State Route 1, and Bear Valley Rd. will become impassible , impeding response times for emergency vehicles and creating dangerous situations. Local businesses will fail. Of particular concern is Point Reyes Animal Hospital which will lose its
- 3 entry way, parking area and front door due to Caltrans staging area. The noise level from the construction will make it impossible to run the animal hospital. Papermill Creek's endangered salmon will suffer, and further environmental
- 4 degradation will occur.  
Please provide the seismic retrofit option as promised to our community by Caltrans in October 2015.

Dian S. Carpenter, Karen Carpenter and Carolyn Fox [REDACTED]

## **Response to Carpenter, Dian and Karen; Fox, Carolyn\_A**

### **Response to Comment 1: Consider a true retrofit**

Caltrans provided a detailed presentation about the requirements of a retrofit under the current condition of the bridge to meet the project purpose and need at the public hearing on June 15, 2017. For more information, please see Table N-1 in the introduction to this appendix for the responses to **Common Comments “ALT-3, Definition of a true retrofit,”** and **“ALT-4, Full range of alternatives,”** which describes what is required for the Retrofit Alternative to meet Caltrans’ “no collapse” criteria.

### **Response to Comment 2: Concerned about impacts on community, emergency services, and traffic**

Caltrans notes the commenter’s concern for impacts to the community. Chapter 2 of the Final EIR/EA describes the evaluation of impacts of bridge construction on emergency services in the Environmental Consequences subsection under both Utilities and Emergency Services (Section 2.1.4.2) and Traffic and Transportation (Section 2.1.5.3). The accelerated bridge construction (ABC) method which is part of the preferred Alternative 3a, three-span, Concrete bridge, will minimize the duration of construction period and to allow use of the bridge for most of the construction period. The associated bridge closure must occur within the allowable in-water work window to avoid impacts to sensitive aquatic species, which is limited to the dry season (typically June 1 to October 15) or as allowed to meet permit conditions. Caltrans has determined with community input that the period following Labor Day would minimize the bridge closure conflicts with tourism. Caltrans will minimize traffic impacts during construction with the implementation of the Construction Traffic Management Plan (see Project Feature TRANS-1, Construction Traffic Management Plan, in the Final EIR/EA). During construction of the Preferred Alternative, at least one lane on the existing bridge would remain open for traffic flow until the 2- to 3-week closure during which the bridge would be replaced. Please see Table N-1 for the responses to **Common Comments “CIA-2, Community impacts,” “CST-1, Minimize duration of construction,” “UES-1, Emergency Access”,** and **“CST-5, Traffic impacts of construction.”**

### **Response to Comment 3: Protect the animal hospital**

Caltrans notes the commenter’s concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties and businesses. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the response to **Common Comment “CIA-1, Protect the animal hospital.”**

This project does not propose permanent property acquisition, only small temporary construction easements. Please see Table N-1 for the responses to **Common Comments “CST-6, Consolidate staging,”** which provides more detail on why staging areas are necessary, and to **“NOI-1, Noise impacts,”** which addresses construction-related noise.

### **Response to Comment 4: Impacts on endangered salmon**

Caltrans notes the commenter’s concern for harm to salmon. The analyses of the construction impacts and measures to minimize harm on threatened and endangered species are included in Section 2.3.5 of the Final EIR/EA. Among the measures to minimize harm on protected aquatic species are limiting in-water work to the period with least salmonid migration (i.e., June 1 to October 15), only working within a dewatered area that is isolated by the installation of a temporary cofferdam, use of protective features under the existing bridge during the dismantling of the existing bridge, and providing salmon habitat mitigation. See Section 2.3.5.4 of the Final EIR/EA for more detail. Additionally, Caltrans has obtained a Biological Opinion from the



United States Fish and Wildlife Service and National Marine Fisheries Service, which establishes expectations and methods to avoid and treat impacted wildlife resources. This project will also require an Incidental Take Permit from California Department of Fish and Wildlife.

Now that Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, the Lagunitas Creek Bridge design has advanced to provide further revegetation details and mitigation planning, as described in the Final EIR/EA. Also included are standards and methods for developing onsite aquatic habitat enhancements, such as providing large in-stream woody debris. Please see Section 2.3.5 of the Final EIR/EA for more detailed information.

**Caufield, Catherine and Nordbye, Terry\_A**  
page 1 of 1

IND\_CaufNord-CathTer\_A

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**From:** Catherine Caufield [REDACTED]  
**Sent:** Thursday, June 22, 2017 1:08 PM  
**To:** Lagunitas Bridge@DOT  
**Cc:** Terry  
**Subject:** Alternative 2a

Dear CalTrans,

- 1 We are full-time residents of Inverness. We would like to express my support for the Lagunitas bridge replacement that takes least time and the least change from the appearance of the exiting bridge. We believe this is Alternative 2a.
- 2 Our other concern, and that of many, many local residents, is that you should not locate your construction staging on the land surrounding the Point Reyes Animal Hospital. The inconvenience and hardship on the vet, her staff, her clients and the many animals they care for would be extreme. Dr. Mary Whitney offers a valuable service in this part of West Marin and it is hard enough to keep a business going in this area without the disruption hosting construction staging for the bridge would entail. Moreover, the mitigation measures the Draft EIR puts forward are weak and will not actually mitigate the construction noise, dirt and disruption. To say, as the Draft EIR does, that "there would be no direct take of residences or businesses" is ridiculous since you would effectively be choking off the vet's business by occupying her property with noisy, dirty, space-hogging equipment for a year.
- 3 There is a large cleared area in front of the McPhail fuel tank on Shoreline Highway just north of the vet's office. On B Street, across from the cleared area already identified as a construction staging site, is another unoccupied area. It is basically scrubland and it would be better to clear that area and restore it than to destroy a much-needed business.

Thank you for considering our comments.

Catherine Caufield and Terry Nordbye  
[REDACTED]

## **Response to Caufield, Catherine and Nordbye, Terry\_A**

### **Response to Comment 1: Alternative 2a**

Caltrans notes the commenter's support for Alternative 2a. Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. This alternative requires the least construction time and would have the least visual obstruction of the Build Alternatives.

### **Response to Comment 2: Construction impact on the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "NOI-1, Noise impacts."**

### **Response to Comment 3: Alternative staging areas**

Caltrans notes the commenter's suggestion to consider other unused lots located near the Lagunitas Creek Bridge as alternate staging areas instead of the animal hospital property. Caltrans considered unused lots in the area, but a property that is adjacent to the project site is required to access the bridge piers and abutments and a nearby parcel is needed for the proposed ABC with longitudinal move-in construction method. Please see Table N-1 for the responses to **Common Comments CST-3, Why not place staging areas at unused Caltrans yard," and "CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

**Chapman, James\_A**  
page 1 of 1

IND\_ChapJame\_A

June 23, 2017

Caltrans, District 4  
Attn: Lagunitas Creek Bridge Project, Eric DeNardo  
Office of Environmental Analysis MS-8B  
111 Grand Avenue  
Oakland, CA 94623

To Whom It May Concern:

- 1 We are utterly opposed to the scale of the proposed bridge. The proposed increases in width, from the current 34 feet to 43 or 50 feet are out of scale with our rural small town. Likewise, the proposed height increases from 7 feet to 21 or 30 feet is unacceptable.
- 2 We also oppose ANY staging for the project at Point Reyes Animal Hospital . Point Reyes Station is an isolated, rural village, and the Point Reyes Animal Hospital's undisturbed operation is absolutely critical to the lives of our family pets.

Sincerely,

  
James Chapman  


## **Response to Chapman, James\_A**

### **Response to Comment 1: Size of bridge**

Caltrans notes the commenter's concern about bridge scale. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."**

### **Response to Comment 2: Staging and animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Please see Table N-1 for the responses to **Common Comment "CST-6, Consolidate staging,"** and **"CIA-1, Protect the animal hospital."**

**Chapman, Paul\_A**  
page 1 of 1

IND\_ChapPaul\_A

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**From:** Paul Chapman [REDACTED]  
**Sent:** Tuesday, June 06, 2017 11:24 AM  
**To:** Lagunitas Bridge@DOT <[lagunitasbridge@dot.ca.gov](mailto:lagunitasbridge@dot.ca.gov)>  
**Subject:** Please include a retrofit option for the Lagunitas Bridge

Dear Sirs,

1 Having reviewed the multiple options presented to the public for replacing the Lagunitas Bridge, it does not appear to me that there has been sufficient attention devoted to a retrofit. I hope you will do this and report out to the community before a decision is made.  
Thank you.

Paul Chapman

Inverness Associates  
[REDACTED]

## **Response to Chapman, Paul\_A**

### **Response to Comment 1: Support for Retrofit Alternative**

Caltrans notes the commenter's support for the Retrofit Alternative. Caltrans has thoroughly evaluated this alternative and dismissed it from further evaluation in the Draft EIR/EA for many reasons, including its potential disruption of the local economy and residents. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-3, Definition of a true retrofit," and "ALT-5, Less intrusive retrofit."

Chernin, Kim\_A  
page 1 of 1

IND\_Chernin\_A

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**From:** KIM CHERNIN [REDACTED]  
**Sent:** Friday, June 23, 2017 4:02 PM  
**To:** Lagunitas Bridge@DOT <lagunitasbridge@dot.ca.gov>  
**Subject:** Some thoughts

1 the green bridge will do. I can't imagine an earthquake that is so close and is in turn sufficiently large to cause the bridge to go down. In fact, it could be argued that the possibility of this is very low. I think there is a real conflict of interest here. It is certainly in Caltrans' interest to argue that the new bridge is necessary, and to show preference for the largest possible variation. I'm shocked that there is no retrofit alternative among the proposals, and dismayed that all we have is a choice between no action at all and total replacement of the bridge. Wisdom says, given all these opinions and complaints by our community: do nothing at all. Let us take our chance with the unknown earthquake, before we attempt to anticipate outcomes and take measures that are in fact burdensome to our community, our local businesses, our veterinary center. There is no need to continue with the process of the environmental review. There is every reason to start over with the community's participation. Kim Chernin, [REDACTED]  
[REDACTED]



## **Response to Chernin, Kim\_A**

### **Response to Comment 1: No-Build Alternative, Retrofit Alternative, earthquake unlikely**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans considered a retrofit alternative in the EIR/EA, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** “**ALT-1, Support for the No-Build Alternative,**” “**ALT-3, Definition of a true retrofit,**” “**ALT-4, Full range of alternatives,**” “**GEO-1, Earthquake unlikely,**” and “**PUB-2, Public outreach process.**”

Clarke, Rich\_A  
page 1 of 1

IND\_ClarRich\_A

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**From:** [REDACTED] on behalf of Rich Clarke [REDACTED]  
**Sent:** Saturday, June 03, 2017 11:25 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Please Listen To Our Community

Caltrans, Project Office of Environmental Analysis, MS-8B  
Attn. Lagunitas Creek Bridge Project

1 I respectfully ask for your consideration in changing a decision you've made that has a huge impact on the small community of Point Reyes Station. You've designated our local veterinarian's parking lot as your staging site for the rebuild of our local 'Green' bridge. Depending on which design is chosen by your planners, one to three years of encumbrance will significantly impact her business. Possibly shutting it down. We're a rural agricultural community that values our animals, Dr Mary Whitney and the services Dr Whitney provides our whole community. Could you please find a way to use another staging site, like your own nearby CalTrans yard and thereby be responsive to our communities efforts to take care of a valued member and the services she provides us? Thank You  
Rich Clarke  
Point Reyes Station, Ca

## **Response to Clarke, Rich\_A**

### **Response to Comment 1: Animal hospital and avoid staging on animal hospital parking area**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-1, Protect the animal hospital."**

This project does not propose permanent property acquisition, only small temporary construction easements. Please see Table N-1 for the responses to **Common Comments "CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary, and **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** which provides more detail on how temporary construction easements and staging areas are used.

Clarkson, Cynthia\_A  
page 1 of 1

IND\_ClarCynt\_A

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**From:** [REDACTED]  
**Sent:** Sunday, June 18, 2017 11:57 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Point Reyes Bridge

Dear People,

1 I am sure that you are well qualified to build strong bridges. However the Green Bridge is adequate as is. We don't need an urban bridge. As a West Marin homeowner of many years I request you withdraw your plan to retrofit the Green Bridge at this time.

Please consider ongoing communication with the community over the future of this Bridge as it affects us greatly.

Thank you,  
Cynthia Clarkson

Sent from my iPad

## **Response to Clarkson, Cynthia\_A**

### **Response to Comment 1: Bridge is adequate**

Caltrans notes the commenter's statement that the bridge is adequate as is. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project's purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," and "ALT-7, Size of bridge and visual/aesthetic character."

Clearbrook, Eden\_A  
page 1 of 1

IND\_CleaEden\_A



Lagunitas Creek Bridge Project  
June 15, 2017 – Public Meeting  
**COMMENT FORM**

Please leave your comments with staff during the meeting or mail it to the following address by June 24:

Eric DeNardo, Associate Environmental Planner  
Department of Transportation, Environmental Planning, MS 8B  
P.O. Box 23660  
Oakland, CA 94623

You can also email your comments to [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov). Please include your name, affiliation (if applicable), and address with your comments.

Name: Eden Clearbrook Date: 6/15/17  
Affiliation (if applicable): PRVA member, Small Business owner PIR  
Address: [REDACTED]  
Email: [REDACTED]

Please write comment on the back.

For more information, visit <http://www.dot.ca.gov/dist4/envdocs.htm> or email [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov).

Comment: Thank you Caltrans for working w our community

I find UNACCEPTABLE your plan to take over PIR VET'S parking  
This will DESTROY THE VETS office, locally owned &  
much appreciated & needed business for entire West Contra-

Please consider using the lot at the corner of Hwy 4  
and St Drake Blvd -

Also consider using Caltrans yard on Hwy 4 toward  
Orinda vs the parking lot @ White House Pool which  
is used extensively for healing activities by locals

## **Response to Clearbrook, Eden\_A**

### **Response to Comment 1: Protect the animal hospital and avoid staging on animal hospital parking area**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has a responsibility to review the social, economic, and environmental impacts of every project and work with the community to avoid, minimize, and, as necessary, mitigate those impacts. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CST-6, Consolidate staging,"** and **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** which provides more detail on how temporary construction easements and staging areas are used.

Cline, Martin\_A  
page 1 of 2

IND\_ClinMart\_A

Martin J. Cline MD



Caltrans, Project Office of Environmental Analysis MS-8B  
Attn: Lagunitas Creek Bridge Project  
111 Grand Avenue  
Oakland, California 94623

I am a long-time resident of western Marin County, an owner of two dogs and a user of Point Reyes Animal Hospital. I am concerned about the proposed plan to use the front parking area of the clinic as a staging area for construction on the Lagunitas Creek Bridge.

1 This site would impose a major restriction on access to emergency care for ill or injured animals. It would also adversely affect access to non-emergency health care services for animals over a prolonged period of time and might possibly result in permanent closure of the hospital/clinic with resultant loss of jobs of the health care workers at this facility. It is important to note that this is the only facility offering veterinary services in the area. Its closure would be a disaster.

Caltrans should consider nearby alternative sites in the community.

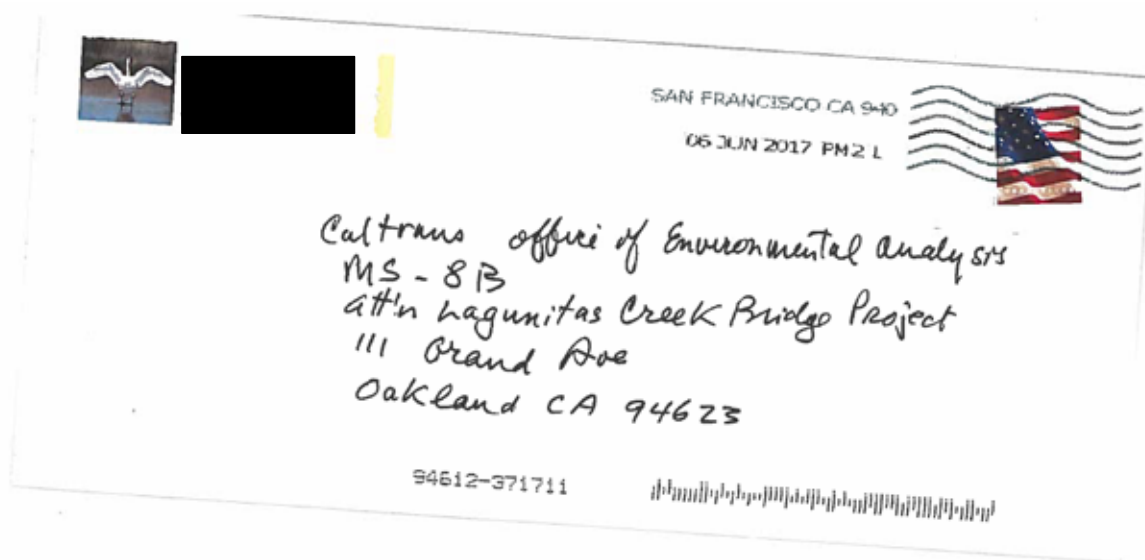
Sincerely,

A handwritten signature in black ink that reads "Martin J. Cline".

Martin J. Cline, MD.



Cline, Martin\_A  
page 2 of 2



## **Response to Cline, Martin\_A**

### **Response to Comment 1: Protect the animal hospital and avoid staging on animal hospital parking area**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** for more about how the animal hospital was considered, **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

**Comstock, Lyndon and Mathieu, Arline\_A**  
page 1 of 1

IND\_ComsLynd\_A

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**From:** Lyndon Comstock [REDACTED]  
**Sent:** Sunday, May 28, 2017 8:37 AM  
**To:** Lagunitas Bridge@DOT  
**Cc:** Arline Mathieu  
**Subject:** impact of Lagunitas Creek bridge replacement

We are concerned that CalTrans has failed to take sufficiently into account the local impact of a planned large widening of the Lagunitas Creek Bridge on the southern entrance to Point Reyes Station.

1 As part of our concern, it appears to us that CalTrans is failing to properly mitigate the expected impacts of the construction project on local business, specifically the veterinary clinic owned by Mary Whitney located adjacent to the bridge. That clinic is a key community resource. It appears to us that the planned construction will likely make the veterinary clinic effectively unusable during the lengthy construction period, potentially causing the business to fail. This will have a major deleterious impact on the community both during the construction period and afterward. This affects not only the clinic owner and employees but all of the local community members, including us, who rely on this clinic for treatment of our animals.

Sincerely,

Lyndon Comstock  
Arline Mathieu

Bolinas, California

## **Response to Comstock, Lyndon and Mathieu, Arline\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CIA-2, Community impacts."** In addition, Caltrans has refined the proposed staging area to reduce impacts on the animal hospital. Please see in Table N-1 for the response to **Common Comment "CST-6, Consolidate staging."**

Connolly, James\_A  
page 1 of 1

IND\_ConnJame\_A

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**From:** James Connolly [REDACTED]  
**Sent:** Monday, June 19, 2017 6:13 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Bridge Replacement

1 The new bridge which Caltrans is likely to build (one of the full-span designs) will be horribly out of character for our small rural community. Since it will also be much wider with more separation for bikes and pedestrians, it is likely to result in much higher driving speeds, meaning an increased likelihood of accidents both on the bridge and on the approaches on both ends of the bridge

James Connolly  
[REDACTED]

## Response to Connolly, James\_A

### Response to Comment 1: Size of bridge

Caltrans notes the commenter's concern about the size of the bridge. The range of alternatives evaluated in the EIR/EA considers community interests and sensitive environmental resources, while also meeting the project purpose and need. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, and it is the narrowest of all the proposed Build Alternatives.

In addition, Caltrans is responsible for providing safe mobility on state routes. Please see Table N-1 for the response to **Common Comment "TSP-2, Safety hazard."**

Cook, Cathy\_A  
page 1 of 1

IND\_CookCath\_A

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**From:** Cathy Cook [REDACTED]  
**Sent:** Tuesday, June 13, 2017 12:27 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Please reconsider your plans

As a longtime West Marin resident I'd like to ask you to reconsider the current plans for fixing the Lagunitas bridge.

1 While any option will cause all of us inconvenience, there must be a more viable way that doesn't impact the Pt Reyes economy and the vital services located there. The thought of using the Pt Reyes Animal Hospital as a staging ground is unacceptable and poses a dire impact on Dr. Whitney's practice.

As public servants, Cal Trans needs to take a more encompassing view of it's current plans and not endanger the commercial and public services in Pt Reyes.

Respectfully,  
Cathy Cook  
Bolinas CA

## Response to Cook, Cathy\_A

### Response to Comment 1: Animal hospital and economic impacts during construction

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Economic analysis is provided in Section 2.1.2.1 of the Final EIR/EA, which includes the consideration of factors, such as traffic, noise, dust, and visual disturbance, that may influence the patronage to local businesses.

Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Because a quantitative economic impact to local businesses cannot be determined until after construction (and obtaining financial data from businesses), the analysis included in Section 2.1.2.1 of the Final EIR/EA is qualitative in nature. This analysis meets the requirements of NEPA.

As noted in Chapter 3 of the Final EIR/EA, unlike NEPA, the focus of the analysis under CEQA shall be on the physical changes caused by the economic or social chain of cause and effect. Economic or social effects of a project shall not be treated as significant effects on the environment.

However, Caltrans has made sure that access will be maintained to all businesses in the project area throughout construction. Caltrans has refined the staging area on the animal hospital property. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-2, Community impacts," "CIA-1, Protect the animal hospital,"** which provides details about how the animal hospital was considered, **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.



Cooper, Debra\_A  
page 1 of 1

IND\_CoopDebr\_A

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**From:** Debra Cooper [REDACTED]  
**Sent:** Friday, June 23, 2017 4:49 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Bridge project-Point Reyes

- 1 Dear Caltrans, I recently learned about this project...Found it pretty upsetting. You say it will take 1-4 years to complete. If it was going to take a year I think you would have said 1-2 years. 2-4 years seems extremely long unless you only have two guys and one hammer. You plan to widen the bridge 16'. I measured that out...too wide! I don't care if it is code. It's a bridge for a freeway! It should be called that. "The Freeway Bridge". That's what the plaque should read. But the thing that put me right over the edge is the Eminent Domain angle. What genius thought that up? Or was it a whole board of geniuses? I understand you plan to appropriate the Point Reyes Animal Hospital's property. To many of us, including myself Mary Whitney's services are vital. Her patrons don't want to go to different vet~ if we are forced to because you hinder her in some way there is no other vet for some distance. This has the potential to really mess her up. Maybe put her out of business! I think it's very selfish of you people. Maybe you should check your moral compasses. Can't you just put your stuff somewhere else?
- 2
- 3 Please consider a true seismic retrofit instead of the complete rebuild retrofit. Debra Cooper

## **Response to Cooper, Debra\_A**

### **Response to Comment 1: Construction impacts and size of bridge and construction**

Caltrans notes the commenter's concerns regarding the proposed scale of the bridge and duration of construction phase. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character,"** and **"CST-1, Minimize duration of construction."**

### **Response to Comment 2: Impact on animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CIA-2, Community impacts."** In addition, Caltrans has refined the proposed staging area to reduce impacts on the animal hospital. Please see in Table N-1 for the response to **Common Comment "CST-6, Consolidate staging."**

### **Response to Comment 3: Consider a true seismic retrofit vs. a rebuild**

Caltrans notes the commenter's statement regarding a seismic retrofit. Please see Table N-1 for the response to **Common Comment "ALT-3, Definition of a true retrofit."**

Coppinger, GR\_A  
page 1 of 1

May 25-17

IND\_CoppGR\_A

Dear Cal-Trans

- 1 Please consider a seismic retrofit to the Lagunitas Creek Bridge Project instead of completely replacing the bridge and ruining the peace and quiet of our town.
- 2 You would also be putting our only veterinarian in a horrible situation as it has been proposed Caltrans would take over her entire parking lot for construction staging. This is not acceptable! I take Sir Francis Drake and Hwyone to work each day right past this project
- 3 my commute will be a nightmare and the traffic in + out of the park will be worse than ever. Please just retrofit

Don't replace

Thank you

Gr Coppinger

## Response to Coppinger, GR\_A

### Response to Comment 1: Consider a retrofit instead of replacement bridge

Caltrans notes the commenter's opposition to the proposed Build Alternatives. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives,"** which includes a description of what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria.

### Response to Comment 2: Protect the animal hospital, move staging area

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the response to **Common Comment "CIA-1, Protect the animal hospital."**

Different staging areas are identified to support different activities. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on how temporary construction easements and staging areas are used.

### Response to Comment 3: Traffic impacts

Caltrans notes the commenter's concern about traffic. The accelerated bridge construction (ABC) method which is part of the preferred Alternative 3a, three-span, Concrete bridge, will minimize the duration of construction period and to allow use of the bridge for most of the construction period. The associated bridge closure must occur within the allowable in-water work window to avoid impacts to sensitive aquatic species, which is limited to the dry season (typically June 1 to October 15) or as allowed to meet permit conditions. Caltrans has determined with community input that the period following Labor Day would minimize the bridge closure conflicts with tourism. Caltrans will minimize traffic impacts during construction with the implementation of the Construction Traffic Management Plan (see Project Feature TRANS-1, Construction Traffic Management Plan, in the Final EIR/EA). During construction of the Preferred Alternative, at least one lane on the existing bridge would remain open for traffic flow until the 2- to 3-week closure during which the bridge would be replaced. Please see Table N-1 for the responses to **Common Comments "CST-1, Minimize duration of construction,"** and **"CST-5, Traffic impacts of construction."**

**Corbett, William\_A**  
**page 1 of 1**

IND\_CorbWill\_A

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**From:** William Corbett [REDACTED]  
**Sent:** Wednesday, May 24, 2017 1:39 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge

- 1 I am writing on behalf of my Vets and Dr. Whitney. They have been my pets doctor for several years. Your proposal will put them out of business. These people really care about animals and are pillars in the Pt. Reyes
- 2 Community. I vote for 'No Build Alternative' It seems silly to not just do seismic as this bridge is not under heavy traffic pressure. I go over this bridge 5 times a week. To use taxpayers money to build a freeway bridge ,
- 3 when it can possibly be more useful somewhere else would be irresponsible when you consider the disrupted lives as well. Please take your time and make the right decision, all the best , Bill Corbett [REDACTED]

## **Response to Corbett, William\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-1, Protect the animal hospital."**

### **Response to Comment 2: Support for the No-Build Alternative**

Caltrans notes the commenter's support for No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

### **Response to Comment 3: Do not build a freeway bridge**

Caltrans acknowledges the comment. Please see Table N-1 for the response to **Common Comment "GEN-1, Wasting money."** Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative.

**Cordaro, Christine\_A**  
page 1 of 1

IND\_CordChri\_A

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**From:** CHRISTINE CORDARO [REDACTED]  
**Sent:** Thursday, June 22, 2017 10:01 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Bridge

1 Stop the bridge! This is an absurd waste of money. The probability of an earthquake is zero while on the bridge but the probability of destroying our community with an unnecessary new bridge is 100 percent!  
Sent from my iPhone

## **Response to Cordaro, Christine\_A**

### **Response to Comment 1: No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** “**ALT-1, Support for the No-Build Alternative,**” “**ALT-2, Describe the no-build scenario,**” “**GEO-1, Earthquake unlikely,**” and “**GEN-1, Wasting money.**”



Cornelia, Maureen\_A  
page 1 of 1

IND\_CornMaur\_A

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**From:** Maureen C [REDACTED]  
**Sent:** Sunday, June 04, 2017 5:51 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Staging Plan Unacceptable

This email is directed to the Caltrans officials who are developing the plan for the Lagunitas Bridge in Point Reyes Station.

Hello,

- 1 I have learned that Caltrans has proposed to use the parking area of the Point Reyes Animal Veterinary Clinic as a staging area for repair work on the Lagunitas Bridge. **This plan is absolutely unacceptable and unfair to Dr. Mary Whitney, DVM and all those whom she serves in our community.** It's a plan that will make it impossible for her to provide the valuable animal care that our community is so dependent upon.
- 2 It is irresponsible for Caltrans to even propose this as an approach and shows zero sensitivity to the needs of this small business and our community. There is an empty lot at the corner of the Levee Road and Sir Francis Drake that would make far more sense as a staging area.
- 2 Please consider the "No Build" alternative plan or a true Seismic Retrofit. As I understand it, a true seismic retrofit has not yet been analyzed by Caltrans.

Thank you for your consideration,  
Maureen Cornelia  
Inverness, CA

\*Owner of Vada the canine and Rosie the feline -- both patients of Dr. Whitney

## Response to Cornelia, Maureen\_A

### Response to Comment 1: Animal hospital and staging areas

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-1, Protect the animal hospital."**

This project does not propose permanent property acquisition, only small temporary construction easements. Please see Table N-1 for the responses to **Common Comments "CST-6, Consolidate staging,"** and **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** which provides more detail on how temporary construction easements and staging areas are used and how they have been minimized to reduce impacts.

### Response to Comment 2: Consider the No-Build Alternative or a true retrofit

Caltrans notes the commenter's preference for the No-Build Alternatives or a retrofit alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative,"** **"ALT-2, Describe the no-build scenario,"** and **"ALT-3, Definition of a true retrofit,"** for more information on the No-Build Alternative and the Retrofit Alternative.

Costello, Claire\_A  
page 1 of 1

IND\_CostClai\_A

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**From:** claire costello [REDACTED]  
**Sent:** Sunday, June 04, 2017 9:43 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Point Reyes Animal Hospital

Dear Caldrons,

1 Please reconsider your plans to use the parking lot of the animal hospital as a staging area to replace the bridge. We all have animals who count on Point Reyes hospital. My two kitties need their vetol and this project will be too hard on the staff and the animals who go their for care. This project needs to be reconsidered entirely. No build alternative or a true seismic Retrofit, is what is needed. Our community needs this consideration. This area is used by many tourists and our economy of Marin County depends on this for our continued welfare.

Thank you for your consideration/ Considered community member.  
Claire Costello  
Nicasio, CA

## Response to Costello, Claire\_A

### Response to Comment 1: Protect the animal hospital and consider the No-Build Alternative or a true retrofit

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CIA-2, Community impact,"** for more about how the community and animal hospital were considered, **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario,"** and **"ALT-3, Definition of a true retrofit."**

Cox, Ciara\_A  
page 1 of 1

IND\_CoxCiara\_A



Lagunitas Creek Bridge Project  
June 15, 2017 – Public Meeting  
**COMMENT FORM**

Please leave your comments with staff during the meeting or mail it to the following address by June 24:

Eric DeNardo, Associate Environmental Planner  
Department of Transportation, Environmental Planning, MS 8B  
P.O. Box 23660  
Oakland, CA 94623

You can also email your comments to [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov). Please include your name, affiliation (if applicable), and address with your comments.

Name: Ciara Cox Date: 6.15.2017

Affiliation (if applicable): I live here :)

Address: [REDACTED]

Email: [REDACTED]

Please write comment on the back.

For more information, visit <http://www.dot.ca.gov/dist4/envdocs.htm> or email [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov).

Comment:

- 1 | Please go with a project that will minimize  
Time/Materials + noise.
- 2 | Please minimize impact on nature + vet's office

## **Response to Cox, Ciara\_A**

### **Response to Comment 1: Minimize construction time, materials, and noise**

Caltrans notes the commenter's concern about time and materials. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. The Preferred Alternative would require up to 1 year for construction, with the majority occurring within approximately 5 months, including a 2- to 3-week bridge closure. Please see Table N-1 in the introduction to this appendix, for the responses to **Common Comments "CIA-2, Community impacts," "CST-1, Minimize duration of construction,"** and **"NOI-1, Noise impacts."**

### **Response to Comment 2: Protect the animal hospital and minimize impact on nature**

Caltrans notes the commenter's concern for the animal hospital and nature. Caltrans has a responsibility to review the social, economic, and environmental impacts of every project and work with the community to avoid, minimize, and, as necessary, mitigate those impacts. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the response to **Common Comment "CIA-1, Protect the animal hospital"** and **Common Comment "BIO-1, Biological impacts."**

Craven, SA\_A  
page 1 of 1

IND\_CravSA\_A



Lagunitas Creek Bridge Project  
June 15, 2017 – Public Meeting  
**COMMENT FORM**

Please leave your comments with staff during the meeting or mail it to the following address by June 24:

Eric DeNardo, Associate Environmental Planner  
Department of Transportation, Environmental Planning, MS 8B  
P.O. Box 23660  
Oakland, CA 94623

You can also email your comments to [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov). Please include your name, affiliation (if applicable), and address with your comments.

Name: SA Craven Date: 6/15/17

Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Please write comment on the back.

For more information, visit <http://www.dot.ca.gov/dist4/envdocs.htm> or email [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov).

1 | Comment: No Bridge

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## Response to Craven, SA\_A

### Response to Comment 1: Support for the No-Build Alternative

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** “ALT-1, Support for the No-Build Alternative,” and “ALT-2, Describe the no-build scenario.”



Cushman, Peter\_A  
page 1 of 1

IND\_CushPete\_A

5.23.17

TO:

CALTRANS, PROJECT OFFICE OF  
ENVIRONMENTAL ANALYSIS  
MS-8B  
ATTENTION - LAGUNITAL BRIDGE PROJECT

1 I AM WRITING TO REGISTER CONCERNS  
REGARDING THE DESIGNATION BY CAL-  
TRANS THE PARKING LOT OF THE POINT  
REYES ANIMAL HOSPITAL AS A CONSTRU-  
TION STAGING AREA. MY CONCERNS ARE  
TWO-FOLD: 1) HOW THIS DESIGNATION WILL  
2 IMPACT THE ANIMAL HOSPITAL AND 2)  
THE IMPACT ON OUR LOCAL COMMUNITY.

3 GIVEN THE ESTIMATED TIME OF CONSTRU-  
TION AND CONSEQUENTIAL DUST AND NOISE  
IMPAIRING BOTH ANIMALS AND STAFF, MOST  
LIKELY IT WILL COMPEL DR. MARY WHITNEY  
TO PERMANENTLY CLOSE THE FACILITY.

4 IF POINT REYES ANIMAL HOSPITAL IS FORCED  
TO CLOSE, IT WILL HAVE NOT ONLY THE  
ECONOMIC RUIN OF THE FAMILY AT HAND, BUT  
WILL ALSO BE A SIGNIFICANT SETBACK  
TO THE COMMUNITY. NO LONGER WOULD EMER-  
GENCY VETERINARY SERVICES BE AVAILABLE,  
THUS NECESSITATING 20 TO 25<sup>MIN</sup> TRIPS TO  
ANOTHER FACILITY, TAKING UPWARDS TO  
45 MINUTES TO AN HOUR.

PLEASE HELP US AND RECONSIDER THE CHOICE  
OF THIS SPECIFIC DESIGNATION.

WITH THANKS,  
Peter B. Cushman  
(PETER B. CUSHMAN)



## **Response to Cushman, Peter\_A**

### **Response to Comment 1: Impact to the animal hospital**

Caltrans notes the commenter's concern for the animal hospital and how the project may affect the animal hospital. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "CIA-1, Protect the animal hospital," "CIA-2, Community impacts,"** and **"NOI-1, Noise impacts"**

### **Response to Comment 2: Community impacts**

Caltrans notes the commenter's concern about community impacts. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Please see common comments listed in the response to Comment 1 above and see the responses to **Common Comments "CIA-2, Community impacts," "CST-1, Minimize duration of construction,"** and **"NOI-1, Noise impacts,"** in Table N-1.

### **Response to Comment 3: Protect the animal hospital**

See response to Comment 1 above.

### **Response to Comment 4: Loss of emergency veterinary services nearby**

Caltrans has considered the impacts on the animal hospital, as well as on the community it serves for animal patient care. Caltrans will maintain access to all the businesses in the area throughout project construction, and, therefore, no loss of emergency veterinary services is anticipated.

Cushman, Peter\_B  
page 1 of 1

IND\_CushPete\_B

**From:** Peter Cushman [REDACTED]  
**Sent:** Friday, June 23, 2017 7:04 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** replacement of the lagunitas creek bridge on state highway 1

1 to whom it may concern: i am a 44 year resident of point reyes station and i absolutely opposed to the current plans regarding the replacement of the lagunitas creek, aka "the green bridge. why? 1). the replacement options presented by caltrans are grossly oversized, both in width and height, and clearly disregard the community's needs and sense of aesthetics. a widened bridge will only encourage higher rates of vehicle speed, making both directions of traffic dangerous. 2).time of construcion , as outlined by caltrans, is an estimate, at best. whether 1 year or 3 years, i do not have a sense that caltrans has realistically taken into account how a very lengthy construction period will impact the community. after the last meeting with caltrans on june 15, i left feeling the caltrans staff did not have a true evaluation of the ebb and flow of life out here. have staff members been here 2 on pleasant weather week-ends lately. traffic is overwhelming, often backed up for a mile or two. can you imagine what occur when a one-way detour bridge would do on such a week-end? set aside the extreme inconvenience to visitors, residents, and local businesses, what would be the impact during an emergency? small, possibly, to first responders to an accident. whatabout something much, much greater, like a fire like the mt.vision fire of 1995 or the catastrophic flood in 1989. 3). i can not endorse any plan that will, without a doubt, 3 put the point reyes animal hospital out of business. i close by urging the caltrans staff to be even more receptive to our community's needs and its concerns. be more collaborative. with thanks, peter cushman

## Response to Cushman, Peter\_B

### Response to Comment 1: Opposed to replacement bridge, oversized bridge, and aesthetics and safety

Caltrans notes the commenter's opposition to the bridge replacement. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," and "TSP-2, Safety hazard."**

None of the Build Alternatives proposes expanding the capacity of SR 1 or of the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative. The Preferred Alternative is the narrowest of all the proposed Build Alternatives.

### Response to Comment 2: Traffic effects on the town during construction and emergency access

Caltrans notes the commenter's concern about traffic. The accelerated bridge construction (ABC) method which is part of the preferred Alternative 3a, three-span, Concrete bridge, will minimize the duration of construction period and to allow use of the bridge for most of the construction period. The associated bridge closure must occur within the allowable in-water work window to avoid impacts to sensitive aquatic species, which is limited to the dry season (typically June 1 to October 15) or as allowed to meet permit conditions. Caltrans has determined with community input that the period following Labor Day would minimize the bridge closure conflicts with tourism. Caltrans will minimize traffic impacts during construction with the implementation of the Construction Traffic Management Plan (see Project Feature TRANS-1, Construction Traffic Management Plan, in the Final EIR/EA). During construction of the Preferred Alternative, at least one lane on the existing bridge would remain open for traffic flow until the 2- to 3-week closure during which the bridge would be replaced. Please see Table N-1 for the responses to **Common Comments "CST-1, Minimize duration of construction," "CST-2, Closure timing – don't impact tourism season," "UES-1, Emergency access," and "CST-5, Traffic impacts of construction."**

Also, please see Section 2.1.4 of the Final EIR/EA for additional information how Caltrans has considered emergency service's needs, and please see Table N-1 for the response to **Common Comment "UES-1, Emergency access."**

### Response to Comments 3: Protect the animal hospital

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the response to **Common Comment "CIA-1, Protect the animal hospital."**

Caltrans notes the commenter's interest in collaboration with the community. Please see Chapter 4 of the EIR/EA, which describes how public and agency input have been integrated into project development, and please see Table N-1 for the response to **Common Comment "PUB-2,**

**Public Outreach Process,”** which provides more detail on the multidisciplinary process, which involved engineers, environmental scientists, subject area specialists, and the public.

Dacus, Lorelei\_A  
page 1 of 1

IND\_DacuLore\_A

May 31, 2017

Caltrans  
Project Office of Environmental Analysis  
MS-80  
Attention: Lagunitas Creek Bridge Project  
111 Grand Avenue  
Oakland, CA 94523

To Whom It May Concern:

1 I spend a great deal of time in the Point Reyes Station and Olema communities. I have read the numerous letters of concern written to the Point Reyes Light newspaper concerning the Lagunitas Creek Project and having just read the letter written by Dr. Mary Whitney, the local veterinarian in Point Reyes Station, I am compelled to write. The negative impact to the community and environment that would be brought about by the Lagunitas Creek Bridge Project as currently proposed is far too great. Among the many other concerns that have been voiced, the impact to Dr. Whitney's practice, even possibly bringing about the complete ruination of her practice and the loss of a much needed veterinarian practice to the community, is unconscionable. Caltrans simply must reconsider and put forth a true seismic retrofit option instead of a complete bridge rebuild that will absolutely bring economic hardship, if not complete devastation, to community businesses.

I, together with many, many others, respectfully ask that Caltrans provide a retrofit option that will not bring about the hugely negative economic and environmental impact that the current proposal will very likely cause.

Sincerely,

  
Lorelei Dacus

*[Faint, illegible text, likely a scan artifact or bleed-through from the reverse side of the page.]*

## **Response to Dacus, Lorelei\_A**


### **Response to Comment 1: Consider a true retrofit to avoid impacts on the animal hospital**

Caltrans has considered the impacts on the animal hospital and mitigation measures to minimize those impacts. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment “CIA-1, Protect the animal hospital.”**

Caltrans notes the commenter’s support for consideration of a bridge retrofit and concern for the animal hospital. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers the interest of the community and the environment, while also meeting the project purpose and need. The Retrofit Alternative is not the least impactful alternative. Please see Table N-1 for the response to **Common Comment “ALT-3, Definition of a true retrofit.”**

Day, Peggy\_A  
page 1 of 1

IND DayPeggy\_A

 **Lagunitas Creek Bridge Project  
June 15, 2017 – Public Meeting  
COMMENT FORM**

Please leave your comments with staff during the meeting or mail it to the following address by June 24:  
Eric DeNardo, Associate Environmental Planner  
Department of Transportation, Environmental Planning, MS 83  
P.O. Box 23660  
Oakland, CA 94623

**NO BUILD**

You can also email your comments to [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov). Please include your name, affiliation (if applicable), and address with your comments.

Name: Peggy Day Date: 4/5/18  
Affiliation (if applicable): Live in Pt. Reyes/Inverness  
Address: [REDACTED]  
Email: [REDACTED]

Please write comment on the back.  
For more information, visit <http://www.dot.ca.gov/districtservices.htm> or email [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov)

**NO BUILD**

Comment: No Build / No project

I lived here during 2 major disasters + worked in Red Cross shelter during fire.

Our community can handle a earthquake + deal with a fallen bridge if it happens naturally.

No Build



## **Response to Day, Peggy\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers the interest of the community and the environment, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," and "ALT-2, Describe the no-build scenario."

Deasy, Rebecca\_A  
page 1 of 1

IND\_DeasRebe\_A

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**From:** rebecca deasy [REDACTED]  
**Sent:** Monday, June 05, 2017 9:13 PM  
**To:** Lagunitas Bridge@DOT; cc/michaeldeasy493@yahoo.com; Mary Whitney; Rebecca Deasy  
**Subject:** Proposed bridge construction project

- 1 Attn: Lagunitas Bridge Project To whom it may concern: It has come to my attention that you've planned a total reconstruct /modification of "The Green Bridge". As a native of Marin Co., currently of Sebastopol, I've occasion to use said bridge extensively over the years To modify it to your current proposal would be devastating to the Point Reyes
- 2 Animal Hosp.whose business couldn't function with the extreme noise,dust obstruction of access and disruptive impact the project would create on the whole region. I urge you to consider a low impact alternative such as retrofit for stability.
- 3 An adjacent foot/bike causeway would ensure pedestrian safety without widening existing structure. We do not want to destroy the rural aspect of the region by making it easier to speed through town. I tow horses often through there and have never had any problem. I urge you to keep this gem of Marin Co. thereby maintaining it's quaint uniqueness. Thank you for your consideration. Rebecca J. Deasy [REDACTED]

## **Response to Deasy, Rebecca\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," and "NOI-1, Noise impacts."**

Also, access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

### **Response to Comment 2: Consider a retrofit**

Caltrans also notes the commenter's opposition to the proposed Build Alternatives. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the response to **Common Comment "ALT-3, Definition of a true retrofit."**

### **Response to Comment 3: Pedestrian crossing and safety**

Caltrans notes the commenter's concern about safety. Please see Table N-1 for the responses to **Common Comments "CST-4, Separate the pedestrian and bike crossing," and "ALT-7, Size of bridge and visual/aesthetic character."**

Caltrans is responsible for providing safe mobility on state routes. Please see Table N-1 for the response to **Common Comment "TSP-2 Safety hazard."**

Deixler, Howard\_A  
page 1 of 1

IND\_DeixHowa\_A

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**From:** [REDACTED]  
**Sent:** Saturday, June 17, 2017 8:13 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** The Green Bridge.

To Whom it May Concern:

1 Putting aside all the horrible inconveniences and consequences of the actual building of the bridge, the ultimate result of this unsightly, unnatural, oversized, discordantly designed project will be to funnel in way too much traffic into Point Reyes Station and surrounding communities. The wider bridge will, inevitably, lead to wider roadways and many more episodes of eminent domain.

I fear for our quality of life and see this as "the killing of the goose that lays golden eggs" and the beginning of the end of our bucolic life in West Marin.

2 I implore you to find a less impactful solution to this, so far hypothetical, problem. Why not think of the beautiful and well preserved small bridges throughout Europe? I would even contribute to a fund to send some of your planners and engineers traveling.

Sincerely yours,

Howard Deixler

[REDACTED]  
Inverness

## **Response to Deixler, Howard\_A**

### **Response to Comment 1: Wider bridge, traffic, and personal property**

Caltrans notes the commenter's concern about the scale of the bridge and traffic. None of the Build Alternatives proposes expanding the capacity or right of way of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative; the Preferred Alternative is the narrowest of all the proposed Build Alternatives, which would only add 3 feet to each of the shoulder widths for safety and improved bicycle access.

This project does not propose permanent property acquisition (except for a narrow sliver of the Whitehouse Pool Park for a continued shoulder from the bridge to B Street), and only small temporary construction easements.

### **Response to Comment 2: Find another solution**

Caltrans notes the commenter's support for another bridge option. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. Please see Table N-1 for the response to **Common Comment "ALT-5, Less intrusive retrofit."**

Deutsch, Barbara\_A  
page 1 of 1

IND\_DeutBarb\_A

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**From:** Barbara Deutsch [REDACTED]  
**Sent:** Saturday, June 24, 2017 10:46 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** corrected text: please exercise a NO-BUILD option

my previously sent message was transmitted without proof-reading; I hope you will substitute the text as revised below -- thank you, B.D.

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June 24, 2017

Dear Administrators, Engineers, and Planners:

For twelve years I have resided full-time on the levee road section of Sir Francis Drake, to the S and W of Point Reyes Station; I first visited the Pt. Reyes peninsula on a Biological Field Studies Association field trip in 1967.

1 I wish to state my support for the "no build" alternative for the "green bridge" -- the only means to enter Point Reyes Station ( by land ) from either Sn or Wn approaches.

2 My own concern, having witnessed so many beautiful creatures killed on the roads hereabouts, -- including song-birds, endangered species, and entire families of mammals -- would be to slow and reduce vehicular traffic, and increase appreciative awareness and caution on the part of drivers, so often operating heavy vehicles, and rushing to cover distances while on the clock.

However, as I understand it, Cal-trans has determined that seismic concerns are the only ones necessary to address in regard to its proposed replacement of the "green bridge." I regret this narrow focus, and yet why is it, as I now further understand, that Cal-trans has failed to investigate thoroughly, valid alternative proposals to its own, that would acceptably reduce risk to human life and safety, in the event of a strong earthquake ?

3 This failure seems to me a greater problem than any posed by the bridge.

I strongly urge Cal-trans to desist from its present course of action, in order to re-study the perceived problem, so that valid alternative proposals receive the attention due them; and -- at least as important as it seems to me -- so that thus-far unaddressed community and environmental concerns are recognized and incorporated into deliberations and outcome.

Please reconsider before building a new earthquake-ready bridge, especially in a place whose residents, visitors, -- and wild heritage -- are certain to be about as greatly impacted, in the unexpected event of a strong tremor, just about as greatly impacted with such a new bridge as without it.

4 I strongly urge exercise of the NO-BUILD option!

Barbara Deutsch  
[REDACTED]

## **Response to Deutsch, Barbara\_A**

### **Response to Comments 1 and 4: No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-1, Support for the No-Build Alternative."**

### **Response to Comment 2: Slower speeds and less traffic**

Caltrans notes the commenter's request to reduce vehicular traffic and the speed limit on SR 1. Because the project would neither increase the vehicular speed nor the capacity of the bridge, it would not directly or indirectly lead to more vehicular traffic. Please see Table N-1 for the response to **Common Comment "TSP-2, Safety hazard,"** which addresses the concern that a wider bridge would lead to increased speeds.

### **Response to Comment 3: Project need too narrow**

Caltrans notes the commenter's concern that the project need is too narrow and support for alternative proposals. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "PN-1, Project need is too narrow,"** and **"ALT-4, Full range of alternatives."**

Deutsch, Barry\_A  
page 1 of 1

IND\_DeutBarr\_A

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**From:** Barry Deutsch [REDACTED]  
**Sent:** Tuesday, June 20, 2017 12:58 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Please: Reconsider a "No Build!" Option

Dear Caltrans:

1 I live on the "Levee Road" for 15 years and especially in the last 5 years we've witnessed the increased traffic in all seasons! We, as a community, need to find a less intrusive solution than "replacing" the Green Bridge. A retrofit solution has to be more carefully considered... for all the reasons that many of the residents and commercial operators have voiced at meetings and in local publications.

We need to solve this potential problem without increasing the day-to-day inconvenience for up to and maybe more than a 3 years. Let's start again - with a "Less is More" attitude.

Thank you.

Barry Deutsch  
[REDACTED]



## **Response to Deutsch, Barry\_A**

### **Response to Comment 1: Consider a true retrofit**

Caltrans notes the commenter's support for a retrofit or the No-Build Alternative. Caltrans evaluated a retrofit alternative as reflected in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), posted on the project's website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). For many reasons, including disruption to the local economy and to residents, Caltrans dismissed this alternative from further evaluation in the Draft EIR/EA. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-3, Definition of a true retrofit," and "CST-1, Minimize duration of construction."**

Dickens, Pat\_A  
page 1 of 1

IND\_DickenPat\_A

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**From:** Pat Wrobel-Dickens [REDACTED]  
**Sent:** Saturday, May 27, 2017 4:44 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge

- 1 | Please consider "No Build alternative" or a true Seismic Retrofit. Your proposed bridge is basically a
- 2 | freeway bridge. In addition, your proposed bridge will put Pt. Reyes Animal hospital out of business.

Thank you,  
Pat Dickens  
Bolinas, CA

*"Change yourself and you have done your part in changing the world." Swami Yogananda*

## **Response to Dickens, Pat\_A**

### **Response to Comment 1: Consider true retrofit or No-Build Alternative**

Caltrans notes the commenter's support for a retrofit or the No-Build Alternative and the commenter's opposition to a freeway bridge. Caltrans evaluated a retrofit alternative as described in the Alternative sAnalysis Report (April 2017) and Addendum (June 2018), posted on the project's website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). For many reasons, including disruption to the local economy and to residents, Caltrans dismissed this alternative from further evaluation in the Draft EIR/EA. Please see Table N-1 for the response to **Common Comment "ALT-3, Definition of a true retrofit."** Caltrans also evaluated the No-Build Alternative in the EIR/EA. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-1, Support for the No-Build Alternative."**

Additionally, in the EIR/EA, Caltrans recognized the community's desire for a bridge that fits the context of a rural community. Please see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."**

### **Response to Comment 2: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and will maintain access to the property throughout construction. Because access will be maintained to the animal hospital, relocation will not be required. Please see Table N-1 for the response to **Common Comment "CIA-1, Protect the animal hospital."**

Dillman, Richard\_A  
page 1 of 1

IND\_DillRich\_A

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**From:** Richard Dillman [REDACTED]  
**Sent:** Wednesday, June 21, 2017 5:38 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Bridge Must Be Built

Greetings.

I note that opposition to replacing the bridge on Highway 1 at the south end of Point Reyes Station is mounting among some local women. Their argument is that "we've been using it for years with no problem" so why does it need to be replaced?

As more reasoned folks know, things wear out and degrade and must eventually be replaced.

I'm writing to let you know that while the "no build" folks might be vocal, it's understood by most that a replacement bridge must be built.

RD

Richard Dillman  
Inverness

## **Response to Dillman, Richard\_A**

### **Response to Comment 1: Support for bridge replacement**

Caltrans notes the commenter's support for the replacement of the bridge. Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative.

**Dillman, Richard and Katherine\_A**  
page 1 of 1

IND\_DillRichKat\_A

**RICHARD & KATHERINE DILLMAN**

24 May 2017

CalTrans, Project Office of Environmental Analysis, MS-8B  
Attn: Lagunitas Creek Bridge Project  
111 Grand Avenue  
Oakland, CA 94623

Greetings:

We're writing to in reference to the negative impact the Lagunitas Creek bridge project in Point Reyes Station may have on the Point Reyes Animal Hospital.

This facility and Dr. Mary Whitney are a vitally important part of our community. We and every pet owner we know in the area depend on Dr. Whitney for the skilled and compassionate care she provides.

1 According to a map provided by CalTrans, the animal hospital parking lot is slated to be used as an equipment staging area for the Lagunitas Creek bridge project. Based on this map, it appears that a portion of this staging area will block access to the hospital. This, combined with additional disruptions associated with the project over three years, may require Dr. Whitney to abandon her practice in Point Reyes Station.

2 It's understood that the bridge replacement is necessary and that some disruption will unavoidably be associated with the project. However please be aware that any adverse impact on the Point Reyes Animal Hospital, especially any impact that may lead to it closing, will be met by the strongest possible protest from the members of not only the Point Reyes Station community but by people throughout West Marin who depend on this facility and on Dr. Whitney.

Best Regards,



Richard & Katherine Dillman

## **Response to Dillman, Richard and Katherine\_A**

### **Response to Comment 1: Impact to the animal hospital**

Caltrans notes the commenter's concern about staging areas. This project does not propose permanent property acquisition, only small temporary construction easements. Caltrans will maintain access to the animal hospital throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

### **Response to Comment 2: Protect the animal hospital**

Caltrans notes the commenter's support for a replacement bridge and concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CIA-2, Community impacts."**

**Dorinson, Cathleen\_A**  
page 1 of 1

IND\_DorCat\_A

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**From:** C Dorinson [REDACTED]  
**Sent:** Tuesday, May 02, 2017 3:27 PM  
**To:** Ketelsen, Jodi/SAC  
**Subject:** Draft EIR [EXTERNAL]

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Jodi  
reading through the draft EIR for Lagunitas Creek Bridge and have found an error.

- 1 On pages viii and 1-16 (as far as I have read so far) you refer to the lot at the corner of SR 1 and 3rd St. The lot you mean is at SR1 and B Street. The "lot" at the corner of SR1 and 3rd is in downtown Pt Reyes Station and has commercial buildings on both corners.

Hope to see you next Wed. in Marshall.  
Cathleen



**Response to Dorinson, Cathleen\_A**

**Response to Comment 1: Error pages viii and 1-16, 3rd Street is actually B Street.**

Thank you for reading the EIR/EA so carefully. This typographic error has been corrected.

**Dorinson, Cathleen\_B**  
page 1 of 1

IND\_DorCat\_B

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**From:** C Dorinson [REDACTED]  
**Sent:** Thursday, May 11, 2017 8:53 AM  
**To:** Ketelsen, Jodi/SAC  
**Subject:** Omissions in Draft EIR [EXTERNAL]

See bottom of page 2-123 and top of page 2-124. Huh?

Thanks again for last night. Great meeting.

1 And to reiterate my last point to you, in case it was too late for your brain to retain it....I think a simple letter from Caltrans, just a sentence or two, to each of the surrounding property owners re the law that you cannot speak to them until after a certain task is complete, but you will then be meeting with them to help resolve their concerns, etc., to the best of your abilities, would go a long way, and would have saved Mary Whitney 2 years of living in fear of losing her business and family income. If the law does not allow you to do that, then the law should be changed asap, as this is undue stress and hardship for anyone in the situation similar to hers for any of your projects.

2 Another thing....one of the poster boards last night showed a photo that does not exist in the Draft EIR, and I was wondering why? It was also a slide I believe you showed. It is of the intersection of SFD Blvd and SR1, and has a wide white swath/arrow showing the line of sight to the bridge for those stopped at the stop sign on SFD Blvd. The only mentions I could find in the Draft EIR about this intersection problem were in the last paragraph on 2-58, which is one sentence about how it is now, and a sentence in paragraph two on page 2-60 talking about the wider bridge providing a better line of sight re oncoming traffic. I find nothing listed in the Tables list either.

3 And another one I am still checking on was in the Alternatives Assessment report re the concrete bridge possibly raising the roadbed. You mentioned last night about that causing several miles of road level changes and I'm not sure I heard you correctly on what Caltrans expects to do, or not, about that, other than not do the road changes. Either way, I don't remember that being discussed in the Draft EIR. As I said, still rechecking, as I know I could easily overlook something with over 400 pages to read.

I will include these in my letter to Caltrans, but would love a quick reference to where I might find answers to what I think are missing items so I can give locals correct information now about their concerns. Thanks.

Great to see you and your staff again. And I know this is your job, however it still bears saying, thank you all for all you are doing for us.  
Cathleen

**Response to Dorinson, Cathleen\_B****Response to Comment 1: Need to provide the animal hospital insights to prevent stress**

Caltrans notes the commenter's desire for effective communication with property owners. Caltrans has reached out directly to the animal hospital to discuss the project. The EIR/EA considered construction impacts to private property. The environmental process provides these disclosures to all concerned individuals equally. Prior to construction, during the design phase, Caltrans will refine the project design and continue to work with regulatory agencies to obtain necessary permits. After the project is more refined, Caltrans will attempt to engage property owners again and to approach each property owner individually to ascertain their unique situations and apply appropriate avoidance, minimization, and mitigation measures best suited for the property.

**Response to Comment 2: Traffic issues poster**

The posters were developed to provide visual understanding of the information recorded from previous meetings. Caltrans notes the commenter's point that the line-of-sight issue was not discussed in the transportation section. This information has been added to the existing condition and has been included under the operational impacts of the project. In reviewing the line-of-sight with Caltrans' technical experts, their response was that the complaint had been recorded in 2014 and listed again during the public scoping period in March of 2015 and the issue had been resolved by moving back the barrier and trimming vegetation. However, the identified Preferred Alternative (Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in) would remove visual barriers and enhance the line of sight for those turning onto SR 1 at the Sir Francis Drake Boulevard intersection. With the Preferred Alternative, the line of sight would increase from 166 linear feet to approximately 385 linear feet.

**Response to Comment 3: Confusion about raising the roadway leading to and away from the bridge**

The commenter's inquiry about raising the roadway may concern two separate issues: (1) the Preferred Alternative (Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in) has the potential to raise the bridge roadway by 1 foot to maintain same freeboard (i.e., distance from bridge soffit to normal high-water line) or (2) the concept of raising both the bridge and the roadway to be above the 100-year flood event. The latter would affect many properties, their driveways, and their ability to access SR 1. This concept was dismissed by Caltrans because it exceeds the project objectives and would result in significant impacts, and properties would still be affected by flooding.

As described in Section 2.2.1, Hydrology and Floodplain, of the EIR/EA, the freeboard that currently exists is ample to pass the rising waters from projected sea level rise. All Build Alternatives would maintain this freeboard. This area is known to flood and will continue to do so with sea level rise projections. However, during flood events, the change in water elevation due to sea level rise is barely measurable relative to the flood event. Flooding occurs east (upstream) of the bridge and is not attributed to the bridge. These flood events overtop many portions of SR 1. Caltrans investigated the possibility of raising the bridge more and found that several miles of SR 1 would also have to be raised to accommodate flood events with or without sea level rise projections. This would enlarge the project beyond available resources. In addition, raising the bridge and roadway would also raise the access driveways for many adjacent properties, causing property impacts to many parcels. Raising the roadway would also raise the barrier for floodwaters to pass and thereby would result in floodwaters remaining for longer periods on private properties.

Alternatively, by lowering the roadway (to remove it as a barrier to flow), the water surface elevation would be slightly lowered upstream of the SR 1 bridge. The projected change in water surface elevation (0.13 foot or less than 2 inches maximum) is not significant enough to change the characteristics of flooding or the extent of the existing 100-year floodplain. Therefore, the bridge is not the issue.

Flooding will continue to occur in this area, and raising the roadway and bridge profile would not reduce the occurrence. However, Caltrans has agreed to consider designing the bridge with the flexibility for raising sometime in the future. Caltrans recognizes that raising the bridge may not prevent flooding, but in combination with other Marin County strategies, it may become an important contributing solution.

It is too early to determine whether the 1-foot rise in the bridge roadway surface for Alternative 3a is necessary. However, Caltrans engineers have reviewed how a potential rise of 1 foot would conform to the approaches in the roadway north and south of the bridge. Caltrans determined that this would be accommodated within the existing right-of-way without affecting adjacent property owners. It would result in relocating the trailhead into Whitehouse Pool Park directly north of the bridge, slightly north of the trailhead's current location.

Dorinson, Cathleen\_E  
page 1 of 1

IND\_DorCat\_E

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**From:** C Dorinson [REDACTED]  
**Sent:** Monday, May 29, 2017 2:23 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Comment on Draft EIR

1 In reading the Draft EIR, I noticed on page 2-63 in Table 2.1.5-1 there are 3 different mentions of the timing of the 3 week closure of the bridge with all of them being during the summer months. However I thought I heard Jodi and others state the closure would be more toward the end of the construction period, which in my mind is more late Sept into November. Please clarify the more probable time period in the final EIR, and have them be consistent in this table.  
Thank you,  
Cathleen Dorinson

## **Response to Dorinson, Cathleen\_E**

### **Response to Comment 1: Consistency in timing possible bridge closure**

Caltrans notes the commenter's question about the period during which bridge closure would occur. The references in Table 2.1.5-1 in the Final EIR/EA have been correct to be consistent. Please refer to Sections 1.3.2.2 and 1.4 in the Final EIR/EA for more detail on construction procedures and the schedule.

Under the accelerated bridge construction method, which is included as part of Preferred Alternative (Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in), the bridge closure to dismantle the existing bridge and place the new bridge would occur within the resource-agency-permitted in-water work window. Construction in the creek or near any aquatic habitat would be limited to the dry season (June 1 to October 15) or as allowed to meet permit conditions.

Caltrans is aware of the high tourism volumes and has included the avoidance measure to work with the contractor to schedule the bridge closure shortly after Labor Day to avoid high-tourist periods to the extent possible. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CST-2, Closure timing—don't impact tourism season."**

Caltrans has revised the reference to the bridge closure period to be consistent throughout the Final EIR/EA. It now reads, "The bridge closure would occur within the allowable in-water work window, which is limited to the dry season (June 1 to October 15) or as allowed to meet permit conditions. Caltrans will work with the contractor to minimize the impacts on high tourism season to the extent possible."

Dorinson, Cathleen\_F  
page 1 of 1

IND\_DorCat\_F

**From:** C Dorinson [REDACTED]  
**Sent:** Tuesday, June 20, 2017 6:32 AM  
**To:** Lagunitas Bridge@DOT  
**Cc:** C Dorinson  
**Subject:** Lagunitas Creek Bridge project

At the recent community meeting on Thursday, June 15th, I directed a question to Caltrans that I received no response to. I would like my question to be responded to in the final EIR.

I asked in the event the "no build" option was chosen by Caltrans, what would the process be with Caltrans for our community if there was an earthquake that damaged the Green Bridge enough to make it unusable for vehicles? I want to know, and I think the community needs to fully understand, just where in the line of Caltrans projects our bridge would be, how many years it would take to get a functioning bridge again, if there would be any money to rebuild it, etc. I think this kind of information is critical to the ongoing safety and livability of our community, and should be a major part of the decision making process for Caltrans, especially because the bridge is a part of State Highway One.

1 I understand no one can know what the exact damage to the north Bay Area or Marin or even West Marin would be in an earthquake. However, Caltrans went through something quite similar in 1989 with the Loma Prieta earthquake. Yes, the epicenter of that quake was in the South Bay, but using that as a rough template, how long would we have to wait before you could get around to our little bridge? Would we have to go through this Draft EIR 2-3 year process before building could begin? And could that process begin immediately even though you might not get around to rebuilding our bridge for quite a while? Or would the process be speeded up because of the disaster? Would we have to wait for a contractor to become available? For funds to become available? Etc.

As I mentioned in my comments at the meeting, we are a community of roughly 1500 people competing with several million people on the other side of the hill as well as highways, schools, hospitals and major businesses that must be kept operating over there. I think our community needs to really understand the offsets of 6 months of construction with 3 weeks of closure vs what could easily be several years of closure, and how damaging that would be to the entire area and, not just the vet clinic, but to most of the businesses in the community.

I hope responses to my comments can be included in the EIR's comments for the "no build" option.

2 And I hope and pray you do not consider the "no build" option, as I think it would be disastrous in many ways to all of us out here.

Cathleen Dorinson  
[REDACTED]

## **Response to Dorinson, Cathleen\_F**

### **Response to Comment 1: Consider a retrofit alternative to avoid community impacts**

Caltrans notes the commenter's need to understand the consequences of a no-build scenario. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-2, Describe the no-build scenario,"** which includes recent experience in Sonoma on a similar bridge. More detailed information specific to this region can only be anecdotal at this time.

### **Response to Comment 2: Do not support the No-Build Alternative**

Caltrans notes the commenter's opposition to the No-Build Alternative. Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative.



**Durrant, Cornelia\_A**  
**page 1 of 1**

IND\_DurrCor\_A

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**From:** Cornelia Durrant [REDACTED]  
**Sent:** Thursday, June 08, 2017 1:35 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Comments on proposed Lagunitas Bridge

Dear Caltrans

I am a resident of Point Reyes Station and a client of the Point Reyes Animal Hospital.

I am writing to strenuously oppose the proposed new Lagunitas bridge in Point Reyes Station.

The proposed bridge is unnecessarily large, ugly and out of keeping with the rural environment. It will take too long to construct and create traffic chaos in our community for years.

1 Furthermore, it will severely impact the Point Reyes Animal Hospital by removing their front parking and the easy access from Highway 1 on which the business relies. The years long noise and dust will stress out the animals, clients and healthcare workers. People will almost certainly go elsewhere for their non urgent animal care and it could lead to the collapse of a business on which this community greatly depends.

I strongly support the "No Build" alternative or a true seismic retrofit.

2 There will be ongoing opposition to the bridge you propose and I strongly encourage you to change course and give the community the bridge it wants.

Thank you for allowing me to participate in this process

Sincerely,

Cornelia Durrant



## Response to Durrant, Cornelia\_A

### Response to Comment 1: Protect the animal hospital and duration of traffic impacts

Caltrans notes the commenter's concern about the scale of the proposed Build Alternatives. Please refer to Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character,"** for a discussion of the size of the bridge.

Regarding traffic impacts, the accelerated bridge construction (ABC) method, which is part of the Alternative 3a (Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, which Caltrans has selected as the Preferred Alternative), will minimize the duration of the construction period and allow use of the bridge for most of the construction period. The associated bridge closure must occur within the allowable in-water work window to avoid impacts to sensitive aquatic species, which is limited to the dry season (typically June 1 to October 15) or as allowed to meet permit conditions. Caltrans has determined with community input that the period following Labor Day would minimize the bridge closure conflicts with tourism. Caltrans will minimize traffic impacts during construction with the implementation of the Construction Traffic Management Plan (see Project Feature TRANS-1, Construction Traffic Management Plan, in the Final EIR/EA). During construction of the Preferred Alternative, at least one lane on the existing bridge would remain open for traffic flow until the 2- to 3-week closure during which the bridge would be replaced. Please see Table N-1 for the responses to **Common Comments "CST-1, Minimize duration of construction,"** and **"CST-5, Traffic impacts of construction."**

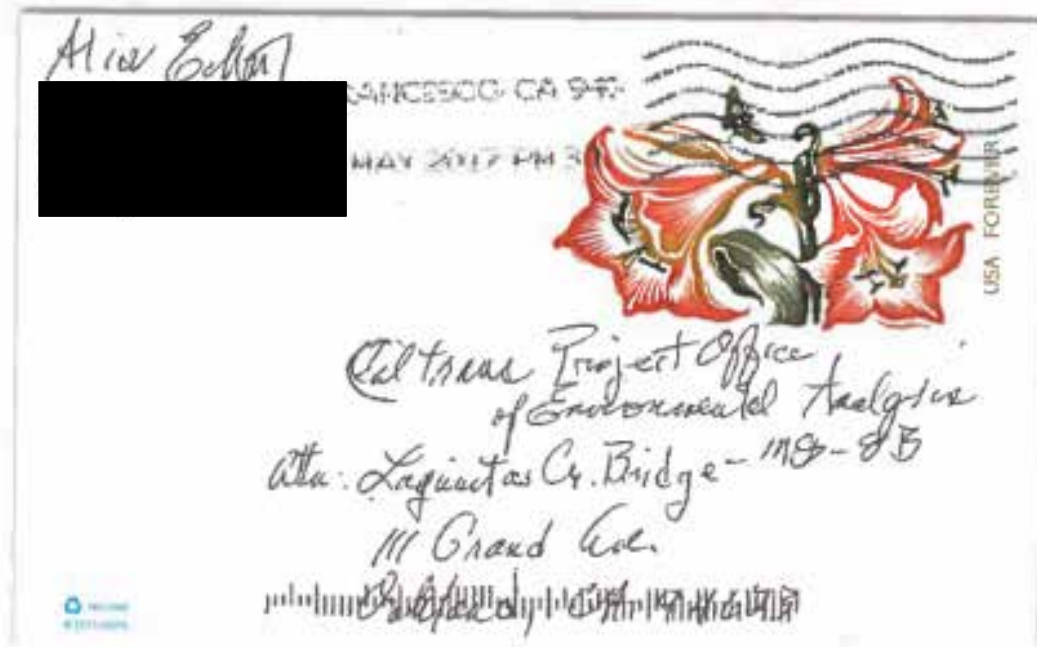
Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Also, please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** for more about how the animal hospital was considered, **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

### Response to Comment 2: Consider the No-Build Alternative or a true retrofit

Caltrans notes the commenter's support for the No-Build Alternative or Retrofit Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives."**

**page 1 of 1**

IND\_EckAlce\_A



Dear Colleen,  
Our pets need the West Marin Vet  
Clinic. The business is so necessary  
not just to Pt. Reyes, but to all of West  
Marin County. You must revise  
your plan to accommodate Dr.  
Whitney, and discuss with her  
the effects and solutions that  
she is facing with the Green Bridge  
rebuilding.

Alice Echart

## **Response to Eckart, Alice\_A**

### **Response to Comment 1: Animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CST-6, Consolidate staging."**

Caltrans has reached out directly to the animal hospital to discuss the project. The EIR/EA considered construction impacts to private property. The environmental process provides these disclosures to all concerned individuals equally. Prior to construction, during the design phase, Caltrans will refine the project design and continue to work with regulatory agencies to obtain necessary permits. After the project is more refined, Caltrans will attempt to engage property owners again and to approach each property owner individually to ascertain their unique situations and apply appropriate avoidance, minimization, and mitigation measures best suited for the property.

Eckart, Chuck\_A  
page 1 of 1

IND\_EckaChuc\_A



Lagunitas Creek Bridge Project  
May 10, 2017 – Public Meeting  
**COMMENT FORM**

1

Please leave your comments with staff during the meeting or mail it to the following address by DATE:

Eric DeNardo, Associate Environmental Planner  
Department of Transportation, Environmental Planning, MS 8B  
P.O. Box 23660  
Oakland, CA 94623

You can also email your comments to [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov). Please include your name, affiliation (if applicable), and address with your comments.

Name: Chuck Eckart Date: May 12, 2017  
Affiliation (if applicable): Member of the stakeholders group. From PR Village Assoc  
Address: [REDACTED]  
Email: [REDACTED]

Please write comment on the back.

For more information, visit <http://www.dot.ca.gov/dist4/envdocs.htm> or email [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov).

Comment: This is a reiteration of what I said during the  
comment period at the Public Meeting on 5-10-17.

Of all the alternatives, I prefer the concrete  
bridge because it is the strongest bridge, 2. The best  
in visibility, no visual obstructions, 3. Most maintenance  
free, 4. Narrowest of all the alternatives, 5. Short ABC  
construction time, 6. Least costly, 7. Least attention  
getting.

Prefer no faux trusses. No structural function.  
Adds weight to bridge, adds cost and maintenance.  
People I've talked to in the community dislike  
the full span ideas and prefer the concrete bridge.

## **Response to Eckart, Chuck\_A**

### **Response to Comment 1: List of preferred bridge features**

Caltrans notes the commenter's list of preferred bridge features, which are characteristics of Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in. Caltrans has identified Alternative 3a as the Preferred Alternative.

### **Response to Comment 2: Do not support the faux/decorative truss option on Alternative 3a**

Caltrans notes that the commenter does not support the faux truss option for Alternative 3a: Three-Span, Concrete Bridge.

Eckart, Chuck\_C  
page 1 of 1

IND\_EckChuck\_C

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**From:** Chuck Eckart [REDACTED]  
**Sent:** Tuesday, May 30, 2017 5:17 PM  
**To:** Ketelsen, Jodi/SAC  
**Cc:** Lagunitas Bridge@DOT  
**Subject:** Mary Whitney's Animal Hospital

June 30, 2017

Dear Jodi,

I think Caltrans has to rethink the Animal Hospital staging area problem.

1 Mary Whitney's Animal Hospital cannot possibly succeed under the current Caltrans plan to use her property as a staging area. The idea of temporarily relocating the Hospital is 99% impossible. Relocating an office or group of offices is a far easier consideration. To find a place that can temporarily accommodate diagnostic treatment rooms, a lab, Xray room, surgery room, and boarding rooms plus offices in or near West Marin may be impossible. A large part of our local population depends on her services, and if she has to close down because of the present plan, Caltrans will deeply upset most of our community.

I have an idea that I believe the community will support, that I hope will be considered.

2 First of all, drop the proposed plan to use any of the Animal Hospital property as a staging area. Then just before construction begins, double fence with soundproofing insulation around the hospital area facing construction sites. By shifting priorities of construction schedules and spaces, fabrication of the major components of the longitudinal slide-in could be done on one or both of the the other two staging areas. Add a week, plus or minus, to the complete-close period to move those large heavy components to the area just in front of the bridge where last minute construction details could be finished prior to slide-in. If you can move these heavy components from the Hospital staging area into position for slide-in, you can move them from any of the other staging areas - it will just take a little longer. Joseph Strauss could.

In Addition to saving Mary Whitney's business, it is about saving an important service to a large number of residents living here in West Marin who could end up as losers.

Chuck Eckart, Member of the Stakeholders Working Group

## **Response to Eckart, Chuck\_C**

### **Response to Comment 1: Animal hospital**

Caltrans notes the commenter's concern that relocating the animal hospital would be difficult. Caltrans does not anticipate relocating the animal hospital because the staging areas have been substantially minimized and access can be preserved throughout construction. Caltrans has considered the impacts on the animal hospital and other affected properties. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-1, Protect the animal hospital."**

### **Response to Comment 2: Altering the staging area plans**

Caltrans appreciates the commenter's suggestions on alternative construction staging concepts. Caltrans has provided more detail on how staging areas have been identified and the unique need for the different types of staging areas—those nearby for equipment storage and assembly of bridge components versus those adjacent to the bridge to gain access to remove and construction pier abutments. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging."**



Eckart, Chuck\_D  
page 1 of 1

June 17, 2017

IND\_EckaChuc\_D

Green Bridge: Retrofit or No-build

It doesn't matter which retrofit alternative we choose, we are still marrying old with new parts. If an 80 year old man marries a 20 year old woman, how long is this marriage going to last? The 88 year old parts on the bridge are still going to continue to rust and weaken, and the life span of the bridge will go for maybe another 40 to 50 years without an earthquake. The no-build solution may have the same 40 to 50 years ahead of it. How many bridges in California have lived for 200 years?

1 Early on in the Stakeholder Group meetings the retrofit alternative was thoroughly discussed with Caltrans presenting a quite thorough analysis of the weakening parts and problems facing the bridge. After much discussion the Group unanimously decided to throw out this alternative. This Group also has persuaded Caltrans to come closer in measurements to the present bridge compared to what was presented publicly at first. We could not go further because of present State and Federal safety rules.

David Moser tells us in one of his earlier letters to the Light that Caltrans bullied the Stakeholder Group into accepting Caltrans' original plans done two years prior to our meetings. This is not true. Moser was not present at the meetings.

2 Moser told us at Thursday night's public meeting that environmental law does not allow building anything in the creek. I asked Caltrans at one of the Stakeholder meetings if this is true. I was told it was okay for this project to build in the creek because we are replacing parts that are already in the creek. Also, Caltrans would not offer an alternative that was illegal to build.

3 The conclusion to retrofitting is ending up with a narrower bridge. It will have 10 foot wide auto lanes only, losing the 2 foot wide shoulder. If we are considering safety especially for cyclists, that's not a great idea.

4 I advocate for the concrete bridge; the strongest, narrowest, offering the best visibility and traffic flow comfort of all the alternatives. It will have an active construction period of 6 to 7 months with a complete closure for 3 weeks in October or November and a  
5 lifespan of 100 years. Plus, and very importantly, doing the utmost to keep Mary Whitney's Animal Hospital functioning well.

Chuck Eckart, member of the Stakeholder Working Group, Point Reyes Station

Chuck Eckart

## **Response to Eckart, Chuck\_D**

### **Response to Comment 1: Do not support the Retrofit Alternative**

Caltrans acknowledges that the commenter does not support the Retrofit Alternative because it would be a short-lived alternative.

### **Response to Comment 2: Building in the creek**

The commenter is correct that replacement of the existing piers is allowable. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment “BIO-1, Biological impacts”**). However, the California Coastal Commission and the San Francisco Bay Area Water Quality Control Board have voiced a preference for alternatives that do not result in piers in the water. Ultimately, Caltrans must select an alternative that meets the purpose and need while balancing community and environmental impacts. Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative; this alternative includes replacing the existing piers in the water.

### **Response to Comment 3: Retrofit would result in narrower bridge**

The commenter is correct. A retrofit would narrow the roadway cross section by at least 3 feet to insert a crash barrier on each side of the roadway. These crash barriers do not currently exist, and their addition would eliminate the shoulder to maintain the travel lanes. The current bridge travel lanes vary in width from 10.5 feet to 11 feet.

### **Response to Comment 4: List of preferred bridge features**

Caltrans notes the commenter’s list of preferred bridge features, which are characteristics of Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in. Caltrans has identified Alternative 3a as the Preferred Alternative.

### **Response to Comment 5: Protect the animal hospital**

Caltrans notes the commenter’s concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties and businesses. Please see Table N-1 for the responses to **Common Comments “CIA-1, Protect the animal hospital,”** and **“CST-6, Consolidate staging.”**

**Eichstaedt, Amanda\_B**  
**page 1 of 1**

IND\_EichAman\_B

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**From:** Amanda Eichstaedt [REDACTED]  
**Sent:** Monday, May 15, 2017 11:34 AM  
**To:** Lagunitas Bridge@DOT <[lagunitasbridge@dot.ca.gov](mailto:lagunitasbridge@dot.ca.gov)>  
**Subject:** Public Comments on Lagunitas Creek Bridge

I was a member of the community task force that was formed by Caltrans.

- 1 | I prefer option: 3a. Three-span, concrete bridge, ABC, longitudinal move-in
- 2 | My only concerns are that the Veterinary Clinic be impacted as little as possible and that accommodations be made to make Dr. Mary Whitney whole and that she can continue her practice during the construction. Mary is our vet and she does a great job and is clearly concerned greatly about her livelihood and her practice based on the pending bridge work.
- 3 | I hate to see a member of the community who has deep local roots, and impacts so many of our lives, be stressed so greatly by this project. I hope that Caltrans can begin to work with the neighbors as soon as possible to create a workable plan.
- 4 | I was interested if the retrofit advocates had any merit in their concerns that Caltrans did not present all retrofit alternatives to the task force. However, it does seem to me that replacing the bridge is the most prudent thing to do.

Amanda Eichstaedt

--  
Amanda Eichstaedt  
Station Manager/Executive Director  
KWMR Radio  
[REDACTED]

Are you a member of KWMR? It just feels good to support community radio!

Host of Release Me, Mondays, 6:30 - 8:30 pm  
Co-Host of Bakersfield and Beyond, Thursdays 6:30 - 8:30 pm  
Host of Swimming Upstream, Wednesday mornings 8-10am

## **Response to Eichstaedt, Amanda\_B**

### **Response to Comment 1: Preference for Alternative 3a: Three-Span, Concrete Bridge, ABC methods**

Caltrans notes the commenter's preference for Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, which Caltrans has identified as the Preferred Alternative.

### **Response to Comment 2: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "CIA-1, Protect the animal hospital,"** and **Common Comment "CST-6, Consolidate staging,"** for more information on how staging will be used and minimized.

### **Response to Comment 3: Work with community to reassure neighbors**

Caltrans notes the commenter's preference for community outreach and engagement. The implementation of a project, including working with the community to minimize impacts, is recorded in the commitments that accompany the project decision. The EIR/EA, particularly Section 2.1.2.1, provides measures to avoid, minimize, and, as necessary, mitigate impacts on the community, including routine communication with those most directly affected. Finally, Caltrans has reached out directly to the animal hospital to discuss the project. The environmental process provides these disclosures to all concerned individuals equally. Prior to construction, during the design phase, Caltrans will refine the project design and continue to work with regulatory agencies to obtain necessary permits. After the project is more refined, Caltrans will attempt to engage property owners again and to approach each property individually to ascertain their unique situations and apply appropriate avoidance, minimization, and mitigation measures best suited for the property.

### **Response to Comment 4: Did Caltrans review all versions of the retrofit?**

Caltrans notes the commenter's question about seismic retrofit alternatives. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge. The original retrofit and community-suggested retrofit alternatives were reviewed (please refer to the Table of Contents of this appendix to find the locations of Caltrans' responses to Mr. Lizaranzu's various comments, found under Public Meeting May 10, 2017, and Individuals sections). Additional studies of the existing bridge have confirmed Caltrans' position on the retrofit alternatives. Caltrans designers apply the "no collapse" criteria for the Retrofit Alternative, which is not the same as the criteria for replacement alternatives. Please see Table N-1 for the response to **Common Comment "ALT-8, Criteria for new bridge."** For more information on the Retrofit Alternative, please see Table N-1 for the responses to **Common Comments "ALT-3, Definition of a true retrofit," "ALT-4, Full range of alternatives,"** and **"ALT-5, Less intrusive retrofit."**

Eichstaedt, Ken\_A  
page 1 of 1

IND\_EichKen\_A



Lagunitas Creek Bridge Project  
June 15, 2017 – Public Meeting  
**COMMENT FORM**

Please leave your comments with staff during the meeting or mail it to the following address by June 24:

Eric DeNardo, Associate Environmental Planner  
Department of Transportation, Environmental Planning, MS 8B  
P.O. Box 23660  
Oakland, CA 94623

You can also email your comments to [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov). Please include your name, affiliation (if applicable), and address with your comments.

Name: Ken Eichstaedt Date: 6/15/17  
Affiliation (if applicable): Business Owner Olema, GM Inverness Public Utility District  
Address: [REDACTED]  
Email: [REDACTED]

Please write comment on the back.

For more information, visit <http://www.dot.ca.gov/dist4/envdocs.htm> or email [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov).

- 1 - Is Caltrans coordinating with NMWD for an improved water line that meets seismic criteria?
- 2 - The 2003 USGS Earthquake Report identified a 6.7 mag earthquake in the next 30 years at a 62% probability; how will a new bridge survive a 6.7 quake?
- 3 - How will the paramedics be able to travel from Point Reyes to Inverness during construction?
- 4 - Will the new bridge work better hydraulically than the existing bridge?
- 5 - Will a retrofit bridge meet current Caltrans geometric design standards (bike, ped, vehicles)?
- 6 - I strongly recommend a two or three pier concrete bridge with no super structure that limits impact to Ver Chi

## **Response to Eichstaedt, Ken\_A**

### **Response to Comment 1: Coordination with the NMWD**

Caltrans acknowledges the North Marin Water District (NMWD) water lines (one under the bridge and one under the culvert) in the EIR/EA in Section 2.1.4, Utilities. Caltrans has been coordinating with the NMWD on activities affecting this water line. If an upgrade is warranted, this would be the responsibility of the NMWD.

### **Response to Comment 2: Will a new bridge survive a 6.7 earthquake?**

Caltrans notes the commenter's question about earthquakes. The short answer is yes, but for more detail, please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-8, Criteria for new bridge."**

### **Response to Comment 3: Consider impacts on emergency services**

Caltrans notes the commenter's concern about emergency services. The EIR/EA includes evaluation of the impacts of bridge construction on emergency services in Section 2.1.4.2, Utilities and Emergency Services, and in Section 2.1.5.3, Transportation. The EIR/EA also includes minimization measures and project features to reduce the effects of the closure and construction period traffic delays at the bridge. Please see AMM UTIL-1, Provide emergency service personnel on both sides of the bridge, which includes funding emergency service personnel to be located on either side of the bridge throughout the closure. Also see Project Feature TRANS-1, Construction traffic management plan, and Project Feature TRANS-2, Emergency services access provisions, which include coordination and allowance for emergency service to pass unimpeded throughout all periods of construction that do not involve full closure of the bridge. In addition, please see Table N-1 for the responses to **Common Comments "CST-1, Minimize duration of construction,"** and **"UES-1, Emergency access."**

### **Response to Comment 4: Will new bridge work better hydraulically than the existing bridge?**

Caltrans notes the commenter's question. Caltrans conducted hydraulic analyses for both the full-span and the three-span bridge types. The change from existing conditions was minimal in both bridge type scenarios. The EIR/EA provides more detail in Section 2.2.1.3.

### **Response to Comment 5: Does retrofit meet roadway standards?**

Caltrans notes the commenter's questions about whether the Retrofit Alternative would meet current design standards. The Retrofit Alternative would not meet the safety elements that the replacement alternatives would. Even without the seismic vulnerabilities, the current truss is vulnerable to potential collapse in the event of a vehicle collision with either side of the truss. Under a retrofit scenario, a safety barrier would be required to deflect vehicles to prevent collisions with the non-redundant truss structure. This would reduce the width of the travel way by 3 feet, which would remove the 2-foot shoulders, leaving only the two 10.5- to 11-foot lanes. Safety research has shown a high correlation between narrow lanes and increased risk of accidents on rural two-lane highways (see *Prediction of the Expected Safety Performance of Rural Two-Lane Highways*, Federal Highway Administration Publication No. FHWA-RD-99-207, December 2000). The lack of shoulders and limited sidewalk would prevent options for multimodal connectivity (e.g., bicycles, equestrian users, pedestrian access). In addition, Caltrans considers the reduced lane width and lack of shoulder to be unsafe. Therefore, this alternative was not carried forward for further environmental review.

**Response to Comment 6: Preference for two- or three-pier concrete bridge that limits effects on the animal hospital**

Caltrans notes the commenter's preference for a two- or three-pier bridge. Caltrans identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative, consistent with the commenter's preference.

Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," and "CST-6, Consolidate staging."**

**Eichstaedt, Ken\_C**  
**page 1 of 1**

IND\_EichKen\_C

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**From:** Ken Eichstaedt [REDACTED]  
**Sent:** Monday, June 19, 2017 10:03 PM  
**To:** Lagunitas Bridge@DOT  
**Cc:** Ken Eichstaedt  
**Subject:** Comments on Lagunitas Bridge Replacement

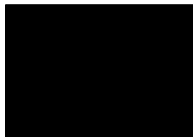
Hello:

I would like to make the following comments related to the replacement of the Lagunitas Bridge:

- 1 | 1. The preferred solution should consider improving the sight lines looking north from Levee Road.
- 2 | 2. Minimum widths of a 5 ft. sidewalk, 4 ft. bike lane and 11 ft. travel lanes should be used.
- 3 | 3. The project should minimize impact on the Veterinary Clinic
- 4 | 4. Emergency response from Point Reyes Fire House Medic 94 should be considered. This is the only paramedic for the majority of the year in West Marin for Inverness Park, Inverness, Bolinas and Stinson Beach.
- 5 | 5. Upgrading the NMWD water line should be part of the project.
- 6 | 6. My preferred solution is the two or three span ABC bridge.

Thank you for your hard work on this project.

Ken Eichstaedt, T.E.





**Response to Eichstaedt, Ken\_C****Response to Comment 1: Improve the sight lines from Sir Francis Drake Boulevard/Levee Road**

Caltrans notes the commenter's concern about sight lines. All bridge alternatives would widen the shoulders, which would expand the sight distance from Sir Francis Drake Boulevard/Levee Road. Caltrans identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, and this alternative would go the furthest to minimize intrusion on the sight line northward along SR 1, because it would remove visual barriers and enhance the line of sight for persons turning onto SR 1 at the Sir Francis Drake Boulevard intersection. With the Preferred Alternative, the line of sight would increase from 166 linear feet to approximately 385 linear feet.

**Response to Comment 2: Dimensions of the roadway on the bridge deck**

Caltrans notes the commenter's concern about roadway width. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives and agrees with the commenter's suggested dimensions.

**Response to Comment 3: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," and "CST-6, Consolidate staging."**

**Response to Comment 4: Consider impacts on emergency services**

Caltrans notes the commenter's concern about emergency services, specifically for Point Reyes Station Fire House Medic 94. The EIR/EA includes evaluation of the impacts of bridge construction on emergency services in Section 2.1.4.2, Utilities and Emergency Services, and in Section 2.1.5.3, Transportation. The EIR/EA also includes minimization measures and project features to reduce the effects of the closure and construction period traffic delays at the bridge. Please see AMM UTIL-1, Provide emergency service personnel on both sides of the bridge, Project Feature TRANS-1, Construction traffic Management Plan, and Project Feature TRANS-2, Emergency services access provisions. In addition, please see Table N-1 for the responses to **Common Comments "CST-1, Minimize duration of construction," and "UES-1, Emergency access."**

**Response to Comment 5: Upgrading the NMWD water line should be part of the project**

Caltrans notes the commenter's concern about the water line. Caltrans acknowledges the NMWD water lines (one under the bridge and one under the culvert) in the EIR/EA in Section 2.1.4, Utilities and Emergency Services. Caltrans has been coordinating with the NMWD on activities affecting this water line. If an upgrade is warranted, this would be the responsibility of the NMWD.

**Response to Comment 6: Preference for alternative employing ABC construction methods**

Caltrans notes the commenter's preference for alternatives that include ABC methods, which are part of Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, and which Caltrans has identified as the Preferred Alternative.

Eisley, Jennifer\_A  
page 1 of 1

IND\_EisJenn\_A

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**From:** Jennifer Eisley [REDACTED]  
**Sent:** Friday, May 12, 2017 9:19 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Point Reyes bridge project and Point Reyes Veterinary Hospital

To whom it may concern:

I am a relief veterinarian who provides services to Sonoma, Marin, and Mendocino counties for the last six years. As such, I spend a week or two each year working at Point Reyes Veterinary Hospital and staying in the communities of Point Reyes Station and Inverness.

1

Point Reyes Veterinary Hospital is unique in that it is the sole full service veterinary care provider to a fairly isolated community, as well as to visitors to a remote and popular recreational area. If the services that Dr. Mary Whitney provides there are disrupted, pet owners and visitors with veterinary emergencies will have to travel into Petaluma or San Rafael for the nearest veterinary care. In addition, the Point Reyes, Inverness, and Bolinas communities will lose easy access to essential preventive, surgical, and medical care.

Having worked in this facility, I can attest to the severe impact that the proposed Green Bridge Caltrans project would have on the day to day operations and ability to provide services to the community of Point Reyes Veterinary Hospital, as well as impacting the livelihood of Dr. Mary Whitney and her family, who live locally in Inverness, and her employees and their families.

Please consider alternative sites for a staging area for the Caltrans work, and the impact such a large and lengthy project would have on the economic viability of this business and all of the businesses in Point Reyes Station.

Sincerely,

Jennifer Eisley DVM

--

Jennifer Eisley

## **Response to Eisley, Jennifer\_A**

### **Response to Comment 1: Protect the animal hospital, staging on animal hospital property, and community impacts**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction of this appendix for the response to **Common Comment "CIA-1, Protect the animal hospital."**

This project does not propose permanent property acquisition, only temporary construction easements. Caltrans will maintain access to the animal hospital throughout construction. Please see Table N-1 for the response to **Common Comment "CST-6, Consolidate staging and "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** which provides more detail on why staging areas are necessary.

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Please see Table N-1 for the response to **Common Comment "CIA-2, Community impacts."**

**Emerson, William\_A**  
**page 1 of 1**

IND\_EmerWill\_A

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**From:** [REDACTED]  
**Sent:** Monday, June 12, 2017 3:32 PM  
**To:** Lagunitas Bridge@DOT <lagunitasbridge@dot.ca.gov>  
**Subject:** Public comment from Point Reyes Sta. resident

Dear CALTRANS:

I live in Pt. Reyes Station and cross the Lagunitas bridge several times a week.

1 | I have carefully reviewed all of the bridge alternatives' designs, constructions schedules, etc.

**My MAIN CONCERN is protecting the Veterinary practice of our vet, Dr. Whitney, regardless of the design selected!**

2 | I am very disappointed that the retrofit option was ruled out early and never received a full engineering analysis.

**Retrofit would probably have been my first choice.**

3 | Given other choices, my design choice is strongly for the **concrete bridge**, the narrowest, least expensive, and free of any view obstructions.

4 | While I do not favor the added cost and construction time to add ornamental side trusses, I would support that change if my community is strongly in favor of it.

Thank you for extending the public comment period and holding a second public hearing in the community!

William T. Emerson  
[REDACTED]

## **Response to Emerson, William\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties and businesses. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CST-6, Consolidate staging."**

### **Response to Comment 2: Consider a retrofit**

Caltrans notes the commenter's support for a bridge retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives."**

### **Response to Comment 3: List of preferred bridge features**

Caltrans notes the commenter's list of preferred bridge features, which are characteristics of Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in. Caltrans has identified Alternative 3a as the Preferred Alternative.

### **Response to Comment 4: Objection to the faux/decorative truss option on Alternative 3a**

Caltrans notes the commenter's objection to the faux truss option for Alternative 3a. The identified Preferred Alternative 3a does not include the ornamental truss. Caltrans chose the alternative without the ornamental truss because it is more aligned with the rural character of the area.

Enterline, Nancy\_A  
page 1 of 1

IND\_EnteNanc\_A

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**From:** Nancy Enterline [REDACTED]  
**Sent:** Wednesday, June 21, 2017 6:26 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Green Bridge - Oppose Plan to Replace

Good evening,

1 | I'm writing to express my opposition to Caltran's plan to replace the Green Bridge; I am in favor of the No Build Alternative.

Thank you for your consideration.

Sincerely,  
Nancy Enterline

## **Response to Enterline, Nancy\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

Farina, Cindy\_A  
page 1 of 1

IND\_FarCind\_A

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**From:** Cindy Farina [REDACTED]  
**Sent:** Wednesday, May 31, 2017 12:13 PM  
**To:** Lagunitas Bridge@DOT <[lagunitasbridge@dot.ca.gov](mailto:lagunitasbridge@dot.ca.gov)>  
**Subject:** Lagunitas Creek Bridge

- 1 I am a resident of Nicasio, West Marin...My understanding is the parking lot in front of her office would be a staging area for Caltrans to replace the Green Bridge. How do you expect Dr. Mary Whitney to carry on caring for all of our animals???? **This is completely unthinkable.** Would you do the same if it was a hospital for human beings???

Dr. Mary Whitney has been our long time veterinarian. We have saved many dogs and cats lives by having a caring **local** vet. If we had to go over the hill to Fairfax, Novato or San Rafael it is possible the animals won't have lived...

- 2 Further more, the plan for the new bridge is totally out of character with the town of Point Reyes historic character. There must be an alternative that all can benefit from...

Thank You,  
Cindy Farina  
Nicasio, Ca



## **Response to Farina, Cindy\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CST-1, Minimize the duration of construction,"** and **"CST-6, Consolidate staging."**

### **Response to Comment 2: Proposed bridge alternatives are out of character**

Caltrans notes the commenter's concern about the character of the Build Alternatives. None of the Build Alternatives proposes expanding the capacity of SR 1 or of the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative; it is the narrowest of all the proposed Build Alternatives.

Farina, Giorgio\_A  
page 1 of 1

IND\_FarGior\_A

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**From:** Giorgio Farina [REDACTED]  
**Sent:** Thursday, June 01, 2017 2:24 PM  
**To:** Lagunitas Bridge@DOT <[lagunitasbridge@dot.ca.gov](mailto:lagunitasbridge@dot.ca.gov)>  
**Subject:** Lagunitas Creek Bridge

I am a long time resident of Nicasio, West Marin...My understanding is the parking lot in front of Point Reyes Animal Hospital would be a staging area for Caltrans to replace the Green Bridge.

1 How do you expect Dr. Mary Whitney to carry on caring for all of our animals???? **This is completely unreasonable and unacceptable.** Would you do the same if it was a hospital for human beings??

Dr. Mary Whitney has been our veterinarian for many years. Many dogs and cats lives were saved by having a caring **local** vet. If we had to go over the hill to Fairfax, Novato or San Rafael it is possible the animals won't have lived...

2 Further more, the plan for the new bridge is totally out of character with the town of Point Reyes historic character. There must be an alternative that all can benefit from...

Thank You,

Giorgio Farina  
Nicasio, Ca

## **Response to Farina, Giorgio\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CST-1, Minimize the duration of construction,"** and **"CST-6, Consolidate staging."**

### **Response to Comment 2: Proposed bridge alternatives are out of character**

Caltrans notes the commenter's concern about the character of the Build Alternatives. None of the Build Alternatives proposes expanding the capacity of SR 1 or of the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative; it is the narrowest of all the proposed Build Alternatives.

**Felix, Jeff\_A**  
page 1 of 1

IND\_FeliJeff\_A

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**From:** jeff felix [REDACTED]  
**Sent:** Monday, June 19, 2017 11:07 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** I vote to retrofit the existing bridge and be done with it

1 | the last thing we need out here are bigger roads and bridges. let's keep this area from becoming another carmel.

jeff felix  
[REDACTED]

## **Response to Felix, Jeff\_A**

### **Response to Comment 1: The alternatives are out of character; bigger roads and bridges**

Caltrans notes the commenter's support for a bridge retrofit and concern about the size of the bridge. The evaluation of the range of alternatives in the EIR/EA considers community interests and sensitive environmental resources, while also meeting the project purpose and need. None of the Build Alternatives proposes expanding the capacity of SR 1 or of the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative; it is the narrowest of all the proposed Build Alternatives.

Fergus, Gary\_A  
page 1 of 2

IND\_FergGary\_A

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**From:** Gary Fergus [REDACTED]  
**Sent:** Saturday, June 24, 2017 8:46 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge Project

Via Email [Lagunitas\\_bridge@dot.ca.gov](mailto:Lagunitas_bridge@dot.ca.gov).

Caltrans District 4  
Attn: Lagunitas Creek Bridge Project, Eric DeNardo  
Office of Environmental Analysis, MS-8B  
111 Grand Ave  
Oakland, CA 94623

Mr. DeNardo,

I write as a concerned property owner in Inverness, California regarding CalTrans proposed alternative to occupy the parking lot of the Point Reyes Animal Hospital ("Hospital"). I have needed the Hospital on an emergency basis in the recent past. The CalTrans proposal is not supported by any meaningful analysis and fails to adequately consider mitigation measures or alternatives that would be less intrusive on the Hospital.

The entirety of the analysis provided in the Community Impact Assessment is as follows:

Alternative 2b **could affect** the Point Reyes Animal Hospital due to increased noise and reduced access as a result of the temporary construction staging, but customers could continue to patronize the veterinary hospital because pet owners tend to want to go to a veterinarian who knows their pets and other veterinarians are located at least 10 miles away. Although, for non-urgent matters, pet owners **may delay** their visits.

Under California Environmental Quality Assessment ("CEQA"), the agency is required to provide a statement of "facts and analysis, not just the bare conclusions of the agency." *City of Long Beach v. Los Angeles School Dist.* 178 Cal. App. 4<sup>th</sup> 889, 898 (2009). Here CalTrans has not done an analysis of the economic and impact the community of the loss of the only Hospital in West Marin. The analysis hints that there "may be some delays" in non-urgent care – but there is no analysis of the economic impact of such delays. Ironically, one of the great advantages of West Marin is its agricultural and rural aspects which includes animals. Ignoring the importance of animal health in the impact analysis fails to meet the purposes of CEQA.

The legislative purpose behind CEQA includes both:

(e) Create and maintain conditions under **which man and nature can exist in productive harmony to** fulfill the social and economic requirements of present and future generations.

(g) Require governmental agencies at all levels **to consider qualitative factors as well as economic** and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternatives to proposed actions affecting the environment.

Public Resources Code Section 21001(e) and (g)

**Fergus, Gary\_A**  
**page 2 of 2**

2

While the location of the Hospital is adjacent to the bridge, undoubtedly there will be impacts from construction. However, there is no analysis as to why the staging area has to be set close to the hospital magnifying the adverse impacts and why there is no less intrusive alternative.

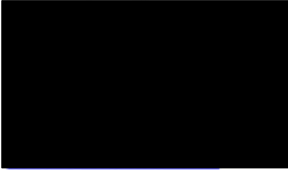
There are important social and economic impacts from the proposed staging that have not been adequately analyzed let alone sufficient fact gathering. There is no consideration or analysis of the long term impact on the community if the Hospital closes because the impact of the staging area.

The failure of CalTrans to conduct this analysis is compounded by the selection of the type of bridge to be impacted (size, length of construction etc.) as compared to other alternatives.

I urge you to reconsider your location of the staging area and to carefully consider less intrusive alternatives for the Bridge repair.

Thank you.  
Gary Fergus

Gary S. Fergus



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## Response to Fergus, Gary\_A

### Response to Comment 1: Impacts on the animal hospital and community

Caltrans acknowledges the commenter's concern regarding the animal hospital. Since the publication of the Draft EIR/EA, Caltrans engineers have refined the proposed staging area and construction schedule. The staging area needed for construction activity access and for constructing piers and abutments was reduced to 20 feet from the animal hospital property, as measured from the Caltrans right-of-way. Refer to Figure 1-11 in Chapter 1 of the Final EIR/EA. Construction activities for the Preferred Alternative, Alternative 3a, would be completed within 1 year, with all construction-related activities occurring within approximately 5 months, as shown in Figure 1-16 in Chapter 1, Proposed Project, in the Final EIR/EA. To reduce noise from construction on nearby properties, Caltrans will implement Mitigation Measure Noise-A, Reduce construction noise from augering or vibratory pile driving with temporary barriers. Access will be maintained to private properties in the project area throughout construction.

The mitigation measures are consistent with professional standards and, in some instances, such as biology, required by regulatory agencies to minimize potential impact to biological resources.

For more information, please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts,"** for more about how the community and the animal hospital was considered, **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Economic analysis is provided in Section 2.1.2.1 of the Final EIR/EA, which includes consideration of factors, such as traffic, noise, dust, and visual disturbance, that may influence the patronage to local businesses (and specifically the animal hospital). Because a quantitative economic impact to local businesses cannot be determined until after construction (and after obtaining financial data from businesses), the analysis included in Section 2.1.2.1 is qualitative in nature. This analysis meets the requirements of NEPA.

As noted in Chapter 3 of the Final EIR/EA, unlike NEPA, the focus of the analysis under CEQA shall be on the physical changes caused by the economic or social chain of cause and effect. Economic or social effects of a project shall not be treated as significant effects on the environment.

The EIR/EA complies with CEQA and NEPA and is consistent with the Caltrans Standard Environmental Reference (SER) (found at <http://www.dot.ca.gov/ser/envhand.htm>), which receives routine audits and reviews by FHWA. As directed by the SER, Caltrans coordinates with the agencies with jurisdiction over resources evaluated in the EIR/EA and works closely with these agencies to gather data about the existing environment to serve as the baseline. The studies prepared for the Lagunitas Creek Bridge Project were completed in accordance with regulatory agencies' requirements and professional standards and, therefore, provide the level of detail that is sufficient and provide the information necessary to allow informed decision-making about the environmental impacts of the project.

The AMMs, mitigation measures, and project features developed for construction impacts are consistent with professional standard practices for Caltrans infrastructure projects and include as much detail as is possible at this stage of development. Caltrans has disclosed all known environmental impacts, modified the proposed project in response to community concerns, and extended the public review period to the maximum allowed time under CEQA. This document was prepared in good faith.



**Response to Comment 2: Consolidate staging areas, find a less intrusive Build Alternative**

See response to Comment 1 above for a discussion of the staging area and construction duration as well as impacts to the animal hospital and the community. Please see Table N-1 for the responses to **Common Comment “ALT-5, Less intrusive retrofit,” “CST-1, Minimize duration of construction,”** and **“CST-3, Why not place staging areas at unused Caltrans yard or other lots,”** for a full description of these considerations.

**Ferris, Rudi, and Mann, Juliana\_A**  
page 1 of 1

IND\_FerrMann-RudiJul\_A

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**From:** Rudi Ferris [REDACTED]  
**Sent:** Saturday, June 24, 2017 2:48 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge Project, Pt. Reyes

Dear Caltrans,

1 As life long West Marin residents, we object strongly to any of the proposed bridge options. Instead, we prefer a true seismic retrofit of the historic Green Bridge, or no new bridge at all.

In addition, we are absolutely appalled that any proposed project would treat Pt. Reyes Animal Hospital and its owner, Mary Whitney, in the fashion of which has been suggested.

2 We don't know what the communities you live in are like, but we can assure you that out here we value and trust our members and lifetime friends --and crucial businesses --- more than we do an agency that threatens the livelihood of important community members.

If you intend to preserve the respect of citizens in West Marin, we suggest you entirely rethink the approach of destroying a person and her business, and instead look at options that do not compromise our community.

Sincerely,

Rudi Ferris and Juliana Mann  
[REDACTED]

## **Response to Ferris, Rudi, and Mann, Juliana\_A**

### **Response to Comment 1: Support for the No-Build Alternative or a retrofit alternative**

Caltrans notes the commenter's support for the No-Build Alternative or a retrofit alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," and "ALT-4, Full range of alternatives."**

Caltrans evaluated the Retrofit Alternative and, for many reasons, including disruption to the local economy and residents, dismissed this alternative from further evaluation in the Draft EIR/EA. Please see Table N-1 for the responses to **Common Comments "ALT-3, Definition of a true retrofit," and "ALT-5, Less intrusive retrofit."**

### **Response to Comment 2: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," and "CST-6, Consolidate staging."**

**Fitzpatrick, Joe and Phyllis\_A**  
page 1 of 1

IND\_FitzJoePhy\_A

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**From:** phyllis fitzpatrick [REDACTED]  
**Sent:** Sunday, June 11, 2017 7:54 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Staging area for Lagunitas Creek Bridge

1 | Dr. Mary Whitney's Animal Hospital in Point Reyes is a vital resource for our family and for all of West Marin. Many of our neighbors utilize her services. We realize that this is just one small business and we would hope that with all of Caltrans resources that you could find a way to accommodate this service that is so vital to our community such as having access to the hospital with parking. In deciding the design and construction of the bridge, please consider the needs of the local community and Dr. Mary Whitney.

Sincerely, Joe & Phyllis Fitzpatrick, pet owners.

## **Response to Fitzpatrick, Joe and Phyllis\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts,"** for more about how the community and animal hospital was considered, **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

**Fleming, Randall, and Reding, Chris\_A**  
page 1 of 2

IND\_FlemRed-RandChr\_A

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**From:** [REDACTED]  
**Sent:** Wednesday, June 21, 2017 4:49 PM  
**To:** Denardo, Eric@DOT  
**Subject:** Comments on Lagunitas Creek Bridge Project  
**Attachments:** Lagunitas Bridge.doc

Dear Eric DeNardo,,  
Please see the attached letter with comments.

Randall Fleming & Chris Reding

**Fleming, Randall, and Reding, Chris\_A**  
**page 2 of 2**

June 21, 2017

CALTRANS

Eric DeNardo, Associate Environmental Planner  
Department of Transportation, Environmental Planning, MS 8B  
P.O. Box 23660  
Oakland, CA 94623

Dear Eric DeNardo

1 CALTRANS' Lagunitas Creek bridge construction options have not adequately addressed the no-build and bridge restoration options, including a replace-in-kind option that matches the existing historic bridge, and these need to be responsively investigated and included in the EIR. If the study focuses on safety, not just seismic capacity, then other approaches that achieve safety become possible, such as seismic event warning lights and posted weight limits on the existing bridge.

2 In addition, all the new construction options have failed to consider the existing bridge's historic context and its contribution to the Point Reyes Station historic area, which the existing bridge is part of. For 88 years, since its construction in 1929, the bridge has been the portal into the historic village; and the small bridge and all the elements in the village contribute to the small town's historic integrity. The new construction proposals are all too wide and out of scale with the historic bridge and town character. For example, the current bridge, as well as most of Highway One in Marin County, does not have wide shoulders adjacent to each lane. As a component of our historic village, a new bridge should be designed to historic preservation guidelines and match the existing dimensions and materials.

3 It is also unacceptable that the community's Animal Hospital could be forced out of business due to the disturbances caused by a new bridge construction. We need to see in the EIR not just mitigations but solutions to avoid the noise, congestion, limited access, etc. to ensure that the Point Reyes Animal Hospital services will not be adversely affected.

4 It is interesting that the existing bridge, which has served us well for 88 years, took 1 year to build. We trust that CALTRANS and its consultants can come up with a solution that retains the character (if not the structure as well) and construction time efficiency of the historic bridge.

Sincerely

Randall Fleming and Chris Reding



## **Response to Fleming, Randall, and Reding, Chris\_A**

### **Response to Comment 1: Support for the No-Build and Retrofit Alternatives (Replace-in-Kind)**

Caltrans notes the commenter's support for the No-Build Alternative or a retrofit. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-3, Definition of a true retrofit," "ALT-4, Full range of alternatives," and "ALT-5 Less intrusive retrofit."** With respect to the comment of seismic event flashing lights or posted weight limits, these measures would not meet the purpose and need of the project (please see Table N-1 for the responses to **Common Comment "ALT-6, Consider seismic safety flashing lights,"** and **"PN-2, Live load limits."**)

While the bridge is old, as Section 2.1.7.2 of the EIR/EA notes, it is eligible for neither the California Historic Landmark Register nor the National Register of Historic Places.

### **Response to Comment 2: Existing bridge historic context and scale of proposed bridge**

Caltrans notes the comment in support of retaining the historic context of the existing bridge scale. With this community input in mind, Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. It features a bridge design that most closely resembles the scale of the existing Lagunitas Creek Bridge and removes obstructions from the existing bridge. Please also see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."**

### **Response to Comment 3: Impacts on the animal hospital and community**

Caltrans notes the commenter's concern for the animal hospital and other community impacts.

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures.

Also, Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and will maintain access to the property throughout construction. Because access will be maintained to the animal hospital, relocation will not be required. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CIA-2, Community impacts."**

### **Response to Comment 4: Duration of construction**

See the response to Comment 2 above. Please see Table N-1 for the response to **Common Comment "CST-1, Minimize duration of construction."**



Flett, Mary Anne\_A  
page 1 of 1

IND\_FletMarAn\_A

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-----Original Message-----

From: [REDACTED]  
Sent: Tuesday, June 06, 2017 7:48 PM  
To: Lagunitas Bridge@DOT <lagunitasbridge@dot.ca.gov>  
Subject: Comment on Lagunitas Bridge, Point Reyes Station, CA

Dear Cal Trans,

- 1 | I am writing to advocate for Alternative 1, the No Build Alternative.
- 2 | I want to maintain the rural character and feel of our community and retain the old, historic existing bridge.
- 3 | I oppose construction of a new, wider bridge:
  - It could potentially allow for increased vehicle speeds
  - There's no need for it to be ADA compliant (so no need to appeal for federal funding for construction); (please note
  - 4 | that I am currently disabled)
  - ADA construction results in excessive overbuild on every project I've witnessed or been involved with
  - 5 | - Increase in width of the bridge would be out of scale with the roadways that tie into the bridge on each end
  - 6 | - Rebuilding/replacing the bridge would result in impacts that could cause temporary or permanent closure of our local veterinary office which is a critically important service in our community
- 7 | Construction of any kind will result in environmental impacts to the creek, associated riparian corridor, and wetlands habitat along the creek, as well as to endangered, uncommon, and local wildlife. I am opposed to those impacts.

Please do not take any action to rebuild the bridge - leave it as it is!

Thank you for considering my point of view.

Sincerely,  
Mary Anne Flett  
Point Reyes Station, CA

## **Response Flett, Mary Anne\_A**

### **Response to Comment 1: Preference for the No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the No-Build scenario."**

### **Response to Comment 2: Maintain rural character**

Caltrans notes the commenter's support for maintaining the rural character of the community and existing bridge. With this community input in mind, Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. This bridge design most closely resembles the scale and character of the existing Lagunitas Creek Bridge. Please see Table N-1 for the responses to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** As noted in Section 2.1.7.2 of the EIR/EA, the project is not a designated historic resource.

### **Response to Comment 3: Oppose a wider bridge**

Caltrans notes the commenter's concern about bridge size. None of the Build Alternatives proposes expanding the capacity of SR 1 or of the bridge. Please see Chapter 1 of the Final EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the responses to **Common Comments "ALT-7, Size of bridge and visual/aesthetic character,"** and **"TSP-2, Safety hazard."** The Preferred Alternative, Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, is the narrowest of all the proposed Build Alternatives.

### **Response to Comment 4: No need for ADA compliance**

Caltrans acknowledges the commenter's concern about Americans with Disabilities Act compliance. As stated in Chapter 1, Proposed Project, of the Final EIR/EA, the 6-foot-wide sidewalk, in constrained areas such as this bridge, is compliant with the California Highway Design Manual, Sixth Edition.

### **Response to Comment 5: Proposed bridge width would be out of scale with roadway on either side**

Caltrans notes the commenter's concern about bridge size. Please see the response to Comment 3 above. Furthermore, shoulders are important on bridge facilities where no horizontal retreat is available. Additionally, the shoulder provides accessibility to the Whitehouse Pool Park trailhead located just north of the bridge, and this route has been identified by the Safe Routes to School program to provide a contiguous and safe route from the Sir Francis Drake Boulevard intersection north to B Street in Point Reyes Station.

### **Response to Comment 6: Concerned about closure of the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties and businesses. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the response to **Common Comment "CIA-1, Protect the animal hospital."**

Furthermore, this project does not propose permanent property acquisition, only small temporary construction easements. Caltrans will maintain access and parking spaces for the animal hospital throughout construction. Please see Table N-1 for the response to **Common Comment “CST-6, Consolidate staging,”** which provides more detail on why staging areas are necessary. Caltrans will comply with the Uniform Real Property and Relocation Assistance Act of 1970, as amended.

**Response to Comment 7: Concerned about impacts on natural habitat for wildlife**

Caltrans acknowledges the commenter’s concern about impacts to the natural environment. Section 2.3 of the EIR/EA presents the analyses of the construction impacts and measures that will be taken to minimize harm on the natural environment, including wildlife and important habitats and threatened and endangered species. Please see Table N-1 for the response to **Common Comment “BIO-1, Biological impacts.”**

**Frechette, Carol\_A**  
page 1 of 1

IND\_FrecCaro\_A

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**From:** Carol Frechette [REDACTED]  
**Sent:** Monday, June 19, 2017 6:05 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Green Bridge

1 | I oppose Caltran's plan to replace the Green Bridge and I am in favor of the No Build Alternative.

Carol Frechette

## **Response to Frechette, Carol\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's opposition to replacing the bridge and support for No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," and "ALT-2, Describe the no-build scenario."

**Friefeld, Wendy\_A**  
**page 1 of 1**

IND\_FrieWend\_A

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**From:** Wendy Friefeld [REDACTED]  
**Sent:** Tuesday, May 30, 2017 9:09 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Bridge replacement

- 1 | Please do not threaten the viability of the Point Reyes Animal Hospital with road closures, traffic tie-ups, and noise. We must keep all our local businesses - and we will all have to drive a long way for pet care without them.

## **Response to Friefeld, Wendy\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans considered the impacts on the animal hospital and measures to minimize those impacts in the EIR/EA. None of the alternatives eliminates access to businesses, and mitigation is provided for construction-related noise impacts. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-6, Consolidate staging," "NOI-1, Noise impacts," and "CST-5, Traffic impacts during construction."**

Gallagher, Cathy\_A  
page 1 of 1

IND\_GallCath\_A

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**From:** Cathy Gallagher [REDACTED]  
**Sent:** Friday, May 26, 2017 10:53 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge Project

Please reconsider what you are planning for the Lagunitas Creek Bridge and expend considerable more effort in creating a plan to retrofit that does not include such detrimental effects to the area.

1

Point Reyes is unique – a place of serenity and charm that is hard to find in our modern world. The plan as currently presented would create a quite unreasonable hardship on the town, making it very difficult if not impossible to access both for the residents and visitors, which will undoubtedly put a number of merchants out of business. That would be an unbearable loss to the community of Pt. Reyes as well as the villages nearby whose residents frequent the town.

Another unconscionable scenario is what is being planned for the site where the Pt. Reyes Veterinary Clinic is located. How cruel to consider using that as the staging area for such a massive, disruptive endeavor! Mary Whitney is a much-loved icon in this area – she has treated so many of our pets with love and kindness and the loss of her clinic would be unbearable to her patients and their owners. I, personally, have taken my pets to her for 14 years and I can't imagine no longer being able to go to her when they are ill and need her magic touch or when it just a routine visit.

2

Going to the vet is stressful for many animals. Can you imagine the added stress and negative impact to their health that will occur if they are bombarded with construction noise and dirt during an already difficult time? They will be traumatized! Dealing every single day with the extreme noise and dust will be difficult enough for the staff but couple that with their job being made exponentially more difficult because the animals are even more fearful, nervous, and reactive due to the nearby construction. In my opinion, you will be perpetrating animal cruelty and it should not be allowed. Please do not take Dr. Whitney away from us!

3

Thus, I implore you to find another way. Retrofitting the bridge for seismic safety I understand. Destroying businesses and impacting a lovely, charming, serene town in what will only be a negative way I don't get. West Marin is a unique place – we want to keep it that way. Please reconsider and find a better solution for Pt. Reyes.

Thank you.

Cathy Gallagher



## **Response to Gallagher, Cathy\_A**

### **Response to Comment 1: Consider a less intrusive retrofit**

Caltrans notes the commenter's preference that a retrofit alternative should be investigated that minimizes impacts on the community, residents, and tourists. Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. The Preferred Alternative has up to a 1-year construction period, with a 2- to 3-week bridge closure. A retrofit alternative would have a longer construction period and potentially would have more harmful impacts to the community, the creek ecosystem, and the animal hospital compared to the Preferred Alternative. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-3, Definition of a true retrofit," "ALT-5, Less intrusive retrofit," "CIA-2, Community impacts," "CST-1, Minimize duration of construction," and "CST-2, Closure timing – don't impact tourism season."**

### **Response to Comment 2: Animal hospital**

Caltrans notes the commenter's concern about disruption, dust, and noise impacts on the animal hospital and how the project may impact the animal hospital.

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Caltrans has continued efforts to refine the staging areas to further reduce and minimize construction areas and impacts on adjacent properties as much as feasible, based on the animal hospital concerns. Please see Table N-1 for the responses to **Common Comments CIA-1, "Protect the animal hospital," "CIA-2, Community impacts," and "NOI-1, Noise impacts."** Also see the responses to **Common Comments, "CST-3, Why not place staging areas at unused Caltrans yard or other vacant site," "CST-6, Consolidate staging," and CST-1, Minimize duration of construction,"** which present other efforts to minimize impacts on the animal hospital.

### **Response to Comment 3: Find a better bridge alternative**

Comment noted. Please refer to the responses to Comments 1 and 2 above.

**Gallagher, Cathy\_B (duplicate)**  
**page 1 of 1**

IND\_GallCath\_B

To Whom It May Concern:

Please reconsider what you are planning for the Lagunitas Creek Bridge and expend considerable more effort in creating a plan to retrofit that does not include such detrimental effects to the area.

1 Point Reyes is unique – a place of serenity and charm that is hard to find in our modern world. The plan as currently presented would create a quite unreasonable hardship on the town, making it very difficult if not impossible to access both for the residents and visitors, which will undoubtedly put a number of merchants out of business. That would be an unbearable loss to the community of Pt. Reyes as well as the villages nearby whose residents frequent the town.

2 Another unconscionable scenario is what is being planned for the site where the Pt. Reyes Veterinary Clinic is located. How cruel to consider using that as the staging area for such a massive, disruptive endeavor! Mary Whitney is a much-loved icon in this area – she has treated so many of our pets with love and kindness and the loss of her clinic would be unbearable to her patients and their owners. I, personally, have taken my pets to her for 14 years and I can't imagine no longer being able to go to her when they are ill and need her magic touch or when it just a routine visit.

Going to the vet is stressful for many animals. Can you imagine the added stress and negative impact to their health that will occur if they are bombarded with construction noise and dirt during an already difficult time? They will be traumatized! Dealing every single day with the extreme noise and dust will be difficult enough for the staff but couple that with their job being made exponentially more difficult because the animals are even more fearful, nervous, and reactive due to the nearby construction. In my opinion, you will be perpetrating animal cruelty and it should not be allowed. Please do not take Dr. Whitney away from us!

3 Thus, I implore you to find another way. Retrofitting the bridge for seismic safety I understand. Destroying businesses and impacting a lovely, charming, serene town in what will only be a negative way I don't get. West Marin is a unique place – we want to keep it that way. Please reconsider and find a better solution for Pt. Reyes.

Thank you.



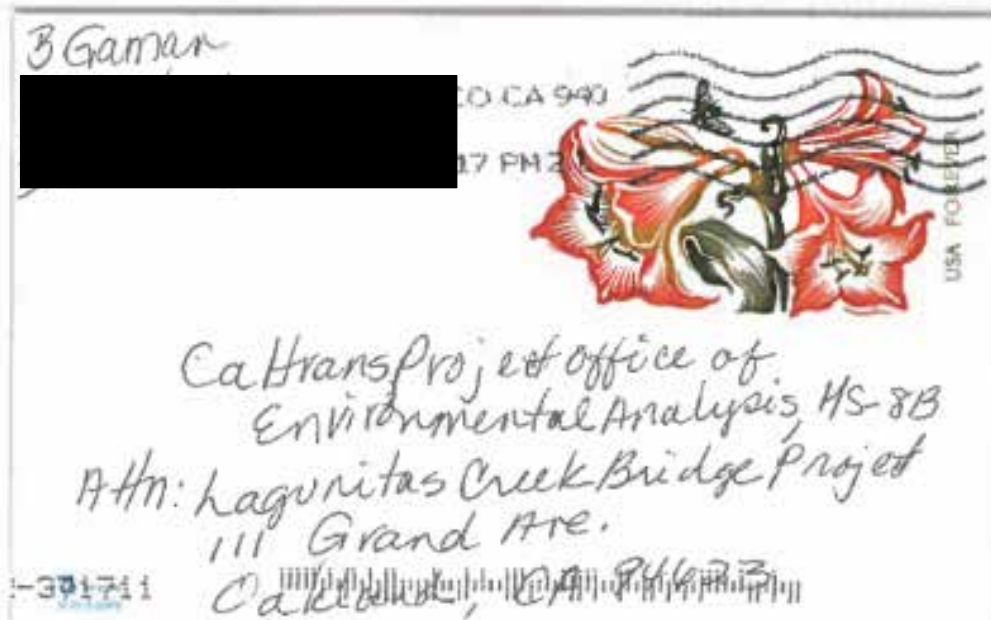
Cathy Gallagher

**Response to Gallagher, Cathy\_B (duplicate)**

This is a duplicate letter. Please see responses to the preceding letter “Gallagher, Cathy\_A.”

Gaman, Barbara\_A

page 1 of 1



5/22/14  
To whom it May Concern;  
I am very concerned about the  
1 Use of the Veteraniar's office parking  
lot for bridge construction in West  
Marin. In a rural area the local vet is  
relied on everyday by local citizens. The  
business will be greatly affected by your  
construction. Please give utmost care to  
protect West Marin Veteraniary. Thank you.  
Barbara Gaman

## **Response to Gaman, Barbara\_A**

### **Response to Comment 1: Protect the animal hospital, use of parking area**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital."**

Different staging areas are identified to support different activities. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging."**

**Garagliano, Julie\_A**  
page 1 of 1

IND\_GaraJuli\_A

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**From:** [REDACTED]  
**Sent:** Monday, May 29, 2017 1:14 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** West Marin Animal Hospital

- 1 As Caltrans has already stated, this project, to replace the bridge over Papermill Creek in Pt. Reyes Station, will take up to three years. The area surrounding the Animal Hospital will be taken over with trucks, equipment, staff and everything else Caltrans needs to have in place. This will ruin the business. How is this fair, and how can a government agency dismiss the concerns not only of the business owner but the concerns of the Pt. Reyes community as well? A three year time frame to construct a bridge seems
- 2 outrageous when compared to other Caltrans projects. Everything should be done to protect the Animal Hospital, to set it up to fail is a waste of money, time and a life's work from Mary Whitney. Can't the land at the Olema Campground be used? That's not a thriving business except for the meth and drug dealers who live there.
- 3 Please, go back to the drawing board and find a solution that doesn't ruin a person's life.

Julie Garagliano

## **Response to Garagliano, Julie\_A**

### **Response to Comment 1: Impacts on the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has continued efforts to refine the staging areas to further reduce and minimize construction areas and impacts on adjacent properties as much as feasible, including the animal hospital. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment CIA-1, "Protect the animal hospital,"** which responds to the potential loss of clients due to construction inconveniences, **"CST-6, Consolidate staging,"** demonstrating how staging has been minimized and **"CST-1, Minimize duration of construction,"** which explains how the construction period has been shortened.

Recognizing this construction impact, Caltrans has identified Alternatives 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. The project design and construction plan seeks to minimize economic loss; therefore, the Preferred Alternative is the least impactful in terms of duration of construction and temporary access easements on private property, and it minimizes traffic impacts and visual disturbance. This alternative has up to a 1-year construction period, with the majority occurring within approximately 5 months, including a 2- to 3-week bridge closure

### **Response to Comment 2: Staging and property acquisition**

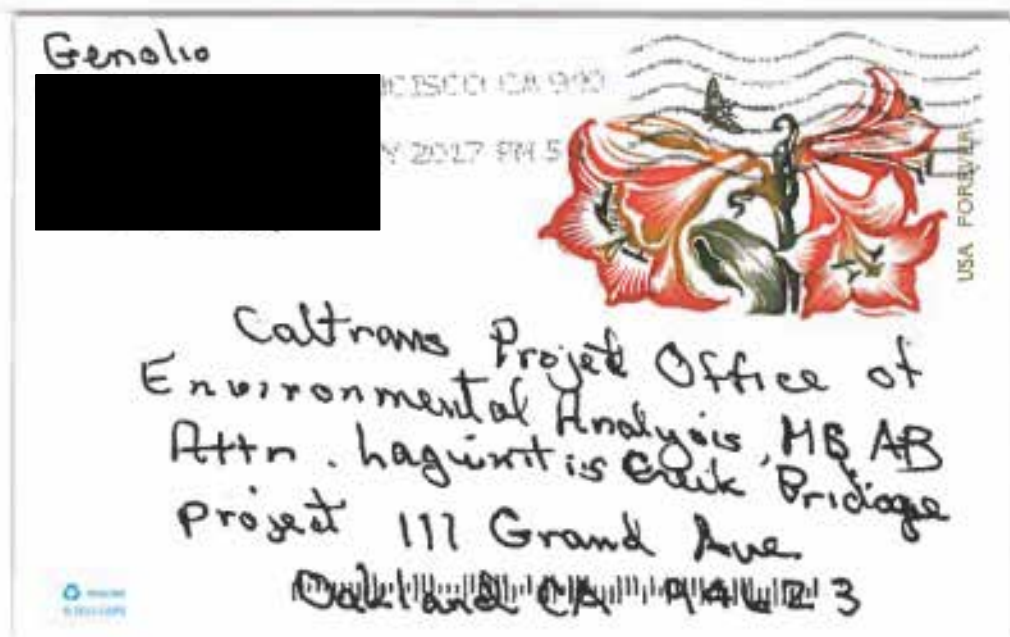
Caltrans notes the commenter's concern about construction staging. Please see Table N-1 for the responses to **Common Comment CST-6, "Consolidate staging,"** and **"CST-3, Why not place staging areas at unused Caltrans yard,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

### **Response to Comment 3: Find another solution**

Comment noted. Please see the responses to Comments 1 and 2, above. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-4, Full range of alternatives."**

Genolio, M\_A

page 1 of 1



Sirs.

5/22/17

1 Mary Whitney's Veterinary is critical to us animal owners in P.T. Reyes. You need to make sure that Mary and the clinic remain open for all of us to use. Thank you M Genolio



## **Response to Genolio, M\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts,"** and **"CST-6, Consolidate staging."**

**Genolio, Marjorie\_A**  
**page 1 of 1**

IND\_GenoMarg\_A

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**From:** Marjorie Genolio [REDACTED]  
**Sent:** Monday, June 19, 2017 5:03 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** The green bridge

I live in Inverness Park at [REDACTED]  
I attended the community meeting on June 15th I came home feeling more than ever that we should not replace the bridge....  
1 If we do anything we should at least reduce the speed of traffic along Levee road and provide stop signs at the levee road and highway one intersection.  
I think we should bolster the bridge and keep it in size and shape to fit into the size of our community. There are plenty of people in this community who agree with me.

Thank you,  
Marge Genolio  
[REDACTED]

## Response Genolio, Marjorie\_A

### Response to Comment 1: Reduce speed, build stop at Levee Road, and size the bridge to fit community

Caltrans notes the commenter's support for the No-Build Alternative. Sir Francis Drake Boulevard (Levee Road) is not a state facility and not included in the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "TSP-1, Intersection at Sir Francis Drake Boulevard during operation,"** and **"TSP-2, Safety hazard."**

Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario,"** and **"ALT-3, Definition of a true retrofit."**

None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** The Preferred Alternative, Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, is the narrowest of all the proposed Build Alternatives.

Gessert, Ann\_A  
page 1 of 1

IND\_GessAnn\_A

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**From:** Ann Gessert [REDACTED]  
**Sent:** Tuesday, May 30, 2017 1:44 PM  
**To:** Lagunitas Bridge@DOT <[lagunitasbridge@dot.ca.gov](mailto:lagunitasbridge@dot.ca.gov)>  
**Subject:** Comments about the bridge replacement

My thoughts regarding the Lagunitas Creek Bridge

- 1 =The old bridge must be replaced and not just repaired; the old bridge is also ugly and has very little value except for the span it covers between shores of the creek.
- 2 =The Accelerated Bridge Construction idea is a good one----and needed b/c of the access (or lack thereof) to the communities along SFD and west of Point Reyes Station
- 3 =Among the designs proposed, I favor the simplest (no trusses)and least expensive **concrete bridge** for the following reasons: less costly; simplest visually (no trusses); adapts to the longitudinal move-in option if needed; best visibility; will probably need the least long term maintenance.  
The full span option is my very last choice.
- 4 =I have serious concerns about the impact the project will have on the veterinary clinic and the pottery business behind the clinic. I strongly urge you to set as a priority that that these businesses not be closed down, or greatly impacted for the months and years projected. One other concern is that the noise from the project may have a huge impact on the animals and clients at the clinic and pottery studio.

Sincerely,  
Ann Gessert  
Full time Inverness resident since 1972

## **Response to Gessert, Ann\_A**

### **Response to Comment 1: Replacement needed**

Caltrans notes the commenter's observations about the condition of the bridge and the need for a replacement bridge.

### **Response to Comment 2: Accelerated bridge construction**

Caltrans notes the commenter's support for the ABC method for efficiency and the reduction of community impacts.

### **Response to Comment 3: List of preferred bridge features**

Caltrans notes the commenter's list of preferred bridge features, which are characteristics of Alternative 3a: 3-Span Concrete Bridge, ABC, Longitudinal Move-in. Caltrans has identified Alternative 3a as the Preferred Alternative. The Final EIR/EA includes the identified Preferred Alternative.


### **Response to Comment 4: Protect the animal hospital**

Caltrans notes the commenter's concern regarding impacts to the animal hospital and ceramic studio. Caltrans has considered the impacts on the animal hospital and on other affected properties. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," and "NOI-1, Noise impacts."**

Giblin, Alice\_A  
page 1 of 3

**PERIOD AND SECOND PUBLIC MEETING**

**NOTICE OF AVAILABILITY OF THE DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT (EIR/EA) AND SECTION 4(f) DE MINIMIS DETERMINATION FOR STATE ROUTE 1 LAGUNITAS CREEK BRIDGE PROJECT**



**WHAT'S BEING PLANNED** The California Department of Transportation (Caltrans) proposes to replace the bridge over Lagunitas Creek on State Route 1 in Marin County to provide a safe, seismically stable crossing of Lagunitas Creek on SR 1. The Draft EIR/EA evaluates five Build Alternatives and one No-Build Alternative.

**WHY THIS AD** Caltrans has studied the effects this project may have on the environment. This notice is to let you know of the extended public comment period through June 24, 2017 on the Draft EIR/EA and Section 4(f) De Minimis Determination.

Caltrans announces their intent to adopt a U.S. Department of Transportation Act, Section 4(f) De Minimis Finding. Section 4(f) of the U.S. Department of Transportation Act of 1966 seeks to protect publicly owned parks and recreation areas, wildlife refuges and historic sites that are eligible for the National Register of Historic Places. Provisions to carry out this evaluation are recorded in 23 CFR 774.17, Section 4(f). As part of the Safe, Accountable and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA, LUT ACT) of 2005, the legislature established the de minimis finding process, in which determinations are made regarding 4(f) resources when no adverse effects would occur. De Minimis impacts are defined as those that do not adversely affect the activities, features and attributes for which the property qualifies as a 4(f) resource.

A second public meeting will be held to give you an opportunity to comment on design features of the project and environmental process with Caltrans staff before the final design is selected.

**WHAT'S AVAILABLE** The Draft EIR/EA and Section 4(f) De Minimis Determination and other project information are available for review and copying at the Caltrans District 4 Office, 111 Grand Ave, Oakland, California, on weekdays from 8:00 AM to 5:00 PM. The Draft EIR/EA and Section 4(f) is also available at:

Point Reyes Station Library Public Library 11435 CA-1 Point Reyes Station, CA 94956	Inverness Library 15, Park Ave Inverness, CA 94937
Petaluma Public Library 100 Fairground Drive Petaluma, CA 94952	Administration Office Point Reyes National Seashore 1 Bear Valley Road Point Reyes Station, CA 94956

On the internet: <http://www.dot.ca.gov/dist4/lagunitascreekbridge/>

**WHERE YOU CAN COME IN** You are invited to review the Draft EIR/EA and Section 4(f) De Minimis Determination for the SR 1 Lagunitas Creek Bridge project and submit comments through June 24th. Please mail your comments to Caltrans, District 4, Attn: Lagunitas Creek Bridge Project, Eric DeNardo, Office of Environmental Analysis MS-8B, 111 Grand Ave, Oakland, CA 94612 or email them to [Lagunitas\\_bridge@dot.ca.gov](mailto:Lagunitas_bridge@dot.ca.gov). Your comments must be postmarked no later than June 24, 2017.

**WHEN AND WHERE** The second public meeting will be on June 15, 2017 from 5:30 to 7:30 p.m. at the Dance Palace, 530 B Street, Point Reyes Station, CA 94956.

**CONTACT** Individuals who require documents in alternative formats are requested to contact the District 4 Public Affairs Office at (510) 286-6445. TDD users may contact the California Relay Service TDD line at 1-800-735-2929 or Voice Line at 1-800-735-2922.

IND\_GiblAlic\_A

Alice Giblin

Giblin, Alice\_A  
page 2 of 3

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## Letters

continued from page 5

a seismic retrofit, which, as I understand it, nearly everyone in the community prefers, it should, at the very least, be required by the state to find and subsidize a suitable, temporary site for her hospital, one that is not impacted by heavy construction, before a replacement of the Green Bridge is allowed to go forward.

A rural community without a good veterinarian—and Mary, from my experience, is one of the very best—is a sad place indeed.

Paul Coopersmith  
Akaroa, New Zealand

### Disproportionate burden

One way or another, West Marin will be facing some inconvenience as the Green Bridge is replaced with one that can withstand the coming earthquake. The draft E.I.R. makes it clear, however, that a disproportionate share of that inconvenience will fall on just a few shoulders: the Point Reyes Animal Hospital, the home southeast of the bridge and the law office complex to the southwest.

The impact on the vet's office will be severe. Each one of the proposed alternatives involves commandeering its parking lot and blocking its main entrance. The

disruption, impeded access, dust, noise and stress for the animals in its care will continue for 12 months (or 36 months in the case of alternative 2b). The draft report is clear about the problems to be faced by the vet and nearby residences: "Temporary relocation of the patient animals or residential property to the southeast of the bridge may be necessary." In Alternative 2b, "the 3-year construction period...may have an indirect effect of property owners preferring to move or sell their property and business."

The mitigation measures CalTrans proposes are inadequate. It pledges, for example, to "restrict overly loud construction activities to between 7:00 a.m. and 8:00 p.m. (except on holidays), where feasible" and "utilize 'quiet' air compressors and other 'quiet' equipment where such technology exists." Relocation, which the report also suggests, is not an acceptable solution.

We need a new bridge and we need our vet. Please tell Caltrans to find other construction staging areas for the bridge.

Catherine Caufield  
Inverness

### Be ready for a lawsuit

Caltrans is trying to deceive us into believing that a new bridge must be built and that a retrofit of the existing bridge is not a viable option. But a retrofit would be significantly less disruptive to the town than

building a new (and much bigger) bridge—and we can demand a retrofit option.

The opinion piece by environmental lawyer David Muser in last week's Light describes Caltrans's bullying tactics and the major disruption that a new bridge would cause for individuals and businesses.

We can win this battle against Caltrans, but it will probably take a lawsuit—and time is short. The public comment period ends on June 9, so we must speak up now and cite flaws in the draft environmental impact review. Dave has compiled a list of talking points to make it easy for us to write effective letters to Caltrans. You can get his user-friendly guide for your letter by writing him at ptreyesdave@gmail.com.

There are two key points to make in your comment letter: First, ask for an extension of the public comment period. Second, request that they identify and analyze at least a couple of true seismic retrofit alternatives, consistent with established Caltrans procedures and policies for seismic retrofits (referred to as "Memo to Designers 20-4"). Then they must issue a new draft E.I.R. that includes a full analysis of such alternatives. It is crucial for us to state now in public comments that Caltrans's failure to offer a seismic retrofit option constitutes a flaw in their draft E.I.R., because only flaws that are cited now will be considered in a lawsuit later.

Ellen Holmes  
Bolinas

POINT REYES LIGHT June

### Western Weekend d

Please join us for the 69th annual Western Weekend this June 3 and 4, celebrating the rural roots of West Marin off on Saturday with a dog obstacle at Toby's Feed Barn at 12:30 p.m. the 4-H fair, which will be ready by 1 p.m. Gallery Route One a reception for "Finding Mea exhibit of the Artists in the Sol Latino Photography Project, at Toby's Gallery. Topping it off is dance at 6 p.m., a salsa tasting or introduction of the Grand Marshal Grand Marshal and Deputy Jun Marshals, dancing and more.

On Sunday, June 4 we will have a nonprofit expo at the Town that invites all parade participants a table about the good work you and with the community. You your float on the street, decorated with all your parade stuff and returned board members and staff information about your organization events. If you would like to call me at (415) 446.8587. This is opportunity to showcase your activities to the wider community.

Remember, the parade begins (entry forms can be picked up Supply). It's followed by the us at Toby's, including the Farm B mous chicken barbecue, 4-H d Halleck Creek Cow Flop Drotary Club's Chili Cook-Off and

FAMOUS ANNUAL SPRING SALE

BALIN

TEAM ROBONI WISHES YOU A HAPPY WESTERN WEEKEND



Giblin, Alice\_A  
page 3 of 3

June 1, 2017 POINT REYES LIGHT

## Letters

### Consider bridge options

As a 36-year resident of West Marin and a pet owner, I have developed a close relationship with the staff at Point Reyes Animal Hospital. I recognize the value of a veterinary hospital with highly qualified professionals providing care in our small community. Mary and her staff have performed procedures for which an over-the-hill specialist would have charged double; she has responded quickly and competently to medical emergencies and always displays a passion for the care she provides.

As a pet owner, the risk of losing this community asset is frightening. In Chapter 4 of the Lagunitas Creek Bridge Project report, while discussing the impacts, it is acknowledged that pet owners may delay their visits for non-urgent matters. I would assume, if this is true, that it could mean financial ruin for hospital. The negative impact of noise and dust on staff and animals is also acknowledged. I ask that more thought be given to protecting this vital community service.

Caltrans also has a large, unused yard a half-mile south of the bridge on Highway 1, but it is not mentioned as a staging area for the project. Are there plans to utilize this space as well as properties in Point Reyes Station? I ask Caltrans to consider the no-build alternative or re-address a true seismic retrofit.

Renee Shannon  
Point Reyes Station

### Bridge impacts intolerable

I am writing to comment on the pro-

posed bridge project, which will take years to complete, negatively impacting the veterinary clinic that so many of us depend on to keep our pets healthy and to treat them in emergencies.

Caltrans has designated the entire front parking lot of the hospital as a staging area for construction. This means we will not be able to use the front door and parking lot for one to three years, depending on the bridge construction method chosen. This isn't fair to the animals and health care workers, who would be suffering from the intolerably loud construction noise and constant dust that will impact them in a very unhealthy way.

Traffic will be a nightmare for the entire community. There will often be one-way traffic with flaggers, as well as a three-week complete closure during the summer months, a time when visitors by the thousands come to spend time at the Point Reyes National Seashore.

The economic impact to the Point Reyes Animal Hospital may lead to permanent closure and financial ruin for Mary Whitney and her family. Please reconsider this unacceptable plan. We need our animal hospital!

Jennie Pfeiffer  
Bolinas

### Keep our West Marin vet

Over the years, most of us and our animals in West Marin have benefited from the services of the Point Reyes Animal Hospital. All of us who value our pets are indebted to Mary Whitney's veterinary skill and dedication.

Now her business is threatened by the current proposals for the bridge project. All of the proposed alternatives would use Mary's parking lot as a staging area for bridge construction and would block

SAVE OUR VET !! THANK YOU !!



### West Marin's Past

by Dewey Livingston

WESTERN WEEKEND HAS ROOTS IN THE 1920s. As we attend weekend events and watch the Sunday parade, it's good to take note of the origins of this long West Marin tradition. From the 1860s well into the 20th century, agricultural pursuits here were not well organized, with farms and ranches mostly operating according to their own standards. Yet farmers soon found the need to organize, and the Grange movement helped people share resources and knowledge. Cooperatives became popular in the 'teens and, by 1920, Marin had a university-sponsored Farm Advisor who helped ranchers improve production and profits. M. B. Bossevain felt strongly that the future of agriculture depended on its young people, so he started local 4-H programs. In 1929, Tomales High agriculture teacher William Reasoner started a Future Farmers of America chapter. During the 1930s and 1940s, youth involvement in local agriculture thrived. In this photo, Reasoner's class visits a local Jersey dairy. Back to Western Weekend: Almost 70 years ago, local ranch families involved in 4-H started a summer livestock show; it soon featured a parade, with youth and 4-H at the center of attention. Locals have referred to the fun two days as Western Weekend for many years now, but youth remain a focus. Photograph by M. B. Bossevain, courtesy of Jack Mason Museum of West Marin History.



## **Response to Giblin, Alice\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "**CIA-1, Protect the animal hospital,**" "**CIA-2, Community impacts,**" "**CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,**" and "**CST-6, Consolidate staging.**"

**Gilbert, Anthony\_A**  
**page 1 of 1**

IND\_GilbAnth\_A

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**From:** Anthony Gilbert [REDACTED]  
**Sent:** Friday, May 26, 2017 10:29 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** CONCERNS

- 1 CalTrans has not truly considered a fix for the bridge rather than a replacement. PLEASE do the work needed to figure out how to fix it rather than destroy it.
- 2 If CalTrans insists on the rebuild, it must compensate Dr. Whitney for the taking of her parking area and, most importantly, CalTrans must compensate Dr Whitney for the implicit condemnation of her entire veterinary business resulting from the taking of her parking lot and the damage to her business from making it difficult or impossible to make a living there during construction.

Anthony Gilbert  
[REDACTED]

## **Response Gilbert, Anthony\_A**

### **Response to Comment 1: Need to consider fixing bridge instead of replacing**

Caltrans acknowledges the commenter's preference to fix the bridge instead of replacing it. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on the sensitive environmental habitat, while also meeting the project purpose and need. For more information on the No-Build Alternative, please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-3, Definition of a true retrofit."**

### **Response to Comment 2: Compensate and protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," and "CIA-2, Community impacts."**

Caltrans will maintain access to the animal hospital throughout construction. Please see Table N-1 for the responses to **Common Comments "CST-6, Consolidate staging," and "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots."**

**Gilbert, Jill\_A**  
page 1 of 1

IND\_GilbJill\_A

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**From:** Jill Gilbert [REDACTED]  
**Sent:** Sunday, June 18, 2017 9:45 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Green Bridge

1 I have lived in Point Reyes/Inverness/Marshall for the past 25 years, and am extremely concerned about what CalTrans is proposing for the Green Bridge. I write you today to say that I oppose a plan to replace the Green Bridge. Instead I support a "no build" alternative.

The impacts of the proposed bridge replacement will be huge and disruptive to our village life in so many respects. I urge you to reconsider this proposal and support me (us) in a no build alternative.

Thank you for listening to those of us who will be negatively affected by this project.

Sincerely,  
Jill Gilbert  
Inverness

## **Response to Gilbert, Jill\_A**

### **Response to Comment 1: Support for the No-Build Alternative and community impacts**

Caltrans notes the commenter's support for the No-Build Alternative and concerns regarding community impacts. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Please see Table N-1 for the response to **Common Comment "CIA-2, Community impacts."**

Goldfield, Joyce\_A  
page 1 of 1

IND\_GoldJoyc\_A

Caltrans, Project Office of Environmental Analysis, MS-SB  
ATTN: Lagunitas Creek Bridge Project  
111 Grand Avenue  
Oakland, California 94623

May 25, 2017

Gentlemen:

I am writing to comment on the replacement of Lagunitas Creek Bridge (Green Bridge). I am asking you to please consider the "No Build" alternative or a true Seismic Retrofit.

The proposed bridge is up to 16 feet wider and basically a freeway bridge. To protect the environment around the bridge, keep the bridge as close as possible to the bridge we've used happily and efficiently for so many years, and allow the businesses involved in this project, to survive...I beg you to consider the No Build alternative or a true Seismic Retrofit.

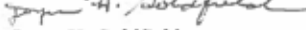
Point Reyes Veterinary Clinic would be forced to close if you follow your current plans. Many animals would expire on their way to a distant animal hospital. Having raced into the current clinic with an animal having seizures, another severely injured in an auto accident, another experiencing a near fatal heart attack...I know that we need to drive right up to the hospital door, park and get the patient onto the operating table immediately.

Dr. Mary Whitney has tenderly and brilliantly cared for our animals for years. If you follow through with your current plans, Dr. Whitney will be forced out of business....and into financial ruin... leaving West Marin with no medical help for our animals.

Most businesses in Pt. Reyes would suffer greatly with a complete 3 month closure in the summer months...causing undue hardship to everyone using the town's facilities.

Once something is destroyed, and a project built that does not best serve the community, there is no going back. You have alternatives...I beg you to explore them.

Sincerely,



Joyce H. Goldfield  
(who has lived here for 43 years)



## **Response to Goldfield, Joyce\_A**

### **Response to Comment 1: Consider the No-Build Alternative or a true retrofit**

Caltrans notes the commenter's support for the No-Build Alternative or a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," and "ALT-7, Size of bridge and visual/aesthetic character."**

### **Response to Comment 2: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," "CST-6, Consolidate staging," and "NOI-1, Noise impacts."**

### **Response to Comment 3: Impacts during construction/minimize impacts during construction**

Caltrans notes the commenter's concern about impacts from the bridge closure. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Recognizing this construction impact, Caltrans has identified Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative. This alternative has up to a 1-year construction period, with the majority of the construction occurring within 5 months, and includes a 2- to 3-week bridge closure. This alternative was identified to minimize bridge closure and other potential impacts to the local community.

The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-2, Community impacts," "CST-1, Minimize duration of construction," "CST-5, Traffic impacts during construction," and "CST-6, Consolidate staging."** As discussed under Comment 1 above, Caltrans considered various alternatives.

Gordon, Rick\_A  
page 1 of 1

IND\_GordRick\_A

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**From:** Rick Gordon [REDACTED]  
**Sent:** Tuesday, June 06, 2017 5:00 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Please Consider No-Build Alternative or Seismic Retrofit -- NOT Complete Rebuild

Caltrans, Project Office of Environmental Analysis, MS-8B  
Re: the Lagunitas Creek Bridge (Green Bridge)

I live in Inverness Park and use the bridge daily to get into Point Reyes Station.

- 1 | My choice for replacing the bridge would be a "No-Build Alternative" or a "True Seismic Retrofit".
- 2 | The timeline involved in the work should absolutely be minimized because of the impact on the community and the many people passing.
- 3 | The size of the proposed bridge by Caltrans, in my view, is not a good choice. It is much too big and not in keeping with the environment; and for our community, it's unnecessary and counterproductive.
- 4 | And, regardless of any further decision, **please DO NOT USE the Point Reyes Animal Hospital as a staging ground:** The financial impact for Dr. Whitney and the likely loss of of this vary valuable asset to our community is unconscionable. It's shocking that this would even be a consideration!

Rick Gordon  
Inverness Park, California

RICK GORDON  
EMERALD VALLEY GRAPHICS AND CONSULTING





## **Response to Gordon, Rick\_A**

### **Response to Comment 1: Consider the No-Build Alternative or a true retrofit**

Caltrans notes the commenter's support for the No-Build Alternative or a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," and "ALT-7, Size of bridge and visual/aesthetic character."**

### **Response to Comment 2: Traffic effects on the town during construction**

Caltrans notes the commenter's concern about the effects of traffic on the community. The accelerated bridge construction (ABC) method which is part of the preferred Alternative 3a, three-span, Concrete bridge, will minimize the duration of construction period and to allow use of the bridge for most of the construction period. The associated bridge closure must occur within the allowable in-water work window to avoid impacts to sensitive aquatic species, which is limited to the dry season (typically June 1 to October 15) or as allowed to meet permit conditions. Caltrans has determined with community input that the period following Labor Day would minimize the bridge closure conflicts with tourism. Caltrans will minimize traffic impacts during construction with the implementation of the Construction Traffic Management Plan (see Project Feature TRANS-1, Construction Traffic Management Plan, in the Final EIR/EA). During construction of the Preferred Alternative, at least one lane on the existing bridge would remain open for traffic flow until the 2- to 3-week closure during which the bridge would be replaced. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CST-1, Minimize duration of construction," "CST-2, Closure timing – don't impact tourism season," and "CST-5, Traffic impacts of construction."**

### **Response to Comment 3: Proposed bridge alternatives are out of character**

Caltrans notes the commenter's concern about the size of the Build Alternatives. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** The Preferred Alternative, Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, is the narrowest of all the proposed Build Alternatives.

### **Response to Comment 4: Protect the animal hospital and staging on animal hospital parking lot**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," and "CST-2, Community impacts,"** for more about how the community and animal hospital were considered, and the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

This project does not propose permanent property acquisition, only small temporary construction easements. Caltrans will maintain access to the animal hospital throughout construction.

Gorsline, Sarah, and Ward, Jonah\_A  
page 1 of 1

IND\_GorsWard-SarJon\_A

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**From:** Sarah Gorsline [REDACTED]  
**Sent:** Friday, May 26, 2017 11:15 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Comment on Lagunitas Creek Bridge project, ATTN: Caltrans, Project Office of Environmental Analysis, MS-88

To whom it may concern,

1 We are writing to state our absolute opposition to the proposed Lagunitas Creek Bridge project in Point Reyes Station, due to the fact that Caltrans is taking over the parking lots of local businesses, including our veterinarian Dr. Whitney's place, the Point Reyes Animal Hospital.

2 Dr. Whitney, the staff, and other doctors at Point Reyes Animal Hospital are essential in this rural community, where the closest emergency animal hospital is an hour away. So many of us need this vital service to be there for our pets, to get prescription food, check-ups and for emergencies. The 1-3 year time frame and impact of this bridge project is absolutely unacceptable. The dust and noise would strongly impact the animals and staff at the animal hospital, and the entryway and parking lot for the hospital would be unavailable throughout the project, we've learned from the hospital. This could lead to the permanent closure of this vet's office, which would be a huge loss to the entire West Marin community.

3 We urge you to please consider a no-build option, or true seismic retrofit of the bridge, which could be good alternatives. If Caltrans is unwilling to hear the concerns of local residents, we'll be forced to speak with our county supervisor about this project and Caltrans' inappropriate use of local spaces.

Thank you for your consideration.

Sarah Gorsline & Jonah Ward  
West Marin Residents

## **Response to Gorsline, Sarah, and Ward, Jonah\_A**

### **Response to Comment 1: Support for No-Build Alternative, economic impacts on the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Recognizing this construction impact, Caltrans has identified Alternatives 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. The project design and construction plan seeks to minimize economic loss; therefore, the Preferred Alternative is also the least impactful in terms of duration of construction and temporary access easements on private property, and it minimizes traffic impacts and visual disturbance. This alternative has up to a 1-year construction period, with the majority occurring within approximately 5 months, including a 2- to 3-week bridge closure. Caltrans has continued efforts to refine the staging areas to further reduce and minimize construction areas and impacts on adjacent properties as much as feasible. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment CIA-1, "Protect the animal hospital,"** which responds to the potential loss of clients due to construction inconveniences, and **"CST-6, Consolidate staging."**

Please also see Table N-1 in the introduction to this appendix for the response to **Common Comment "CST-1, Minimize duration of construction."**

### **Response to Comment 2: Protect the animal hospital**

Caltrans notes the commenter's additional concerns for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging."**

### **Response to Comment 3: Consider No-Build Alternative or retrofit solution**

Caltrans notes the commenter's opposition to the proposed Build Alternatives. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives."**

Gradjansky, Peter\_A  
page 1 of 1

IND\_GradPete\_A

**From:** Peter Gradjansky [REDACTED]  
**Sent:** Sunday, May 28, 2017 6:19 PM  
**To:** Lagunitas Bridge@DOT  
**Cc:** Natkins Laura  
**Subject:** comment from local resident

1 We use the bridge several times every day, and yet never received in the mail your April newsletter about the proposed reconstruction, nor were we ever invited to take part in a community process to determine what the community wants in regard to a new or retrofitted bridge, nor even to choose our representatives to the very small "stakeholders" group. In fact, I have never even heard who the stakeholder reps were. We also got no notice of the May 10 "community meeting," which was held twenty minutes outside of town, although there are several suitable venues that could have been used right here in Point Reyes Station. I know about all this only because I read the local paper this week and see several editorials and letters about it.

2 In short, we do not believe that the bridges you are proposing have truly been designed with the local community in mind. In particular, I do not believe that the option of a retrofit was given truly serious consideration in your process. Staff pretty much set out to convince the "stakeholder reps" that that was not worth considering.

3 As a matter of fact, the idea that the bridge needs to be up to 16 feet wider is ridiculous, and nobody I know likes the idea. A 6-foot accessible sidewalk is a great idea, though not really necessary, despite government regulations, but in any case this is a very short bridge and does not need 5-foot shoulders on either side, let alone both sides. In fact, the existing width of the roadway provides a much-needed traffic-calming narrowing as cars come into town. (As a matter of fact, I am a community rep on the current working group that is looking at traffic management alternatives, so it seems particularly suspicious that someone as involved as I am has had so little awareness of the bridge process.)

4 One particularly erroneous statement in your community impact report is the idea that any economic impacts on businesses would be short-term. As a matter of fact, one of the letters in the paper this week was from our town vet, who doubts her business could survive three years or even one, of having its parking lot taken over for staging of construction.

For all these reasons, it is time for you all to take a step back and re-start the community process.

Thanks for listening,

Peter Gradjansky  
[REDACTED]

## **Response to Gradjansky, Peter\_A**

### **Response to Comment 1: Not informed of project or invited to participate in community process**

Caltrans notes the commenter did not receive the newsletter nor notice of public notice distributed for the project. As described in Chapter 4, Comments and Coordination, of the Final EIR/EA, notices of the project, including information on the public meetings and a newsletter were distributed via the U.S. Postal Service Every Day Delivery mail to the communities of Inverness, Olema, Marshall, and Point Reyes Station, and a mailing route in Petaluma. Newsletters were also posted on the community board located adjacent to the Old Western Saloon. Additionally, information was posted in the *Marin Independent Journal* and the *Point Reyes Light* throughout the environmental review process.

Regarding the commenter's statement about the Stakeholders Working Group (SWG), the members of the SWG were identified with assistance of the current West Marin Supervisors office; the Supervisors office collected information from those most active and engaged in the community with the criteria that they live and/or work in the region, are active participants in local community organizations, and can represent and communicate with larger portions of the community. In addition, after every SWG meeting, Caltrans provided a newsletter to all residents with a post office box in the region, as well as to people who had provided their mailing address to Caltrans to stay informed on this project. These newsletters, which reported on the status and findings of the SWG, were also posted on the project website for convenient access. The SWG meeting minutes, including a list of the members, were also posted and available on the project website ([http://www.dot.ca.gov/d4/lagunitas\\_creekbridge/](http://www.dot.ca.gov/d4/lagunitas_creekbridge/)). There was nothing secretive about the process or the outcomes of each meeting.

The comment also claims lack of invitation to participate in determining whether the bridge needs retrofit or replacing. Project development is a multidisciplinary process involving engineers, environmental scientists, subject area specialists, and the public. Input is collected from all disciplines, and the project development team works with the information to refine the design to avoid and minimize effects. Community input and environmental context are important components of the process. For this project, there have been opportunities for the public to provide input throughout the project development process, as described above and in Chapter 4 of the Final EIR/EA. Ultimately, Caltrans makes a decision that balances the project objectives in consideration of environmental context and community input.

### **Response to Comment 2: Retrofit not considered**

Caltrans notes the commenter's statement about a retrofit alternative. Caltrans evaluated the Retrofit Alternative and; for many reasons, including disruption to the local economy and residents, dismissed this alternative from further evaluation in the Draft EIR/EA. Furthermore, experienced engineers who have conducted years of maintenance, preliminary studies, and field inspections, and who have experience on similar structures, provided the SWG with their assessment. Following these initial meetings, the engineers conducted more detailed studies that reconfirmed their assessment of the bridge conditions, both for the substructure (piers and abutments) and for the superstructure (steel truss corrosion). Please see the responses to **Common Comments "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives"** in Table N-1 in the introduction to this appendix for a more detailed description of why a retrofit alternative was not deemed appropriate for the purpose and need of this project.

### **Response to Comment 3: Size of bridge**

Caltrans notes the commenter's concern about bridge size. The existing bridge from truss to truss is 26 feet wide, including 10.5- to 11-foot-wide lanes and 2-foot shoulders on either side of the

centerline. The replacement bridge alternatives include 11-foot-wide lanes and 5-foot-wide shoulders. This would result in a 32-foot-wide roadway cross section (6 feet wider than the existing bridge roadway cross section). The range of alternatives evaluated in the EIR/EA considered community interests and the sensitive environmental resources while also meeting the project purpose and need. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and Table N-1 for the response to **Common Comment “ALT-7, Size of bridge and visual/aesthetic character.”**

#### **Response to Comment 4: Economic Impacts**

Caltrans notes the commenter’s concern about long-term economic impacts. Economic analysis is provided in Section 2.1.2.1 of the Final EIR/EA, which includes the consideration of factors, such as traffic, noise, dust, and visual disturbance, that may influence the patronage to local businesses (and specifically the animal hospital). Because a quantitative economic impact to local businesses cannot be determined until after construction (and after obtaining financial data from businesses), the analysis included in Section 2.1.2.1 is qualitative in nature. This analysis meets the requirements of NEPA.

As noted in Chapter 3 of the Final EIR/EA, unlike NEPA, the focus of the analysis under CEQA shall be on the physical changes caused by the economic or social chain of cause and effect. Economic or social effects of a project shall not be treated as significant effects on the environment.

Caltrans prepared the Community Impact Assessment for this project, in conformity with the *Caltrans Standard Environmental Reference Environmental Handbook Volume 4: Community Impact Assessment* (Caltrans 2011). Please see Table N-1 for the responses to **Common Comments “CIA-1, Protect the animal hospital,” “CIA-2, Community impacts,” and “CIA-3, CIA adequacy.”**

**Greenbaum, Ann Sheree\_A**  
page 1 of 1

IND\_GreeAnnSher\_A

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**From:** Ann Sheree Greenbaum [REDACTED]  
**Sent:** Wednesday, May 31, 2017 5:28 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** COMMENT PERIOD EXTENSION REQUEST

Greetings Fine Folks,

1 I am writing to request, PLEASE, that the comment period for the green bridge retrofit in Point Reyes Station be extended by at least 30 days. The Draft EIR and appendices are quite extensive, and our community members need more time for thorough, thoughtful review and comments. As a community, we have a responsibility to participate in the many considerations about the impacts this project will have on our locale. The extension of this review is critical and essential at this time.

Thank you in advance for extending the comment period.

Sincerely,  
Ann-Sheree Greenbaum



## **Response to Greenbaum, Ann Sheree\_A**

### **Response to Comment 1: Extend the comment period**

Caltrans acknowledges the commenter's request to extend the comment period. For a description of outreach and public engagement, please see Chapter 4 of the Final EIR/EA. Please also see Table N-1 in the introduction to this appendix for the responses to **Common Comments** “**PUB-1, Extend public comment period,**” and “**PUB-2, Public outreach process.**”

**Greenbaum, Ann Sheree\_B**  
page 1 of 1

IND\_GreeAnnSher\_B

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**From:** Ann Sheree Greenbaum [REDACTED]  
**Sent:** Monday, June 19, 2017 11:35 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** NO BUILD

Hello,

Thank you very much for taking comments. To whomever will be making the final decisions about the CalTrans proposal to replace the green bridge in Point Reyes Station, I want to implore you, please, to immediately withdraw the project to replace the bridge. The voice of the community is for the NO BUILD option. I attended the meeting last Thursday and it was clear to me that many more considerations are required. I appreciate the expertise of the CalTrans engineers who were present at the meeting. What's being proposed is not appropriate for our locale. I echo the various reasons voiced by community members at the meeting regarding environmental impacts, disruption to business and personal lives of community members, the out of character design proposals, the exaggerated fear about the bridge being the biggest issue in the event of an earthquake. PLEASE HEAR US: NO BUILD IS THE VOICE OF THE MAJORITY OF THE COMMUNITY! OUR VOICE WILL ONLY GROW LOUDER IF OUR REQUEST IS NOT HONORED AT THIS TIME.

Thank you for listening.

Sincerely,  
Ann-Sheree Greenbaum

## **Response to Greenbaum, Ann Sheree\_B**

### **Response to Comment 1: Support for the No-Build Alternative, out of character design, and earthquake unlikely**

Caltrans notes the commenter's support for No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments “ALT-1, Support for the No-Build Alternative,” “ALT-2, Describe the no-build scenario,” and “CIA-2, Community impacts.”**

None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment “ALT-7, Size of bridge and visual/aesthetic character.”** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

Please see Table N-1 for the response to **Common Comment “GEO-1, Earthquake unlikely.”**

**Greene, Philip\_A**  
**page 1 of 1**

IND\_GreePhil\_A

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**From:** tamara loring [REDACTED]  
**Sent:** Tuesday, June 20, 2017 5:01 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Please add my voice to NO NEW BRIDGE

I have lived here of over 40 years. This idea to replace the Green bridge makes no sense.

- 1 First it will disrupt the business of Mary Whitney our only vet. Secondly the traffic jams caused by construction will be horrible. Were you out here last weekend, Father's Day? The traffic was horrendous. If we send all those
- 2 people around Olema and back to Point Reyes it will also impact traffic coming from Petaluma and south from Hwy. 1. Thirdly your planning for such a magnitude earthquake as the reason for the retrofit is way overly
- 3 conservative and though that bridge would be a way in to town for early response people we do have two other routes into Pt Reyes and the fire dept. located in town
- 4 Don't rebuild this bridge. It's adequate and perfect for the flavor of the community.  
Thank you,  
Philip L. Greene

## **Response to Greene, Philip\_A**

### **Response to Comment 1: Disruptive to the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-1, Protect the animal hospital."**

### **Response to Comment 2: Traffic effects on the town during construction**

Caltrans notes the commenter's concern about traffic. Caltrans will minimize traffic impacts during construction with the implementation of the Construction Traffic Management Plan (see Project Feature TRANS-1, Construction Traffic Management Plan, in the Final EIR/EA). During construction of the Preferred Alternative, at least one lane on the existing bridge would remain open for traffic flow until the 2- to 3-week closure during which the bridge would be replaced. The accelerated bridge construction (ABC) method will minimize the duration of construction period and to allow use of the bridge for most of the construction period. Please see Table N-1 for the responses to **Common Comments "CST-1, Minimize duration of construction,"** and **"CST-5, Traffic impacts of construction."**

### **Response to Comment 3: Overly conservative approach to seismic stability**

Caltrans acknowledges the commenter's statement about the Retrofit Alternative and earthquakes. Caltrans designers abide by the "no collapse," criteria, which is not the same as the criteria for replacement alternatives. Please see Table N-1 for the responses to **Common Comments "ALT-4, Full Range of Alternatives,"** and **"ALT-8, Criteria for new bridge,"** which outlines the requirements for the "no-collapse" criteria.

### **Response to Comment 4: Support for the No-Build Alternative**

Caltrans notes the commenter's support for No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

Gregory, Heidi\_A  
page 1 of 1

IND\_GregHeid\_A

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**From:** Heidi Gregory [REDACTED]  
**Sent:** Saturday, May 27, 2017 11:30 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** lagunitas Bridge

Dear Caltrans,

- 1 As a resident of Point Reyes in West Marin County, I am writing to Urge you to NOT PRECEED with the construction of a new bridge to replace Lagunitas Creek Bridge in Point Reyes.
- 2 The proposed new bridge construction ( which may take one to three years) will have a significant negative impact on local Point Reyes. Particularly the point Reyes Animal Hospital which is slated to be taken over as a staging area for construction that will greatly impede animal owners access to the hospital. As well as greatly disrupt the healthcare professionals who work there and the animals undergoing treatment. This will also disrupt locals and tourists getting to and from town. Sending traffic to other parts of entry into Point Reyes and causing major traffic issues. Which we already have!
- 3 Please consider a different Alternative to redoing the Lagunitas Bridge. AND OR at least staging the construction zone on the Levee Road where there is a space being used only for a few wine barrels with ample space to stage for construction.
- 4 Please look at how this would impact out community, The animal hospital and the people coming to share in our beautiful area. One to three years is a long time to have to disrupt our amazing animal hospital and could very well lead to the Closure of the hospital, which would be a critical loss to our community!

Thank you for your consideration.

sincerely

Heidi Gregory  
Point Reyes CA

## **Response to Gregory, Heidi\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

### **Response to Comment 2: Construction impacts on the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comment "CIA-1, Protect the animal hospital,"** and **"CST-6, Consolidate staging."**

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Please see Table N-1 for the responses to **Common Comment "CIA-2, Community impacts," "CST-5, Traffic impacts of construction,"** and **"CST-2, Closure timing – don't impact tourism season."**

### **Response to Comment 3: Consider different alternative to bridge replacement and other staging areas**

Different staging areas are identified to support different activities. Please see Table N-1 for the response to **Common Comment "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** which provides more detail on how temporary construction easements and staging areas are used.

### **Response to Comment 4: Construction period is too long, economic impacts on the animal hospital**

Caltrans acknowledges the comment. Please see the response to Comment 2 above.

**Griffin, Lori\_A**  
**page 1 of 1**

IND\_GrifLori\_A

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-----Original Message-----

From: Lori Griffin [REDACTED]  
Sent: Saturday, May 20, 2017 7:32 PM  
To: Lagunitas Bridge@DOT <lagunitasbridge@dot.ca.gov>  
Subject: Public comment on bridge

1 | Dear Caltrans,  
Please retrofit the Lagunitas bridge or leave it alone. We need to have a true seismic retrofit Rather than your proposal to build it wider.

Sincerely,  
Lori Griffin

The Mind of a Chef  
Sean Brock  
Season 2, episode 3  
Carolina gold rice



## **Response to Griffin, Lori\_A**

### **Response to Comment 1: Consider No-Build Alternative or true seismic retrofit**

Caltrans notes the commenter's support for a seismic retrofit or the No-Build Alternative. Caltrans evaluated a retrofit alternative and for many reasons, including disruption to the local economy and residents, Caltrans dismissed this alternative from further evaluation in the Draft EIR/EA. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-3, Definition of a true retrofit."**

Caltrans also notes the commenter's support for the No-Build Alternative. Please see Table N-1 for the response to **Common Comment "ALT-1, Support for the No-Build Alternative."**

Also, please see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character,"** for more information on why the proposed Build Alternatives do not implement standard freeway widths.

Griffiths, James\_A  
page 1 of 1

IND\_GrifLori\_A

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**From:** James Griffiths [REDACTED]  
**Sent:** Sunday, June 18, 2017 7:54 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Caltran's stupid idea

1 | Grow some brains folks. If it ain't broke don't fix it

James Griffiths  
Woodacre

## **Response to Griffiths, James\_A**

### **Response to Comment 1: Do not fix the bridge**

Caltrans notes the commenter's support for a No Build Alternative. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario."**

**Grisman, Harmony\_A**  
page 1 of 1

IND\_GrisHarm\_A

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**From:** Harmony Grisman [REDACTED]  
**Sent:** Wednesday, June 21, 2017 11:57 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Oppose Plan to replace Green Bridge

Cal Trans Authorities:

1 I oppose the plan to replace the Green Bridge in Point Reyes Station. As a 45 year resident of the area, the replacement plan is too large, and wide and way overkill for our rural area. I also object to plans to use the local vet's property as a staging area. And I object to length of time it would take to carry out this plan. It would make trips to town untenable for many of us.

Thank you for taking note of my objection. I hope you will have heard from enough of us to reconsider the plans Caltrans has made.

Harmony Grisman

## **Response to Grisman, Harmony\_A**

### **Response to Comment 1: Support for the No-Build Alternative and protect the animal hospital**

Caltrans notes the commenter's support for the No-Build Alternative and concern about impacts on the animal hospital and other community impacts. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-1, Support for the No-Build Alternative."** Please also see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CIA-3, CIA adequacy," "CST-1, Minimize duration of construction," and "CST-6, Consolidate staging."**

Regarding the scale of the project, and in consideration of community input, Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, because this bridge design most closely resembles the scale of the existing Lagunitas Creek bridge and removes visual obstacles. Please see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."**

**Haar, Donna\_A**  
page 1 of 1

IND\_HaarDonn\_A

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**From:** [REDACTED]  
**Sent:** Thursday, June 01, 2017 10:10 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas creek bridge

To whom it may concern,

- I am writing in regards to the proposed reconstruction of the Lagunitas Creek bridge. As I understand it, a massive bridge taking 1 to 3 years has been proposed by Caltrans. In this proposal, apparently the front parking lot of our beloved Pt Reyes Animal Hospital will be used as a construction staging area, disallowing parking and entrance to this much needed and valued clinic. This is absolutely unacceptable. As a pet owner who relies on
- 1 Dr Whitney and staff to care for my animals, being impeded from using their services would be a tremendous hardship! There are many, many pet owners in West Marin and we need Dr Whitney's services and we have no alternative! She is an incredible veterinarian who always goes the extra mile for her patients and she deserves a quiet, calm, atmosphere in which to conduct her practice. The community of West Marin and our pets deserve so much better then what has been proposed by Caltrans. So I, a very concerned pet owner and citizen of West Marin, vehemently protest this proposed bridge.
  - 2 I demand that a "No Build alternative," or true Seismic Retrofit be considered.

Thank you for your consideration.

Sincerely,  
Donna Haar

[REDACTED]

## **Response to Haar, Donna\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging."**

### **Response to Comment 2: Consider the No-Build Alternative or a true retrofit**

Caltrans notes the commenter's support for a seismic retrofit or the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives,"** which describes what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria.

**Haas, Jay\_A**  
page 1 of 1

IND\_HaasJay\_A

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**From:** Jay Haas [REDACTED]  
**Sent:** Friday, May 26, 2017 12:40 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Long term resident opposes project

1 | Dear Caltrans,  
Please consider the No Build alternative or a true Seismic Retrofit.

| My family has resided one mile from Pt Reyes Station for 30 years. It has been quite the paradise.

2 | I fear all bridge alternatives presented will bring serious disruption and unwelcome long-term changes.

| I especially fear that Pt Reyes Animal Hospital, an exceptional service provider where we have been bringing our pets for 30 years, will be forced out of business and bring financial ruin to Dr. Whitney and her family. How could this business possibly survive with no front door access, severely restricted parking, loud noises and dust for one to three years?

3 | We would be personally impacted by having to travel much farther for veterinary services.

| Similarly, most every business in or near town will be negatively impacted in one way or another.

Thank you for your consideration.

Jay Haas  
[REDACTED]



## Response to Haas, Jay\_A

### Response to Comment 1: Support for the No-Build and Retrofit Alternatives

Caltrans notes the commenter's support for the No-Build Alternative or a retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives."**

### Response to Comment 2: Impacts on the animal hospital and community

Caltrans notes the commenter's concern about traffic, dust, and noise impacts on the animal hospital and how the project may impact the animal hospital.

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures.

Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "NOI-1, Noise impacts," "CST-1, Minimize duration of construction," and CST-5, Traffic impacts of construction."**

Caltrans recognizes the commenter's concern regarding staging on the animal hospital property. Access will remain open throughout construction. Different staging areas are identified to support different activities. Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and will maintain access to the property throughout construction. Because access will be maintained to the animal hospital, relocation will not be required. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

### Response to Comment 3: Impacts on the community

Comment noted. Please refer to the response to Comment 2 above. Also, economic analysis is provided in Section 2.1.2.1 of the Final EIR/EA, which includes the consideration of factors, such as traffic, noise, dust, and visual disturbance, that may influence the patronage to local businesses (and specifically the animal hospital). The avoidance, minimization, and mitigation measures and project features developed for construction impacts are consistent with professional standard practices for Caltrans infrastructure projects and include as much detail as is possible at this stage of development. Because a quantitative economic impact to local businesses cannot be determined until after construction (and after obtaining financial data from businesses), the

analysis included in Section 2.1.2.1 is qualitative in nature. This analysis meets the requirements of NEPA.

As noted in Chapter 3 of the Final EIR/EA, unlike NEPA, the focus of the analysis under CEQA shall be on the physical changes caused by the economic or social chain of cause and effect. Economic or social effects of a project shall not be treated as significant effects on the environment.

**Haas, Jay\_B**  
page 1 of 1

IND\_HaasJay\_B

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**From:** Jay Haas [REDACTED]  
**Sent:** Wednesday, June 21, 2017 3:09 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Fw: Long term resident opposes project

Dear Caltrans,

- 1 I now only support the No Build option. Even a true Seismic Retrofit approach is bound to be overkill for our situation.
- 2 I've recently heard that weight limitations are not being enforced. If that is the case, I urge you to enforce them.
- 3 I've also learned of a Red Light warning system in case of an earthquake or other cause of structure failure. That sounds like all the solution we need.

Thank you,

Jay Haas  
[REDACTED]

## **Response to Haas, Jay\_B**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

### **Response to Comment 2: Weight limitations on existing bridge**

Caltrans notes the commenter's question about weight limit enforcement on the bridge. Please see Table N-1 for the response to **Common Comment "PN-2, Live load limits."**

### **Response to Comment 3: Red light warning system on the bridge**

Comment noted. Seismic event flashing lights would not meet the purpose and need of the project. Please see Table N-1 for the response to **Common Comment "ALT-6, Consider seismic safety flashing lights."**

**Hadland, Steve\_A**  
page 1 of 1

IND\_HadStev\_A

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**From:** Steve Hadland [REDACTED]  
**Sent:** Tuesday, June 20, 2017 2:38 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Bridge

- 1 | I am strongly opposed to the current bridge replacement plan.  
Retro fitting in place should be further studied.  
Steve Hadland  
Pt. Reyes Station  
Sent from my iPhone

## Response to Hadland, Steve\_A

### Response to Comment 1: Oppose replacement bridge, consider a retrofit

Caltrans notes the commenter's opposition to the proposed Build Alternatives. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives,"** which describes what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria.

Hall, Susan\_A  
page 1 of 2

IND\_HallSusa\_A

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**From:** Susan Hall [REDACTED]  
**Sent:** Monday, June 19, 2017 1:23 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Letter re GreenBridge Project

June 19, 2017

To

Caltrans

regarding the rebuilding of the

Lagunitas Bridge in Point Reyes Station, California

My family has lived in Point Reyes since the 1930's. My husband and I live in the family home which was built in 1945. My sister and her family live nearby in Inverness Park. We have watched Point Reyes expand and grow over the years. Despite the many assaults made against West Marin in the spirit of "progress", our community has retained a charm and serenity that is rare in the modern world. People come from the far ends of the earth to honor the beauty and balance experienced between man and nature in our small coastal towns and the National Seashore Park.

This is a small community that has been established well over a hundred years ago. Every person and business is integral to the health and vitality of the community and is supported by its members. Every tree, vista, bird, and building are appreciated and acknowledged by each and every one of us.

1 To destroy the Veterinary clinic, a mainstay of our community, to alter the much-loved scenery around the bridge is an affront on many levels. There is much history

to the bridge and buildings around it. Please respect the integrity of our precious place that gives so much to the human soul and our daily lives.

2 I agree with the noninvasive ideas proposed re signs, red lights etc. There is no guarantee that a new structure would survive a monster earthquake any more than

**Hall, Susan\_A**

**page 2 of 2**

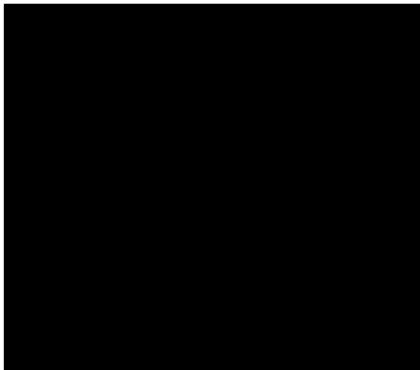
the bridge already in place. And in the meantime, we would endure the assault to our lives, aesthetics and livelihoods in the name of a bridge construction we do not want or need.

Indeed, the members of this community would be living through an extended long term earthquake that would last many years even before the “Big One”.

Sincerely,

Susan

Susan Hall





## **Response to Hall, Susan\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging."**

The Lagunitas Creek Bridge was evaluated and found not to meet the National Register of Historic Places or the California Historical Landmark eligibility criteria. Please see Section 2.1.7 in the Final EIR/EA for further information.

### **Response to Comment 2: Earthquake warning lights and earthquake unlikely**

Caltrans notes the comment. Installation of a ShakeAlert system does not meet the purpose and need of the project. Please see Table N-1 for the responses to **Common Comments "ALT-6, Consider seismic safety flashing lights," "ALT-7, Size of bridge and visual/aesthetic character," and "GEO-1, Earthquake unlikely."**

**Hartmann, Ilka\_A**  
page 1 of 1

IND\_HartIlka\_A

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**From:** Ilka Hartmann [REDACTED]  
**Sent:** Thursday, June 08, 2017 4:53 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge (Green Bridge)

Caltrans, Project Office of Environmental Analysis, MS-8B  
Attn. Lagunitas Creek Bridge Project  
111 Grand Ave  
Oakland, CA 94623

Dear Caltrans,

1 I am writing to ask you to consider a seismic retrofit for the Greene Bridge in Point Reyes and to keep it in the present size to preserve the village culture of Point Reyes. Residents and tourists alike expect the historic small bridge. A larger one would destroy this gentle approach.

I strongly suggest that Caltrans find an alternative place as a staging area rather than the parking lot of the vet. There are fields near the bridge which could be used. The vet, beloved in the communities of Point Reyes Station, Bolinas, Stinson-Beach, Woodacre etc. has been here for many years.

2 Dr. Mary Whitney's work is essential for the well being of our animals and therefore for the well being of many community members in West Marin. Most of all, Dr. Whitney and her family should not have to suffer economically or be in danger of having to close her vet office. She has a family to support. She has given her skill and heart to our communities and should not have to fear losing her life's work.

Please look for a field which is not too close to the vet office so the animals and workers won't be disturbed.

Thank you.  
Ilka Hartmann



Ilka Hartmann Photography  
[IlkaHartmann.com](http://IlkaHartmann.com)

## **Response to Hartmann, Ilka\_A**

### **Response to Comment 1: Definition of a true retrofit**

Caltrans notes the commenter's support for a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," and "ALT-7, Size of bridge and visual/aesthetic character."**

The Lagunitas Creek Bridge was evaluated and found not to meet the National Register of Historic Places or the California Historical Landmark eligibility criteria. Please see Section 2.1.7 in the Final EIR/EA for further information. Please see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."**

### **Response to Comment 2: Protect the animal hospital and avoid staging on the animal hospital parking area**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** for more about how the animal hospital was considered, **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Hassen, Stacy\_A  
page 1 of 1

IND\_HassStac\_A

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**From:** Stacy Hassen [REDACTED]  
**Sent:** Monday, June 12, 2017 4:00 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge (Green Bridge)

Dear Caltrans,

- 1 Thank you for all the work you all do to keep the roads open and driveable and clear. It is greatly appreciated. On the same note, I am wondering if there is another possibility for repairing by retrofitting rather than replacing the Green Bridge in Point Reyes Station. Please consider the "no Build alternative" or a true Seismic Retrofit.
- 2 One concern is the wider freeway sized bridge that does not resonate with the community here and the other is concern for the Point Reyes Animal Hospital as my family and I rely on Dr. Whitney and her great staff for
- 3 taking care of our dog in so many ways and we know our neighbors and friends rely on the practice and people there for caring for their animals too.

A simple yet strong bridge suits both the needs of the community and the visitors.

Thank you,

[REDACTED]

## **Response to Hassen, Stacy\_A**

### **Response to Comment 1: Consider the No-Build Alternative or a true retrofit**

Caltrans notes the commenter's support for the No-Build Alternative or a retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives."**

### **Response to Comment 2: Proposed bridge alternatives are out of character**

Caltrans notes the commenter's concern about the character of the Build Alternatives. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

### **Response to Comment 3: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging."**

Haworth, Elia\_A  
page 1 of 1

IND\_HawoElia\_A

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**From:** Elia Haworth [REDACTED]  
**Sent:** Wednesday, June 21, 2017 9:07 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Bridge at Point Reyes Station

Please add this to comments on the bridge project:

Caltrans vision for the bridge is understandable from their perspective, but it ignores the values and hard won victories of citizen activists who have spent decades fighting to protect our open landscape and small community lifestyle in West Marin. Today, too many decisions seem focus on convenience for tourists over people who have invested their lives in this region. The scale, lack of thoroughly researched alternatives, noise and disruption that will accompany a long construction project, along with blatant bullying of one of our local business --Point Reyes Animal Hospital-- that hundreds of us depend on—make this controversy a defining moment for the future we are creating for coast Marin. We must insist that time be taken to find an appropriate win-win solution for the green bridge project, and thereby set a standard for other projects that will arise in the coming years.

Elia Haworth, Bolinas

## **Response to Haworth, Elia\_A**

### **Response to Comment 1: Impacts on the animal hospital and community**

Caltrans notes the commenter's concern regarding the impacts on the animal hospital and other community impacts. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-4, Full range of alternatives," "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-1, Minimize duration of construction," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," "CST-5, Traffic impacts of construction," "CST-6, Consolidate staging," and "NOI-1, Noise impacts."**

**Hemmingway, Nancy\_B**  
page 1 of 1

IND\_HemmNanc\_B

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**From:** Williams, Steve A@DOT [REDACTED]  
**Sent:** Saturday, June 24, 2017 7:11 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Fwd: Lagunitas bridge project comment

Sent from my iPhone

Begin forwarded message:

**From:** <[nhemmingway@horizoncable.com](mailto:nhemmingway@horizoncable.com)>  
**Date:** June 23, 2017 at 3:50:10 PM PDT  
**To:** <[Steve.williams@dot.ca.gov](mailto:Steve.williams@dot.ca.gov)>  
**Subject:** Lagunitas bridge project comment

Dear Steve,

1 I am writing to you to say that I strongly support Alternative 3a, the 3 span concrete bridge design to replace the existing Green Bridge on Lagunitas Creek just outside of Point Reyes Station, CA.

Thank you,

Sincerely,  
Nancy Hemmingway  
Inverness, CA



## **Response to Hemmingway, Nancy\_B**

### **Response to Comment 1: Support for Alternative 3a to replace the Green Bridge**

Caltrans notes the commenter's support for Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in. Based on community input, Caltrans has identified Alternative 3a as the Preferred Alternative. This alternative more closely matches the scale of the present bridge than the other Build Alternatives and consists of up to a 1-year construction period, with the majority occurring within approximately 5 months, including a 2- to 3-week bridge closure.

Herbert, Lisa\_A  
page 1 of 1

IND\_HerbLisa\_A

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**From:** Lisa Herbert [REDACTED]  
**Sent:** Monday, June 19, 2017 2:49 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Green bridge project

Hello Cal Trans,

1 | Though I appreciate all your hard work, I am writing to say I appose the proposed replacement of the Green Bridge.

**I support the NO BUILD ALTERNATIVE.**

Thanks,  
Lisa Herbert  
[REDACTED]

## **Response to Herbert, Lisa\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," and "ALT-2, Describe the no-build scenario."

Hewlett, Susan\_A  
page 1 of 1

IND\_HewlSusa\_A

June 9, 2017

To Whom it May Concern,

1 I feel strongly that the plans for the "green bridge" in Point Reyes Station are ridiculously out of scale for the small community. Any of the three options presented are way beyond what is deemed necessary.

2 Also, using a private business, an animal hospital, for a staging area is completely unfair to the doctors and animals using this facility, and to all of the animal owners who depend on this hospital for their pets' care.

Sounds to me like some people are planning on making a lot of money. Seems to be the logical explanation for the current plans.

Please listen to the public and reconsider. Thank you.

Sincerely,

  
Susan Hewlett



## **Response to Hewlett, Susan\_A**

### **Response to Comment 1: The alternatives are out of scale for community**

Caltrans notes the commenter's concern about the size of the Build Alternatives. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

### **Response to Comment 2: Protect the animal hospital and staging**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Please see Table N-1 for the response to **Common Comment "CIA-1, Protect the animal hospital."**

This project does not propose permanent property acquisition, only small temporary construction easements. Caltrans will maintain access to the animal hospital throughout construction. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

**Higgins, Laurie\_A**  
**page 1 of 1**

IND\_HiggLaur\_A

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**From:** Laurie Higgins [REDACTED]  
**Sent:** Saturday, June 17, 2017 6:50 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Opposed to new bridge

1 Please do not destroy the green bridge in Pt. Reyes! I am a West Marin resident and feel Strongly that this will be bad for the community, our economy, the environment and traffic. Please instead retrofit or better yet leave the sweet bridge as is. Please listen to the voices of our community and do not do this!

Laurie Higgins  
[REDACTED]

Sent from my iPhone

## **Response to Higgins, Laurie\_A**

### **Response to Comment 1: Oppose the replacement bridge, consider a retrofit**

Caltrans notes the commenter's preferences to leave the bridge as is. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix, for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," "ALT-4, Full range of alternatives," "CIA-2, Community impacts," "CST-1, Minimize duration of construction," "CST-2, Closure timing – don't impact tourism season," "CST-5, Traffic impacts of construction," and "BIO-1, Biological impacts."

**Hodge, Stephen\_A**  
**page 1 of 1**

IND\_HodgStev\_A

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**From:** Stephen Hodge [REDACTED]  
**Sent:** Saturday, June 17, 2017 6:08 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Point Reyes bridge

- 1 I am writing this email to express my strong opposition to the plan to remove and rebuild the green bridge leading into Point Reyes. I am 25 year resident and home owner in West Marin and feel the new bridge proposal is unsightly and will cause too much unnecessary disruption to the environment as well as the local businesses and community at large. I feel an earthquake retrofit of the existing bridge would be more than
- 2 adequate for safety and would preserve a landmark piece of infrastructure in an area that does not need unnecessary upgrades that take away from its historical charm. Please consider this option. Thank you...Steve Hodge. Bolinas Ca.



## **Response to Hodge, Stephen\_A**

### **Response to Comment 1: Oppose the replacement bridge, consider a retrofit**

Caltrans notes the commenter's opposition to the proposed Build Alternatives. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives,"** which describes what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria. Also see the response to **Common Comment "CIA-2, Community impacts."**

### **Response to Comment 2: Historic landmark**

Caltrans notes the commenter's desire to preserve the bridge. The Lagunitas Creek Bridge was evaluated and found not to meet the National Register of Historic Places or the California Historical Landmark eligibility criteria. Please see Section 2.1.7 in the Final EIR/EA for further information. Please see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."**

Hollern, Angela\_A  
page 1 of 1

IND\_HollAnge\_A

May 31, 2017

CALTRANS, District 4  
Attn: Lagunitas Creek Bridge Project, Eric DeNardo  
Office of Environmental Analysis MS-8B  
111 Grand Ave  
Oakland, CA 94623

To Whom It May Concern,

- 1 As a twenty+ year resident of West Marin, I am writing to request that Caltrans consider a true  
2 seismic retrofit, instead of replacing the bridge. I am also asking that Caltrans extend the open  
comment period because there is just too much material to read and understand in what I  
consider a limited timeframe.

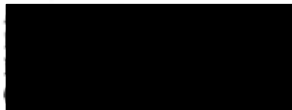
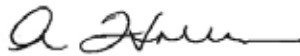
I have an elderly, large-breed dog with mobility issues and a sensitivity to loud noises. My  
beloved pet has been a patient of Point Reyes Animal Hospital since she was a puppy and has  
greatly benefited from Dr. Whitney's expertise, kindness, and care, as well as the restful, calm,  
healing environment within the clinic.

- 3 However, I may be forced to go to another veterinarian, if my dog and I were required to cross a  
loud, dusty, construction zone to access the clinic. What option would we have if there were  
uneven terrain, an inaccessible entry, and machinery in motion? And, what would we do if the  
clinic were closed, even for a short period of time, and my pet needed medical care or  
prescription medicine?

Point Reyes Animal Hospital, Dr. Mary Whitney, and her staff are a vital part of our community,  
and we rely on the clinic to keep our companion animals healthy, happy, and well-cared for  
throughout their lives.

Please consider a true seismic retrofit, so that the clinic may continue its essential service without  
hindrance.

Sincerely,



## **Response to Hollern, Angela\_A**

### **Response to Comment 1: Consider true seismic retrofit**

Caltrans notes the commenter's support for a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives,"** which describe what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria.

### **Response to Comment 2: Extend the comment period**

Caltrans acknowledges the commenter's request to extend the comment period. For a description of outreach and public engagement, please see Chapter 4 of the Final EIR/EA. Please also see Table N-1 for the response to **Common Comment "PUB-1, Extend public comment period."**

### **Response to Comment 3: Protect the animal hospital and community impacts**

Caltrans notes the commenter's concern about traffic, dust, and noise impacts on the community and how the project may impact the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties.

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures.

For more information, please see Table N-1 for the response to **Common Comment "CIA-1, Protect the animal hospital," "CIA-2, Community impacts,"** and **"NOI-1, Noise impacts"**

Access will be maintained to all businesses in the project area throughout construction. Regarding the use of the animal hospital parking, please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

**Holmes, Ellen\_A**  
page 1 of 1

IND\_HolmElle\_A

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**From:** Ellen Holmes [REDACTED]  
**Sent:** Friday, June 23, 2017 5:15 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** LAGUNITAS BRIDGE public comment

To Whom It May Concern:

- 1 I am opposed to replacing the existing bridge either by building a new bridge or by retrofitting the old one because it has recently come to light that the “no-build” option is by far the best choice for our community. The existing bridge can be left as it is along with implementing various inexpensive non-construction protections that have demonstrated their effectiveness elsewhere including installing flashing warning lights and keeping excessively heavy trucks off the bridge—both of which can be done immediately.
- 2 Furthermore, scientific studies have indicated that a quake that’s strong enough to collapse the bridge (probably 7.0 or above) is very unlikely in this area of the fault. As to safety, the existing bridge has been satisfactory both for bikers and pedestrians for as long as anyone can remember.
- 3 In this context, we feel that a major construction project—whether new or retrofit—is unnecessary and we do not want the extreme disruption of daily life that would be involved. In summary of the above, i feel it is appropriate to apply the wise old saying “if it ain’t broke, don’t fix it”!

Thank you.

Ellen Holmes  
[REDACTED]  
Lagunitas\_bridge@dot.ca.gov.didtheyreadit.com

## **Response to Holmes, Ellen\_A**

### **Response to Comment 1: Opposed to bridge replacement or retrofit, support for No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-3, Definition of a true retrofit," "ALT-4, Full range of alternatives," "ALT-6, Consider seismic safety flashing lights,"** and **"PN-2, Live load limits."**

### **Response to Comment 2: Earthquake probability in Point Reyes Station**

Caltrans notes the commenter's statement about earthquakes. Caltrans designers abide by the "no collapse" criteria, which is not the same as the criteria for replacement alternatives. Please see Table N-1 for the responses to **Common Comments "ALT-4, Full range of alternatives," "ALT-8, Criteria for new bridge,"** which outlines the requirements for the "no-collapse" criteria, as well as **"GEO-1, Earthquake unlikely,"** which addresses earthquake forecasts for California and the Working Group on California Earthquake Probabilities.

Caltrans notes the commenters opinion that bikes and pedestrians are currently safe on the bridge. The Project accommodates the *Marin Unincorporated Area Bicycle and Pedestrian Master Plan*, which was updated in 2009 through the coordinated efforts of the Transportation Authority of Marin, the Marin County Public Works Department, the Marin County Bicycle Advisory Group, and citizens interested in improving the bicycle and pedestrian environment in unincorporated Marin County. The Plan indicates that a proposed Class III signed bicycle route with shoulders will be constructed within the project limits on SR 1 (Marin County Department of Public Works 2009). This is also consistent with Caltrans' Deputy Directive 64-R1 Complete Streets – Integrating the Transportation System, which states that the needs of users of all ages and abilities must be met; safe non-motorized accessibility elements are included in each alternative.

### **Response to Comment 3: Opposes project**

Caltrans notes the commenter's opposition to the proposed Build Alternatives. Please refer to the response to Comment 1 above.

**Howard, Martha\_A**  
page 1 of 1

IND\_HowaMart\_A

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**From:** Martha Howard [REDACTED]  
**Sent:** Monday, May 29, 2017 1:03 PM  
**To:** Lagunitas Bridge@DOT <[lagunitasbridge@dot.ca.gov](mailto:lagunitasbridge@dot.ca.gov)>  
**Subject:** Retrofit the Bridge

Dear Caltrans,

- 1 | Retrofit the Lagunitas Creek Bridge? You have heard a lot from the West Marin community but still seem  
2 | convinced that a new structure is needed. The designs offered and the projected construction times are  
unacceptable to locals and visitors alike. Safety in some future earthquake, when the bridge is now

working fine for daily use, should be a goal only if there is no short-term harm to the community and long-term esthetic damage.

- 3 | This is a self-sufficient community that needs every business in order to provide for its own people and the millions of annual visitors. The loss of one vital business, like the veterinary clinic, if effectively prevented from fully operating, has a widespread effect on the lives of many people. It removes from the local scene the one hospital that is convenient to many elderly pet owners, puts animals at risk and results in added driving time and costs to go to another clinic.

We have never been given documentation for why a retrofit would not be a solution. Please reconsider retrofitting the bridge.

Thank you,

Martha Howard

## **Response to Howard, Martha\_A**

### **Response to Comment 1: Consider a retrofit**

Caltrans notes the commenter's support for a seismic retrofit. The Project need is explained in Chapter 1, Section 1.2.2. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-3, Definition of a true retrofit."**

### **Response to Comment 2: Build Alternatives and construction times unacceptable**

Caltrans notes the commenter's opposition to the proposed Build Alternatives and effects on the community. Please refer to Comment 1 above, and please also see Table N-1 for the responses to **Common Comments "CST-1, Minimize duration of construction," "ALT-7, Size of bridge and visual/aesthetic character," and "CST-1, Minimize duration of construction."**

### **Response to Comment 3: Impacts to the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Recognizing this construction impact, Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. Construction of this alternative would be completed within 1 year, with the majority occurring within approximately 5 months, including a 2- to 3-week bridge closure. Caltrans has continued to refine the staging areas to reduce and minimize construction areas and impacts on adjacent properties as much as feasible, based on the animal hospital concerns.

Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Because access will be maintained to the animal hospital, relocation will not be required. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," and "CIA-2, Community impacts."**

Howe, Joyce\_A  
page 1 of 1

IND\_HoweJoyc\_A

June 10, 2017  
Mr. Eric De Nardo  
Lagunitas Creek Bridge Project  
Please reconsider the plans for  
the Lagunitas Creek Bridge. Please use  
the "No Build Alternative or a true  
Seismic Retrofit.  
The plans so far will be a disaster  
for the Pt. Reyes Animal Hospital. We  
need our vet in West Marin. Also the  
traffic problems will be huge for the  
community as well as the tourists.  
Thank you for your attention.  
Joyce A. Howe



## **Response to Howe, Joyce\_A**

### **Response to Comment 1: Consider the No-Build Alternative or a true retrofit**

Caltrans notes the commenter's support for the No-Build Alternative or a retrofit alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives."**

### **Response to Comment 2: Protect the animal hospital and traffic impacts during construction**

Caltrans notes the commenter's concern for the animal hospital and the impacts of traffic during construction. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," and "CIA-2, Community impacts."**

In addition, the accelerated bridge construction (ABC) method that is part of the preferred Alternative 3a, three-span, Concrete bridge, will minimize the duration of construction period and to allow use of the bridge for most of the construction period. The associated bridge closure must occur within the allowable in-water work window to avoid impacts to sensitive aquatic species, which is limited to the dry season (typically June 1 to October 15) or as allowed to meet permit conditions. Caltrans has determined with community input that the period following Labor Day would minimize the bridge closure conflicts with tourism. Caltrans will minimize traffic impacts during construction with the implementation of the Construction Traffic Management Plan (see Project Feature TRANS-1, Construction Traffic Management Plan, in the Final EIR/EA). During construction of the Preferred Alternative, at least one lane on the existing bridge would remain open for traffic flow until the 2- to 3-week closure during which the bridge would be replaced. Caltrans will work with the contractor to minimize the impacts on high tourism season to the extent possible. Please see Table N-1 for the responses to Common Comments "CST-1, Minimize duration of construction," "CST-2, Closure timing - don't impact tourism season," and "CST-5, Traffic impacts of construction."

**Humple, Diana\_A**  
page 1 of 1

IND\_HumpDian\_A

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**From:** Diana Humple [REDACTED]  
**Sent:** Tuesday, May 30, 2017 3:58 PM  
**To:** Lagunitas Bridge@DOT <[lagunitasbridge@dot.ca.gov](mailto:lagunitasbridge@dot.ca.gov)>  
**Subject:** public comment Lagunitas Creek Bridge

1 I am writing to strongly request that any options for the Lagunitas Creek Bridge construction project that negatively impact the Point Reyes Animal Hospital are soundly rejected. Using the parking lot of the animal hospital as a staging ground for this construction project will have serious deleterious impacts to the animal patients, clientele, and staff of the animal hospital, and thereby also potentially impact the longevity of this critical business and resource for the West Marin community.

Thank you for your consideration.

Diana Humple  
Bollinas CA

## **Response to Humple, Diana\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for negative impact on the animal hospital. Caltrans has considered the noise and physical impacts on the animal hospital and other affected properties. None of the Build Alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"NOI-1, Noise impacts,"** for more about how the animal hospital was considered, **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

## Hunt, Paula and Russ\_A

page 1 of 1

IND\_HuntPaul\_A

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**From:** Paula [REDACTED]  
**Sent:** Thursday, June 22, 2017 6:54 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** The "New" Green Bridge

To Whom It May Concern,

Due to our working schedule, my husband and I were unable to attend the last public meeting in regards to this "new" Green Bridge proposal, thus the reason for this email.

My husband, Russ Hunt, and I, Paula Hunt, would fully like to voice our opinions to DO NOTHING- NO BUILD a "new" Green Bridge in our town of Point Reyes Station. Not only is it, in our opinion based on facts we have garnered, not necessary to replace, but the entire way this is being handled (or not, in this case, very evident) in regards to the Point Reyes Animal Hospital is absolutely absurd. The proposed construction and subsequent closure of the road and therefore Dr. Mary Whitney's practice is completely unthinkable. We have lived here for 42 years, and in ALL those years have had animals treated by that clinic. We have 2 elderly dogs with special needs and to not have access to the vet is unimaginable. Dr. Mary has very clearly expressed her concerns, not only for her own business and income, but that of her employees and patients, both human and animal. Caltrans MUST listen to those concerns, and those of this small, close and important community; to do otherwise will be cold and heartless, and not at all what our town needs or wants on so many levels. You have a much better alternative; we collectively hope you use it.

Thank you,

Paula Hunt  
Russ Hunt  
[REDACTED]

Sent from my iPad

## **Response to Hunt, Paula and Russ\_A**

### **Response to Comment 1: No-Build Alternative and protect the animal hospital**

Caltrans notes the commenter's support for the No-Build Alternative. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," and "ALT-4, Full range of alternatives."**

Caltrans has considered the impacts on the animal hospital and other affected properties.

Caltrans has reached out directly to the animal hospital to discuss the project. The EIR/EA considered construction impacts on the community and private properties. The environmental process provides these disclosures to all concerned individuals equally. Prior to construction, during the design phase, Caltrans will refine the project design and continue to work with regulatory agencies to obtain necessary permits. After the project is more refined, Caltrans will attempt to engage property owners again and to approach each property owner individually to ascertain their unique situations and apply appropriate avoidance, minimization, and mitigation measures best suited for the property.

Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and will maintain access to the property throughout construction. Because access will be maintained to the animal hospital, relocation will not be required. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," and "CIA-2, Community impacts."** Regarding traffic and construction schedule, please see **Common Comments "CST-5, Traffic impacts of construction," and "CST-2, Minimize duration of construction."**

**Hutchinson Fruin, Dianne\_A**  
page 1 of 1

IND\_HutcFruinDian\_A

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**From:** Dianne Fruin [REDACTED]  
**Sent:** Friday, June 23, 2017 7:37 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Green bridge, Point Reyes

- 1 I am a Marin County native and have lived full- or part-time in West Marin for decades. After listening to and considering all the options, I oppose Caltrans' plans to replace the Green Bridge and I'm in favor of the no-build alternative. The retrofit plans as presented are unacceptable.
- 2 I strongly urge that, whatever alternative is ultimately chosen, all efforts must be taken to protect and preserve the Point Reyes Animal Hospital as a vital part of the West Marin community.

Thank you for your consideration.

Dianne Hutchinson Fruin



*Every morning I awaken torn between the desire to save the world and the inclination to savor it.*  
— E.B. White

## **Response to Hutchinson Fruin, Dianne\_A**

### **Response to Comment 1: No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

### **Response to Comment 2: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging."**

**Hyland, Toni\_A**  
**page 1 of 1**

IND\_HylaToni\_A

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**From:** Toni Hyland [REDACTED]  
**Sent:** Monday, June 12, 2017 10:37 AM  
**To:** Lagunitas Bridge@DOT <[lagunitasbridge@dot.ca.gov](mailto:lagunitasbridge@dot.ca.gov)>  
**Subject:** Pt Reyes Animal Hospital

To Whom It May Concern,

1 I recently became aware of the impact a proposed bridge project will have on my long time vet, Dr. Mary Whitney and the Pt Reyes Animal Clinic. I live in Salinas, Ca and Dr. Whitney is my primary vet. Pt Reyes Animal Clinic has been my main clinic for over 25 years. And--yes---I do travel from Salinas due to the excellent care my Mastiffs receive. I urge you strongly to look at other options so as not to impact a highly needed community business.

Toni Hyland, PhD



## **Response to Hyland, Toni\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging."**

**Jackson, Duncan\_A**  
page 1 of 1

IND\_JackDunc\_A

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**From:** Duncan G Jackson [REDACTED]  
**Sent:** Thursday, May 11, 2017 5:04 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** DON'T REBUILD THE GREEN BRIDGE IN POINT REYES

Hello,

- 1 Please don't rebuild the green bridge in Point Reyes. As a citizen of the area, I do not think we need a new bridge and I believe it is not in the best interest of the town of Point Reyes or it's citizens to rebuild this bridge. The rebuilding of this bridge will make traffic during the summer months even worse than it is already due to tourism. I also don't want there to be a larger freeway bridge in my town, I want Point Reyes to remain quiet and I don't want an influx of people driving loudly through our town. Personally, I will be hugely inconvenienced during the summer during my commute to work.
- 2 Additionally, you will probably put the Point Reyes veterinary hospital out of business permanently, a very important resource for our community, I don't even know where the next closest vet is, which is a testament to how far away it probably is. As a concerned citizen, I hope you take these facts into consideration when you review the proposal for building this bridge. Thank you.

Duncan Jackson

## Response to Jackson, Duncan\_A

### Response to Comment 1: New freeway bridge not needed, traffic impacts

Caltrans notes the commenter's preference for the No-Build Alternative and concerns about traffic. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. For more information on the No-Build Alternative, the Retrofit Alternative, and the Purpose and Need, please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," and "PN-1, Project need is too narrow."**

None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the responses to **Common Comments "ALT-7, Size of bridge and visual/aesthetic character," and NOI-1, Noise impacts."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

The accelerated bridge construction (ABC) method which is part of the preferred Alternative 3a, three-span, Concrete bridge, will minimize the duration of construction period and to allow use of the bridge for most of the construction period. The associated bridge closure must occur within the allowable in-water work window to avoid impacts to sensitive aquatic species, which is limited to the dry season (typically June 1 to October 15) or as allowed to meet permit conditions. Caltrans has determined with community input that the period following Labor Day would minimize the bridge closure conflicts with tourism. Caltrans will minimize traffic impacts during construction with the implementation of the Construction Traffic Management Plan (see Project Feature TRANS-1, Construction Traffic Management Plan, in the Final EIR/EA). During construction of the Preferred Alternative, at least one lane on the existing bridge would remain open for traffic flow until the 2- to 3-week closure during which the bridge would be replaced. Please see Table N-1 for the responses to **Common Comments "CST-1, Minimize duration of construction," "CST-2, Closure timing—don't impact tourism season," and "CST-5, Traffic impacts of construction."**

### Response to Comment 2: Protect the animal hospital

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging."**

**Jackson, Whit\_A**  
page 1 of 1

IND\_JackWhit\_A

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**From:** Whit Jackson [REDACTED]  
**Sent:** Wednesday, May 24, 2017 9:34 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge - Point Reyes

Dear Caltrans,

- 1 As a resident of Nicasio in West Marin County, I am writing to urge you to NOT PROCEED with the construction of a new bridge to replace Lagunitas Creek Bridge in Point Reyes and instead consider a true seismic retrofit.
- 2 The proposed new bridge construction (which may take one to three years) will have a significant negative economic impact on local Point Reyes businesses, particularly the **Point Reyes Animal Hospital** which is slated to be taken over as a staging area for the construction. Taking over the parking lot of the Animal Hospital for construction staging will greatly impede animal owners access to the hospital as well as greatly disrupt the healthcare professionals who work there and the animals undergoing treatment. Ultimately, the inconvenience caused to customers and workers and the disturbance of the animals will cause the hospital's business to decline and could eventually lead to the closure of the hospital, which would be a critical loss to our community.
- 3 I would also like to point out that there are other nearby alternatives for construction staging besides the Point Reyes Animal Hospital parking lot. On nearby Levee Road, there is the parking lot for the "White House Pool" area of Lagunitas Creek which is of similar size to the Animal Hospital parking lot and is about 1/4 mile from the bridge.
- 4 Thank you for your consideration, and I again urge you to NOT PROCEED with the construction of a new bridge to replace Lagunitas Creek Bridge in Point Reyes and instead consider a true seismic retrofit with construction staging removed from Point Reyes Animal Hospital.

Whit Jackson  
Nicasio, CA

## **Response to Jackson, Whit\_A**

### **Response to Comment 1: Oppose to replacement bridge, consider a retrofit**

Caltrans notes the commenter's support for a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives,"** which describes what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria.

### **Response to Comments 2: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," and "CIA-2, Community impacts."**

### **Response to Comment 3: Alternatives for construction staging**

Caltrans acknowledges the commenter's statement about staging areas. Different staging areas are identified to support different activities. Two staging areas are proposed on the animal hospital property: one to access the bridge piers and abutments and one for relocating the utility pole to avoid conflict with overhead wires during construction. Each staging area would be used for short periods of time. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging."** which provides more detail on how temporary construction easements and staging areas are used.

### **Response to Comment 4: Do not proceed, consider seismic retrofit, alternatives for construction staging**

Please see the responses to Comments 1, 2, and 3 above.

Johnston, Bob\_A  
page 1 of 1

IND\_JohnBob\_A

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**From:** Johnston, Bob [REDACTED]  
**Sent:** Monday, June 05, 2017 12:19 PM  
**To:** Lagunitas Bridge@DOT  
**Cc:** Johnston, Bob  
**Subject:** Comments on DEIR

Caltrans,

This DEIR fails in several respects.

1. The Need for the project, as defined (replacement) is not demonstrated. If large red blinking stop lights on both sides of the bridge were installed and hooked into the California ShakeAlert system under testing now, the few seconds of warning would be sufficient to stop traffic and clear the bridge of vehicles. This is because the crossing space is so short. Such an inexpensive earthquake warning system eliminates the issue of earthquake failure for the bridge under almost all possible scenarios and we are then left with the issue of safety in typical use. A gradual reduction in the bridge's load rating would assure safety in daily use, an issue never discussed in the DEIR. If a gradual reduction in load rating was required for the safety of vehicles in typical conditions, retrofit alternatives could then be examined for various future years and analyzed for cost. Currently, heavy trucks can go around Pt. Reyes Stn. using the platform bridge route, a minor detour.
2. The Statement of Need is narrow, in that it defines the need as bridge replacement, rather than bridge safety, by prematurely rejecting a retrofit alternative, based on a faulty analysis of this alternative. Safety can be increased in many ways other than replacing the bridge. For example, the earthquake warning system noted above, which was used successfully by BART in August of 2015, when trains were stopped after a real earthquake warning. The retrofitting of the bridge has never been adequately discussed, only various types of replacement and a repair and retrofit alternative that seems to replace most of the bridge components without justification at that level of detail. Many details were omitted from the seismic analysis and the retrofit analysis concerning bridge components.
3. The Range of Alternatives is Narrow. The retrofit alternative is not adequately defined and then is rejected. This is because the necessary seismic analysis background report is quite general in that it does not examine many specific components of the existing bridge. The remaining alternatives carried into the DEIR are all full replacement plans. A non-structural alternative, earthquake warning stop lights, was not identified and assessed.
4. The aesthetic impacts of the bridge replacement alternatives are not fully evaluated. The existing bridge is 34' wide overall. The alternatives range from 43' to 50' in width. The existing height of the bridge is 7' and the alternatives would be 21' to 30'. This almost 50% increase in width and 300% or larger increase in height will result in a bridge with an urban appearance. This violates the County general plan and the community plan, both of which require development to be rural village in appearance.

Qualifications:

I taught CEQA methods from 1971 to 2005 at UC Davis and published several articles and chapters on impact assessment under California and Federal law. I was an expert in several CEQA and NEPA suits. I have been a member of a national academy of sciences panel on metropolitan transportation modeling and served on the Caltrans State Transportation Plan advisory committee, 1992-94. I also served on other Caltrans HQ advisory committees. In recent years, I published mainly on issues in regional transportation planning and modeling.

Bob Johnston  
Retired professor of urban planning

## **Response to Johnston, Bob\_A**

### **Response to Comment 1: Need for replacement is not demonstrated**

Caltrans acknowledges the commenter stating the project need is not demonstrated. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment “PN-1, Project need is too narrow.”** In addition, the project need is presented in Final EIR/EA. See Section 1.2.2 of the Final EIR/EA, which describes the project need.

The California ShakeAlert system is not operational, and does not meet the purpose and need of the project to provide continued access. Please see Table N-1 for the response to **Common Comment “ALT-6, Consider seismic safety flashing lights,”** for more detail. Please also see Table N-1 for the response to **Common Comment “PN-2, Live load limits,”** for more information on the live load rating.

### **Response to Comment 2: Narrow statement of need focuses on replacement bridge**

Please see Section 1.2.2 in the Final EIR/EA, which describes the project need, and the response to **Common Comment “PN-1, Project need is too narrow”** in Table N-1 in the introduction to this appendix.

Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge. The Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>), provides a description of this process. The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments “ALT-3, Definition of a true retrofit,”** and **“ALT-4, Full range of alternatives,”** which provide more information about the Retrofit Alternative and a description of what is required for the Retrofit Alternative to meet Caltrans’ “no collapse” criteria. See response to Comment 1 above for information about ShakeAlert system.

### **Response to Comment 3: Range of alternatives is too narrow, retrofit not adequately defined**

See the response to Comment 2 above. Caltrans conducted several studies of the bridge, including a corrosion report, seismic analysis of the bridge, and geotechnical exploration. The project purpose is to provide a “safe, seismically stable crossing,” which is based on addressing the need of the project that structural deficiencies in the existing bridge would likely cause the bridge to fail during a strong seismic event. A non-structural alternative would not address the stated purpose and need, because it would not improve the safety nor would it result in retrofitting the seismic deficiencies (to meet the no collapse criteria) and during a substantial earthquake, the bridge would likely fail.

See response to Comment 2 above regarding Caltrans’ consideration of a full and reasonable range of alternatives, including retrofitting the bridge.

### **Response to Comment 4: Aesthetic impacts not fully evaluated, bridge dimensions do not meet rural appearance**

Please see Table N-1 for the response to **Common Comment “ALT-7, Size of bridge and visual/aesthetic character.”** Caltrans identified Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative because it is the narrowest Build Alternative and reduces the height of the existing 7-foot-tall bridge to approximately 3 feet (guardrail only) above the roadway surface.

**Johnston, Eric\_A**  
page 1 of 1

IND\_JohnEric\_A

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**From:** eric johnston [REDACTED]  
**Sent:** Tuesday, May 30, 2017 10:12 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** \* Inquiry

1 This e-mail is in regards to the proposed bridge expansion and specifically the Animal Hospital in Point Reyes run by Doctor Mary Whitney and staff. We are strongly opposed to the idea of CalTrans staging construction equipment at the hospital, opposed to any closing or disruptions or relocations of the hospital and want to go on record as being completely against the proposed idea. Surely there are alternatives to the plan that can accommodate the hospital & staff as it is the only alternative for nearby West Marin residents for proper and long standing pet care.

Thank you in advance: -Eric Johnston, [REDACTED]



## **Response to Johnston, Eric\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's opposition to using the animal hospital's parking lot as a staging area and to relocation of or disruption to the animal hospital. Caltrans has considered the impacts on the animal hospital and on other affected properties and businesses. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CIA-2, Community impacts."**

In response to public comments regarding the use of the animal hospital's parking lot as a staging area, Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and will maintain access to the property throughout construction. Because access will be maintained to the animal hospital, relocation will not be required. Caltrans will continued to refine the staging area needed during construction. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Kaufman, Maria Rosa\_A  
page 1 of 1

IND\_KaufMariRosa\_A



Lagunitas Creek Bridge Project  
June 15, 2017 – Public Meeting  
**COMMENT FORM**

Please leave your comments with staff during the meeting or mail it to the following address by June 24:

Eric DeNardo, Associate Environmental Planner  
Department of Transportation, Environmental Planning, MS 8B  
P.O. Box 23660  
Oakland, CA 94623

You can also email your comments to [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov). Please include your name, affiliation (if applicable), and address with your comments.

Name: Maria Rosa Kaufman Date: 6/15/17

Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Please write comment on the back.

For more information, visit <http://www.dot.ca.gov/dist4/envdocs.htm> or email [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov).

Comment: behind and  
We live // share driveway —  
with the Mosiers and would be  
impacted no matter what happens.  
And my concern is for the rest  
of the community

I appreciate how you have listened  
to the community.

Will you minimize impacts to  
our home and property which is  
right behind the Mosiers?

## **Response to Kaufman, Maria Rosa\_A**

### **Response to Comment 1: Community impacts**

Caltrans notes the commenter's concerns about community impacts. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-2, Community impacts."**

Throughout the planning, design, and construction process, Caltrans will continue to explore methods of avoiding and minimizing impacts. Access will be maintained to all driveways from SR 1 throughout construction, unless advanced agreement is reached with the property owner.

**Koenig, Heidi\_A**  
page 1 of 1

IND\_KoenHeid\_A

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**From:** Heidi Koenig [REDACTED]  
**Sent:** Wednesday, May 17, 2017 5:09 PM  
**To:** Lagunitas Bridge@DOT <[lagunitasbridge@dot.ca.gov](mailto:lagunitasbridge@dot.ca.gov)>  
**Subject:** avoid Vet Clinic parking area / Alternative 2a

To Whom it May Concern,

- 1 Please consider removing the Veterinary Clinic Parking Area as a formal staging area for the proposed project. The clinic is a valuable resource to the local community and access should not be restricted at any time. By removing the parking area as a formal staging area, it would ensure continued unrestricted use and access.
- 2 Also please consider the move-in alternatives as a preferred alternative. The conventional construction method would be severely disruptive to the local community.

Thank you,

Heidi Koenig  
Inverness Park Resident

## **Response to Koenig, Heidi\_A**

### **Response to Comment 1: Avoid staging on the animal hospital parking area**

Caltrans notes the commenter's concern for the animal hospital. Different staging areas are identified to support different activities. Two staging areas are proposed on the animal hospital property: one to access the piers and abutments and one for relocating the utility pole to avoid conflict with overhead wires during construction. Each staging area would be used for short periods of time. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots" and "CST-6, Consolidate staging."**

### **Response to Comment 2: Consider move-in alternatives**

Caltrans acknowledges the commenter's preference. Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative.

Krebs, Patsy\_A  
page 1 of 1

IND\_KrebPats\_A

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**From:** Patsy Krebs [REDACTED]  
**Sent:** Saturday, May 27, 2017 6:16 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** bridge retrofit

I am writing to express my opposition to the Lagunitas Bridge rebuild plan as presently under consideration by Caltrans.

- 1 As a resident of West Marin, my own and my family's vehicular movement would be seriously impeded with the rebuild plan, but my concern is primarily about the impact that the construction would have on the local veterinarian business and several other businesses in the area that we depend upon.
- 2 There is little doubt that the staging and construction would put Point Reyes Animal Hospital out of business, and it is a health care provider that we rely heavily upon. As part of the large senior population here, we are less and less inclined to "pop over the hill" for services - especially urgent pet care.
- 3 Living in Inverness, we would have to go quite far out of our way to get to town - our local doctor, pharmacy etc. - during construction. The construction would impose an economic hardship on us also.
- 4 An equally serious consideration, for me, is the aesthetic impact and character change that this new bridge would impose on this small rural community that is fighting to preserve the unique and authentic quality of West Marin, it's history and life style, it's charm. The new bridge, in scale and design, looks like it belongs on a freeway, not on beautiful, scenic Star Route 1. People from all over the world come here precisely because it gives them a taste of the world when things were smaller, more personal.
- 5 I urge Caltrans to consider a true seismic retrofit - which, it seems, has never even been analyzed by Caltrans - or even a "no build" alternative, before imposing this project on the West Marin community.

Sincerely,

patsy Krebs

## Response to Krebs, Patsy\_A

### Response to Comment 1: Construction impacts and traffic impacts on community and local businesses

Caltrans notes the commenter's concern about construction impacts on the animal hospital and other local businesses due to construction noise and traffic delays related to bridge closure. Recognizing this construction impact, Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative; this alternative has a construction period of up to 1 year, with the majority occurring within approximately 5 months, including a 2- to 3-week bridge closure.

The accelerated bridge construction (ABC) method which is part of the preferred Alternative 3a, three-span, Concrete bridge, will minimize the duration of construction period and to allow use of the bridge for most of the construction period. The associated bridge closure must occur within the allowable in-water work window to avoid impacts to sensitive aquatic species, which is limited to the dry season (typically June 1 to October 15) or as allowed to meet permit conditions. Caltrans has determined with community input that the period following Labor Day would minimize the bridge closure conflicts with tourism. Caltrans will minimize traffic impacts during construction with the implementation of the Construction Traffic Management Plan (see Project Feature TRANS-1, Construction Traffic Management Plan, in the Final EIR/EA). During construction of the Preferred Alternative, at least one lane on the existing bridge would remain open for traffic flow until the 2- to 3-week closure during which the bridge would be replaced. Please see Table N-1 for the responses to **Common Comments "CST-1, Minimize duration of construction,"** and **"CST-5, Traffic impacts of construction."**

### Response to Comment 2: Construction Impacts on the animal hospital

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

### Response to Comment 3: Economic hardship

Economic analysis is provided in Section 2.1.2.1 of the Final EIR/EA, which includes the consideration of factors, such as traffic, noise, dust, and visual disturbance, that may influence the patronage to local businesses (and specifically the animal hospital). Because a quantitative economic impact to local businesses cannot be determined until after construction (and after obtaining financial data from businesses), the analysis included in Section 2.1.2.1 is qualitative in nature. This analysis meets the requirements of NEPA.

As noted in Chapter 3 of the Final EIR/EA, unlike NEPA, the focus of the analysis under CEQA shall be on the physical changes caused by the economic or social chain of cause and effect. Economic or social effects of a project shall not be treated as significant effects on the environment.

Caltrans prepared the Community Impact Assessment for this project in conformity with the *Caltrans Standard Environmental Reference Environmental Handbook Volume 4: Community Impact Assessment* (Caltrans 2011). Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts,"** and **"CIA-3, CIA adequacy."**

#### **Response to Comment 4: Aesthetic impact of bridge design**

Caltrans notes the commenter's support for retaining the historic context of the existing bridge. With this community input in mind, Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. This alternative is the narrowest of all the proposed Build Alternatives and most closely resembles the scale and character of the existing Lagunitas Creek Bridge.

None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."**

#### **Response to Comment 5: Definition of a true seismic retrofit or No-Build Alternative**

Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. For more information on the Retrofit Alternative, please see Table N-1 for the responses to **Common Comments "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives."**

The comment requesting analysis of the No-Build Alternative is also noted. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**



Kubik, Bob\_A  
page 1 of 1



Lagunitas Creek Bridge Project  
May 10, 2017 – Public Meeting  
**COMMENT FORM**

IND\_KubBob\_A

1

Please leave your comments with staff during the meeting or mail it to the following address by DATE:

Eric DeNardo, Associate Environmental Planner  
Department of Transportation, Environmental Planning, MS 8B  
P.O. Box 23660  
Oakland, CA 94623

You can also email your comments to [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov). Please include your name, affiliation (if applicable), and address with your comments.

Name: Bob Kubik Date: 5/10/17

Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Please write comment on the back.

For more information, visit <http://www.dot.ca.gov/dist4/envdocs.htm> or email [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov).

Comment: 1. It is essential that you chose to pre-assemble the bridge and move it into place. A long time with a one lane bridge would be a disaster for Point Reyes Station businesses and a terrible inconvenience for Livermore & Sausalito Park.  
2. Do not use the Veterinary Parking lot as a staging area. It would put them out of business.

## **Response to Kubik, Bob\_A**

### **Response to Comment 1: Support for the pre-assembled construction methods (accelerated bridge construction methods)**

Caltrans note's the commenter's support for alternatives that employ pre-assembled construction methods to minimize construction period. Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. This alternative includes the ABC strategy of having pre-cast, pre-assembled elements of the bridge.

### **Response to Comment 2: Do not use the animal hospital parking area for staging**

Caltrans notes the commenter's concern about staging in the animal hospital parking lot. Different staging areas are identified to support different activities. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging."**

Kutchins, Herb\_A  
page 1 of 1

IND\_KutchHerb\_A



Lagunitas Creek Bridge Project  
June 15, 2017 – Public Meeting  
**COMMENT FORM**

Please leave your comments with staff during the meeting or mail it to the following address by June 24:

Eric DeNardo, Associate Environmental Planner  
Department of Transportation, Environmental Planning, MS 8B  
P.O. Box 23660  
Oakland, CA 94623

You can also email your comments to [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov). Please include your name, affiliation (if applicable), and address with your comments.

Name: Herb Kutchins Date: 6/15/17

Affiliation (if applicable): None

Address: [Redacted]

Email: [Redacted]

Please write comment on the back.

For more information, visit <http://www.dot.ca.gov/dist4/envdocs.htm> or email [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov).

Comment: No build!!!  
1 The bridge was 1929 stretched out. There  
is a value in maintaining nearly 100 year  
traditions especially true for this community  
2 What made the bridge caltrans priority,  
since surrounding roadways are in far  
greater disrepair.  
3 Why not emergency stop lights suggested  
by Professor Johnson

## **Response to Kutchins, Herb\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. For more information on the No-Build Alternative, please see Table N-1 in the introduction to this appendix, for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

The Lagunitas Creek Bridge was evaluated and found not to meet the National Register of Historic Places or the California Historical Landmark eligibility criteria. Please see Section 2.1.7 in the Final EIR/EA for further information. Please see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."**

### **Response to Comment 2: Why a priority**

Caltrans notes the commenter's statement regarding Caltrans priorities for repair work. Please see Section 1.2.2 of the Final EIR/EA for a description of the project need to understand why this project is needed.

### **Response to Comment 3: Earthquake warning lights**

Comment noted. The ShakeAlert system does not meet the purpose and need for the project. Please see Table N-1 for the response to **Common Comment "ALT-6, Consider seismic safety flashing lights."**

**Kutchins, Herb\_B**  
page 1 of 1

IND\_KutcHerb\_B

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**From:** Herb Kutchins [REDACTED]  
**Sent:** Monday, June 19, 2017 2:32 PM  
**To:** Lagunitas Bridge@DOT  
**Cc:** laura arndt  
**Subject:** lagunitas Creek Bridge

- 1 Please stop any effort to replace the bridge. Among many other reasons, the jeopardy to the Veterinarians hospital is enough of a reason to stop construction.
- 2 There is no reason to do anything more than install seismic lights to control traffic on the bridge in cases of emergency.  
Herb Kutchins  
[REDACTED]

## **Response to Kutchins, Herb\_B**

### **Response to Comment 1: Support for the No-Build Alternative and protect the animal hospital**

Caltrans notes the commenter's support for stopping the bridge replacement. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. For more information on the No-Build Alternative, please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital."**

### **Response to Comment 2: Earthquake warning lights**

Comment noted. Installation of a ShakeAlert system does not meet the purpose and need for the project. Please see Table N-1 for the response to **Common Comment "ALT-6, Consider seismic safety flashing lights."**

Lamberson, Fred\_A  
page 1 of 1

IND\_LambFred\_A

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**From:** fred [REDACTED]  
**Sent:** Monday, June 19, 2017 1:02 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** green bridge

- 1 | The bridge is strong, maybe it could use a new support system and that would not disturb the entire community here.  
Fred Lamberson

## **Response to Lamberson, Fred\_A**

### **Response to Comment 1: Consider a retrofit to the support system**

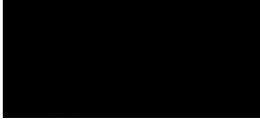
Caltrans notes the commenter's support for a retrofit alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. For more information on the Retrofit Alternative, please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-3, Definition of a true retrofit," "ALT-4, Full range of alternatives,"** and **"CIA-2, Community impacts."**



Langdorf, Jan\_A  
page 1 of 1

IND\_LangJani\_A

June 5, 2017

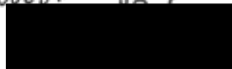


Caltrans Project Office  
Oakland, CA 94623  
Attn: Lagunitas Creek Bridge Project  
To whom it concerns,

I am writing to voice opposition to the current plan to use the Pt. Reyes Shermal Hospital parking lot property as a staging area while working on the bridge. & The vacant lot at HWY 1 and B Street should be considered as well as the Dougherty Winery property at HWY 1 and Sir Francis Drake Blvd..

Thank you for considering my concern.

Jan Langdorf





## **Response to Langdorf, Jan\_A**

### **Response to Comment 1: Avoid staging on the animal hospital parking area**

Caltrans notes the commenter's concern for the animal hospital. Different staging areas are identified to support different activities. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "CIA-1, Protect the animal hospital," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging."

Lawson, Kevin\_A  
page 1 of 1

IND\_LawsKevi\_A

5/30/2017

Caltrans—

1 I am writing to object to the proposed use of the parking lot of the Point Reyes Animal Hospital as a long-term staging area for construction of the Lagunitas Creek bridge. The dust, noise, and congestion will create very difficult working conditions for the hospital staff as they work with ill and stressed animals. There will be difficulties for customers and undue economic hardship for a small business. It is absolutely incomprehensible that Caltrans would consider making one business bear such an intolerable and disproportionate burden for up to three years. When that business is the sole provider of an essential function for the community, and may be economically destroyed by this reckless appropriation, this act becomes an assault on the community and cannot be allowed to stand.

I take this very personally because I have relied on Dr. Whitney in times of pet emergencies and regular pet care for many years. West Marin is extremely fortunate to have such an excellent and caring veterinarian. Dr. Whitney made a huge commitment to this community in investing in this Animal Hospital and Caltrans needs to find another solution.

2 In fact, the design of the Green Bridge is basically fine as it is. We have no need for anything wider. Caltrans should stand down now and take the time to develop a true seismic retrofit analysis or go with the "no build" option. In no case should you destroy an essential local business, and work must not be staged in the Point Reyes Animal Hospital parking lot.

Thank you,



Kevin Lawson



## Response to Lawson, Kevin\_A

### Response to Comment 1: Protect the animal hospital

Caltrans notes the commenter's concern about traffic, dust, and noise impacts on the animal hospital and how the project may impact the animal hospital.

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," and "NOI-1, Noise impacts."**

Economic analysis is provided in Section 2.1.2.1 of the Final EIR/EA, which includes the consideration of factors, such as traffic, noise, dust, and visual disturbance, that may influence the patronage to local businesses (and specifically the animal hospital). Because a quantitative economic impact to local businesses cannot be determined until after construction (and after obtaining financial data from businesses), the analysis included in Section 2.1.2.1 is qualitative in nature. This analysis meets the requirements of NEPA.

As noted in Chapter 3 of the Final EIR/EA, unlike NEPA, the focus of the analysis under CEQA shall be on the physical changes caused by the economic or social chain of cause and effect. Economic or social effects of a project shall not be treated as significant effects on the environment.

Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and will maintain access to the property throughout construction. Because access will be maintained to the animal hospital, relocation will not be required. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CST-1, Minimize duration of construction," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," "CST-5, Traffic impacts of construction," "CST-6, Consolidate staging," and "NOI-1, Noise impacts."**

### Response to Comment 2: Consider true retrofit or No-Build Alternative

Caltrans notes the commenter's support for a retrofit or No-Build Alternative and opposition to a wider bridge. Caltrans evaluated a full and reasonable range of alternatives including a retrofit alternative, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018) posted on the project's website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). For many reasons, including disruption to the local economy and residents, Caltrans dismissed this alternative from further evaluation in the Draft EIR/EA. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives."** Regarding the bridge width, please see Table N-1 for the response to **Common Comment, "ALT-7, Size of bridge and visual/aesthetic character."**

Lee, Katherine\_A  
page 1 of 1

IND\_LeeKat\_A

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**From:** katherine [REDACTED]  
**Sent:** Wednesday, May 24, 2017 10:42 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge Project

- 1 | Dear Caltrans~
- 2 | Please please consider our community and the impact removing our bridge will have on us all and our environment. We need time to review your plans and we need to be a part of any changes under consideration. While I can understand the need for safety, surely you can understand how important it is to keep our community safe and still quaint. With all the money you may have for a complete re-do.....couldn't a really great retro-fit be done? Please don't remove our bridge....work with what we have and make it better.
- Thank you,  
Katherine Lee  
[REDACTED]

## **Response to Lee, Katherine\_A**

### **Response to Comment 1: Community impact and extend review time and involve the community**

Caltrans notes the commenter's concern for impacts to the community and interest in community engagement during project development. Impacts to the community were analyzed in the EIR/EA. Please see Table N-1 in the introduction of this appendix for the response to **Common Comment "CIA-2, Community impacts."** Chapter 4 of the EIR/EA describes how public and agency input have been integrated into project development; please also see Table N-1 for the responses to **Common Comments "PUB-2, Public outreach process,"** which provides more detail on the multidisciplinary process, and **"PUB-1, Extend public comment period."** Also see the response to **Common Comment "BIO-1, Biological impacts."**

### **Response to Comment 2: Support for the No-Build Alternative or the Retrofit Alternative**

Caltrans notes the commenter's support for the No-Build Alternative or a Retrofit Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives."**

Lee, Kitsy\_A  
page 1 of 1

IND\_LeeKitsy\_A

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**From:** Kitsy Lee [REDACTED]  
**Sent:** Wednesday, May 24, 2017 10:49 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Bridge in Point Reyes

To Whom it May Concern:

1 Please give our community time to review your plans for the Lagunitas Bridge. Can't we fix the bridge we have? The impact this will have on our community, on our veterinary hospital and our businesses should be considered with great seriousness.

2 Certainly in this day and age, we can come up with a plan that is safe, but keeps and maintains the charm of our bridge and our community. It is my understanding that Caltrans has the funds to build a new bridge. If that's the case, then you have the money to redesign and retrofit the existing bridge.

Please keep our community the way it is. Protect us...don't hurt us. Please don't be wasteful.

Sincerely,

Kitsy Van Hollen Lee  
[REDACTED]



## **Response to Lee, Kitsy\_A**

### **Response to Comment 1: Community impacts**

Caltrans notes the commenter's concern about community impacts. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-2, Community impacts,"** and **"CIA-1, Protect the animal hospital."**

For a description of outreach and public engagement, please see Chapter 4 of the Final EIR/EA and Table N-1 for the response to **Common Comment "PUB-1, Extend public comment period."**

### **Response to Comment 2: Definition of a true retrofit**

Caltrans notes the commenter's support for a retrofit alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," "ALT-7, Size of bridge and visual/aesthetic character,"** and **"GEN-1, Wasting money."**

**Lenderink, Annabelle\_A**  
**page 1 of 1**

IND\_LendAnna\_A

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**From:** Annabelle Lenderink [REDACTED]  
**Sent:** Saturday, May 27, 2017 3:33 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Please do not close down Point Reyes Animal Hospital

Dear CalTrans,

- 1 Dr. Mary Whitney and her team have been a wonderful and much needed asset to our community for so many years now and I cannot understand how it is possible that you decide to requisition her parking lot for your own purposes. How is she supposed to make her living, and take care of our pets, and keep her staff?
  - 2 And not for a month, no, for 1 to 3 years! That is a death sentence.
  - 3 And why the huge freeway sized bridge?
  - 4 Please consider alternatives to your plan, there is a big empty field just on the other side of the bridge, why not use that?
- I object in the strongest terms to this DAFT decision!
- Annabelle Lenderink  
Bolinas, Ca.

## **Response to Lenderink, Annabelle\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more information on how staging will be used and minimized.

### **Response to Comment 2: Length of construction period**

Caltrans notes the commenter's concern about the construction period. The accelerated bridge construction (ABC) method which is part of the preferred Alternative 3a, three-span, Concrete bridge, will minimize the duration of construction period and to allow use of the bridge for most of the construction period. Caltrans will minimize traffic impacts during construction with the implementation of the Construction Traffic Management Plan (see Project Feature TRANS-1, Construction Traffic Management Plan, in the Final EIR/EA). During construction of the Preferred Alternative, at least one lane on the existing bridge would remain open for traffic flow until the 2- to 3-week closure during which the bridge would be replaced. Please see Table N-1 for the responses to **Common Comments "CST-1, Minimize duration of construction," "CST-5, Traffic impacts of construction,** and **CST-2, Closure timing—don't impact tourism season."**

### **Response to Comment 3: Freeway bridge**

Caltrans notes the commenter's concern about bridge size. None of the Build Alternatives proposes expanding the capacity of SR 1 nor the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

### **Response to Comment 4: Use empty lot for staging**

Caltrans notes the commenter's suggestion for an alternate staging area. Please see the response to Comment 1 above.

Lesli, Ellen\_A  
page 1 of 1

IND\_LesiElle\_A

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**From:** Ellen Lesli [REDACTED]  
**Sent:** Thursday, June 22, 2017 12:23 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Proposed Bridge for Point Reyes Station

Ellen Lesli  
[REDACTED]

June 21, 2017

Re: Proposed Lagunitas Bridge

Caltrans : As resident and pet owner of the Point Reyes area I strongly want the "no Build" alternative or seismic retrofit to be considered in place of the proposed "freeway" bridge which is way too large and spoils the beauty and integrity of our small town.

- 1 This proposed bridge will disrupt our community in many harmful ways. The only animal clinic in the West Marin area serving several nearby communities would not be able to operate.

Caltrans is supposed to **serve and help** California communities for the overall good, not cause hardships to its residents and animal population.

Again, I strongly urge you to reconsider what is proposed and listen to intelligent effective alternatives.

Sincerely,  
Ellen Lesli

[REDACTED]

## Response to Lesli, Ellen\_A

### Response to Comment 1: No-Build Alternative and protect the animal hospital

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."** Caltrans considered the impacts on the community, including disruption to local businesses; please see the responses to **Common Comments "CIA-2, Community impacts,"** and **"CST-1, Minimize duration of construction."**

Caltrans notes the commenter's concerns for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Please see Table N-1 for the responses to **Common Comments "CIA-1 Protect the animal hospital,"** for more about how the animal hospital was considered, **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Levin, Ken\_C  
page 1 of 1

IND\_LevKen\_C

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**From:** Ken [REDACTED]  
**Sent:** Sunday, June 18, 2017 11:59 AM  
**To:** Denardo, Eric@DOT <eric.denardo@dot.ca.gov>  
**Subject:** Lagunitas Bridge

- 1 Thank you for taking the time to communicate with the public about this project. After review of the materials provided, the disruption and other negative impacts of this project far outweigh the potential benefits.  
I am in favor of the No Build Alternative.
- 2 An immediate safety measure would be the installation of the California Earthquake ShakeAlert System with red lights at both ends of the bridge.

Thank you.  
K. Levin

## Response to Levin, Ken\_C

### Response to Comment 1: Support for the No-Build Alternative

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."** Caltrans considered the impacts on the community, including disruption; please see the responses to **Common Comments "CIA-2, Community impacts,"** and **"CST-1, Minimize duration of construction."**

### Response to Comment 2: Earthquake warning lights

Comment noted. Installation of a ShakeAlert system does not meet the purpose and need for the project. Please see Table N-1 for the responses to **Common Comment "ALT-6, Consider seismic safety flashing lights."**

Levin, Ken\_D  
page 1 of 1

IND\_LevKen\_D

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**From:** Ken [REDACTED]  
**Sent:** Sunday, June 18, 2017 10:50 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** DEIR comment

1 Thank you for taking the time to communicate with the public about this project. After review of the materials provided, the disruption and other negative impacts of this project far outweigh the potential benefits.  
I am in favor of the No Build Alternative.

Thank you,  
Ken Levin  
Point Reyes Station



## Response to Levin, Ken\_D

### Response to Comment 1: Support for the No-Build Alternative

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."** Caltrans considered the impacts on the community, including disruption; please see the responses to **Common Comments "CIA-2, Community impacts,"** and **"CST-1, Minimize duration of construction."**

Levinson, Kate\_A  
page 1 of 1

IND\_LeviKath\_A

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**From:** Kate Levinson [REDACTED]  
**Sent:** Monday, May 29, 2017 6:33 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Bridge

Dear Caltrans,

As a full time Inverness resident and former business owner in Point Reyes, I am writing to express my opposition to the proposed building of a new bridge at the intersection of Highway 1 and Levee Road.

1 I believe a retrofit is the only sane solution for this location given the numbers of visitors that now come to Point Reyes National Seashore. I can only imagine what the traffic will be like this summer as each summer's numbers of visitors heavily increase. I cannot imagine what it would be like during bridge construction. Of course, if that was the only way to fix the problem we would all have to find ways to deal. And honestly, I have lost faith in your departments practices and ethics after the Bay Bridge fiasco. So since other bridges have been retrofitted I believe this is a possible solution and much preferable to building out a new bridge.

Sincerely,  
Katherine Levinson  
Inverness

## **Response to Levinson, Kate\_A**

### **Response to Comment 1: Prefer a retrofit alternative due to traffic impacts**

Caltrans notes the commenter's support for the Retrofit Alternative and concern for traffic. Caltrans evaluated a retrofit alternative, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018) posted on the project's website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). For many reasons, including disruption to the local economy and residents, Caltrans dismissed this alternative from further evaluation in the Draft EIR/EA. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-3, Definition of a true retrofit."** In addition, the responses to **Common Comments "CST-1, Minimize duration of construction," "CST-2, Closure timing—don't impact tourism season,"** and **"CST-5, Traffic impacts of construction"** address traffic impacts.

**Levit, Art and Judy\_A**  
page 1 of 1

IND\_LeviArtJud\_A

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**From:** Art\_Levit [REDACTED]  
**Sent:** Saturday, June 17, 2017 12:57 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Comment on Lagunitas Creek Bridge project

We are residents of Point Reyes Station and daily users of the Lagunitas Creek Bridge.

We had been preparing ourselves for the major inconveniences sure to be involved in one of the construction alternatives listed in the Draft EIR/EA and Section 4(f) De Minimis Determination.

This report mentions the option of seismic retrofit only as one which was eliminated from consideration but mentioned in the EIR/EA report. The complete EIR/EA review was not carried out because this alternative was rejected earlier by planners for several reasons summarized below:

Because the retrofit alternative would be an extensive effort, would result in comparatively much higher environmental impacts (including use of park land and adverse effects on special status species) than other alternatives under consideration, would not provide improvements for multimodal connectivity (such as pedestrians, bicyclists, and equestrian users), this alternative was not carried forward into further environmental review.

Discussions in meetings and other sources since the release of this report have raised the questions of appropriateness of seismic retrofit again, since all of the EIR/EA current options will also require an "extensive effort" and significant environmental impacts. We are concerned that the retrofit option did not receive adequate, thorough vetting prior to a decision on all viable alternatives

We are writing to voice strong support for any reasonable retrofit option that might supplant the raze and rebuild alternative, assuming that such an option could meet environmental requirements and offer no significant increase in costs and construction timelines.

1.

*Art Levit and Judy Levit*



## **Response to Levit, Art and Judy\_A**

### **Response to Comment 1: Definition of a true retrofit**

Caltrans notes the commenter's support for a retrofit alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives."

Levy, Janet\_A  
page 1 of 1

IND\_LevyJane\_A

Caltrans

Project Office of Environmental Analysis, MS-8B

Att: Lagunitas Creek Bridge Project

111 Grand Ave.

Oakland, CA. 94623

Dear Project Manager:

I am writing this letter to share my concerns on how this proposed project will affect Point Reyes Animal Hospital and possibly the entire business community in the small town of Point Reyes.

I understand your plan is to use the Point Reyes Animal Hospital site as your "staging area" for construction to replace the Lagunitas Creek Bridge, without any regard for the business, owner, and patients who have for a very long time relied on the wonderful care at the Point Reyes Animal Hospital. The fact that this project might last anywhere from 1 to 3 years is absurd to feel that it is OK to block a business which has been providing for several years an important service to the community and our pets. Not only is the Point Reyes Community going to be affected but also many who do not live in the community and still prefer to take their pets to this wonderful Pet Clinic. The noise, dust and traffic flow will be detrimental to this business and the fact that Caltrans feels it is OK to use the parking lot and blocking the front door to the Point Reyes Animal Hospital is unacceptable.

I am hoping there will be more thought put into this project and do the right thing for not only Dr. Whitney's business, the animals, the community but the entire town of Pt Reyes. It is appalling to think that Caltrans has no regard for the fact that this business could possibly need to close its doors, creating a big loss for many of us and our pets. In addition to this, there is the potential that people will lose their jobs. This is not acceptable to me and I am sure to anyone who has any respect for a community.

Sincerely,



Janet E Levy



## **Response to Levy, Janet\_A**

### **Response to Comment 1: Impacts on animal hospital**

Caltrans notes the commenter's concern about traffic, dust, and noise impacts on the animal hospital and how the project may impact the animal hospital.

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts,"** and **"NOI-1, Noise impacts"**

Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CIA-2, Community impacts."** Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and will maintain access to the property throughout construction. Because access will be maintained to the animal hospital, relocation will not be required. Please see the response to **Common Comment "CST-6, Consolidate staging,"** which describes refinements to minimize the staging area since the EIR/EA. In addition, the responses to **Common Comments "CST-1, Minimize duration of construction," "CST-2, Closure timing—don't impact tourism season," "CST-5, Traffic impacts of construction,"** and **"NOI-1, Noise impacts."** address construction and traffic impacts on the animal hospital and tourism.

Litchfield, Michael\_A

page 1 of 1

IND\_LitcMich\_A

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**From:** Michael Litchfield [REDACTED]  
**Sent:** Saturday, May 27, 2017 9:36 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Cal Trans should seismically retrofit Point Reyes bridge

TO: Caltrans, Project of Environmental Analysis, MS-8B  
Attn: Lagunitas Creek Bridge Project

- 1 Caltrans' current plans to replace the Lagunitas Creek Bridge in Point Reyes are ill-considered, in my opinion. As a Point Reyes resident for 11 years, and the author of 15 construction texts, I feel that a far more cost-effective and environmentally sensitive alternative would be a seismic retrofit of the bridge.
- 2 This bridge is a lifeline of the neighboring towns of Point Reyes and Inverness and the construction of a wider, longer bridge would negatively impact those communities for more than a year, including closures during peak vacation periods that would impact thousands of tourists and cost scores of local businesses millions in lost revenue. We simply can't afford such a disruptive construction plan.
- 3 Especially hard hit would be the Point Reyes Animal Hospital, owned by Dr. Mary Whitney, which is located near the bridge, and whose parking lot would be commandeered as a staging area for bridge construction. This is virtually the only veterinary resource in the area that livestock or pet owners can go to in an emergency and Caltrans' present plans would almost certainly put the hospital out of business and economically ruin Dr. Whitney. In addition to being a capable and caring doctor, she is simply too valuable a resource to lose.

This is a huge price to pay for a flawed plan, when a viable alternative is available: I strongly suggest that Caltrans explore—and implement—a seismic retrofit of the Lagunitas Creek Bridge instead.

Respectfully,  
Michael W. Litchfield

[REDACTED]



## Response to Litchfield, Michael\_A

### Response to Comment 1: Consider a retrofit alternative

Caltrans notes the commenter's opposition to the proposed Build Alternatives. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives,"** which describes what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria. The retrofit is neither the least costly nor least environmentally impactful alternative.

### Response to Comment 2: Length of construction and construction impacts

Caltrans notes the commenter's concern regarding economic impacts on the community and animal hospital from the duration of construction during high tourism season.

Economic analysis is provided in Section 2.1.2.1 of the Final EIR/EA, which includes the consideration of factors, such as traffic, noise, dust, and visual disturbance, that may influence the patronage to local businesses (and specifically the animal hospital). Because a quantitative economic impact to local businesses cannot be determined until after construction (and after obtaining financial data from businesses), the analysis included in Section 2.1.2.1 is qualitative in nature. This analysis meets the requirements of NEPA.

As noted in Chapter 3 of the Final EIR/EA, unlike NEPA, the focus of the analysis under CEQA shall be on the physical changes caused by the economic or social chain of cause and effect. Economic or social effects of a project shall not be treated as significant effects on the environment.

Recognizing this construction impact, Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative; this alternative a construction period of up to 1 year, with the majority occurring within approximately 5 months, including a 2- to 3-week bridge closure. The bridge will continue to be a two-lane bridge and is the narrowest bridge structure of all the Build Alternatives. Caltrans has continued efforts to refine the staging areas to further reduce and minimize construction areas and impacts on adjacent properties as much as feasible, based on the animal hospital's concerns. Please also see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging."** Caltrans has considered the effects on construction; see the responses to **Common Comments "CST-1, Minimize duration of construction," "CST-2, Closure timing—don't impact tourism season," and "CST-5, Traffic impacts of construction."**

### Response to Comment 3: Protect the animal hospital

Caltrans notes the commenter's concern for the animal hospital. See the response to Comment 2 above. Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and will maintain access to the property throughout construction. Because access will be maintained to the animal hospital, relocation will not be required.

**Littlejohn, Toni\_A**  
**page 1 of 1**

IND\_LittToni\_A

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**From:** Toni Littlejohn [REDACTED] on behalf of Toni Littlejohn [REDACTED]  
**Sent:** Sunday, June 18, 2017 11:55 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Retrofit or No Build

1 | Hi Caltrans,  
Replacing the Green Bridge would be devastating for our community. I am in favor of a retrofit, but since Caltrans has refused to look at the options of a retrofit, I vote for "no action" or "no build."  
Sincerely,  
Toni Littlejohn  
[REDACTED]

## **Response to Littlejohn, Toni\_A**

### **Response to Comment 1: Consider the No-Build Alternative or a true retrofit**

Caltrans notes the commenter's support for the No-Build Alternative or a retrofit alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," and "ALT-3, Definition of a true retrofit."**

Littleton, John\_A  
page 1 of 1

IND\_LittJohn\_A

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**From:** John Littleton [REDACTED]  
**Sent:** Wednesday, May 31, 2017 6:22 PM  
**To:** Lagunitas Bridge@DOT  
**Cc:** ptreyesdave@gmail.com  
**Subject:** Alternative Proposal

Dear Caltrans,

I'm a twenty year Point Reyes resident who lives a few feet South of the bridge. Here's an alternative proposal that I've submitted to the Point Reyes Light.

Thanks for considering it, John Littleton

Dear Point Reyes Light,

I'd like to suggest an alternative plan to the various proposals that have been presented and discussed. Each of these involves a great deal of chaos and considerable harm to the community. No one, to my knowledge, has addressed what might be the most obvious approach. **Do nothing.** Or at the most, provide a minimum amount of structural reinforcement and leave the rest until the next major earthquake. That event may happen sooner or later, but a 7.5 quake along the San Andreas Fault is likely to significantly damage any new bridge as well. So let nature take its course. Minimize the disruption to the environment, to West Marin citizens, to visitors and to businesses.

John Littleton

## **Response to Littleton, John\_A**

### **Response to Comment 1: Oppose replacement of bridge, consider a minimal retrofit**

Caltrans notes the commenter's opposition to the proposed Build Alternatives. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," and "ALT-3, Definition of a true retrofit,"** which describes what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria. The retrofit is not least environmentally impactful alternative.

**Littleton, John, and Kaufman, Rose\_A**  
**page 1 of 1**

IND\_LittKauf-JohnRose\_A

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-----Original Message-----

From: John Littleton [REDACTED]  
Sent: Thursday, June 01, 2017 2:35 PM  
To: Lagunitas Bridge@DOT <lagunitasbridge@dot.ca.gov>  
Subject: Questions

Dear Caltrans,

- 1 We live one driveway South of the Green Bridge on the East side of the highway (10980 Highway 1). Will our driveway be taken over during the construction? Will it be necessary for us to move out of our home? For how long? What compensation will be available for the decreased property values and the cost of paying for a different place to live?
- 2 What financial mitigation will be offered and who will help us relocate? These are critical questions for retirees such as ourselves and nearby residents and businesses. Please respond to these questions as soon as possible.

Thank you, John Littleton and Rose Kaufman

## **Response to Littleton, John, and Kaufman, Rose\_A**

### **Response to Comment 1: Access onto SR 1 during Construction**

Caltrans notes the commenter's concern about driveway access. Caltrans will maintain access to adjacent properties throughout construction. The project will not expand the capacity of SR 1, so once construction is complete, the project should not result in material changes to adjacent property.

Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. This alternative and most others evaluated in the EIR/EA would require less than 1 year to construct, with the majority of construction occurring within approximately 5 months, including a 2- to 3-week bridge closure. The EIR/EA evaluated the range of potential short-term construction impacts, including noise, dust, visual disturbance, and transportation, and includes proposed avoidance, minimization, and, as necessary, mitigation measures for these impacts. These measures are listed in Chapter 2 and Appendix F of the Final EIR/EA. In addition, the responses to **Common Comments "CST-1, Minimize duration of construction," "CST-5, Traffic impacts of construction," "CIA-2, Community impacts,"** and **"NOI-1, Noise impacts"** address construction and community impacts.

### **Response to Comment 2: What financial mitigation is available**

No relocations will be required. As necessary, for example, for temporary use of property as staging areas, Caltrans will comply with the Uniform Real Property and Relocation Assistance Act of 1970, as amended.

Lizaranzu, Alistair\_A  
page 1 of 1

IND\_LizaAlis\_A

8



Lagunitas Creek Bridge Project  
May 10, 2017 – Public Meeting  
**COMMENT FORM**

Please leave your comments with staff during the meeting or mail it to the following address by DATE:

Eric DeNardo, Associate Environmental Planner  
Department of Transportation, Environmental Planning, MS 8B  
P.O. Box 23660  
Oakland, CA 94623

You can also email your comments to [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov). Please include your name, affiliation (if applicable), and address with your comments.

Name: ALISTAIR LIZARANZU Date: 5/10/2017

Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Please write comment on the back.

For more information, visit <http://www.dot.ca.gov/dist4/envdocs.htm> or email [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov).

LIKE MINNESOTA BRIDGE WHICH CATASTROPHICALLY  
FELL FROM GRAVITY LOADS ONLY.

Comment:

1. I HAVE SUBSTANTIAL EXPERIENCE IN SEISMIC  
RETROFITTING OF BRIDGES

2. FOR "NO COLLAPSE" CRITERIA, THE  
MAJORITY OF ITEMS 1-9 IN "REVIEW OF CONDITION  
& FEASIBILITY OF RETROFITTING (E) BRIDGE"

DO NOT APPLY, UNLESS

I DOUBT  
THAT!

3. (E) BRIDGE CAPACITY FOR CARRYING

→ CURRENT TRAFFIC IS COMPROMISED, OR

4. (E) BRIDGE CAPACITY NEEDS TO BE INCREASED  
(NOT FOR CURRENT TRAFFIC, BUT MILITARY VEHICLES,  
ETC).



## Response to Lizaranzu, Alistair\_A

### Response to Comment 1: Applicability of no collapse criteria

Note: This comment from Mr. Lizaranzu, of North Bay Seismic Design (NBSD), is referring to the **Lagunitas Creek Bridge Project Insight Newsletter 3**, dated April 2017, specifically the section entitled “Review of Condition and Feasibility of Retrofitting Existing Bridge.” This newsletter is posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>), and the “Review of Condition and Feasibility of Retrofitting Existing Bridge” section is excerpted below, at the end of this response.

Caltrans acknowledges that Alistair Lizaranzu has substantial experience with seismic retrofits of bridges. Caltrans has received his resume.

Please see the table below for Caltrans’ current view of the efforts necessary for retrofit implementation compared to the article in the newsletter.

#### Justification for the Elements of Effort Described for the Retrofit in the April Project Newsletter

Retrofit Elements of Effort per April 2017 Newsletter	Why Each Item is Needed or Corrections
1. Building a temporary detour bridge.	The current bridge is not wide enough nor strong enough to accommodate both construction equipment and ongoing traffic were a retrofit to occur.
2. Building a support structure around the existing bridge to support the bridge during the dismantling and rehabilitation process.	Since the publication of this newsletter, Caltrans further explored the implications found in the corrosion report as documented in <i>Investigation of Corrosion of Lagunitas Creek Bridge No. 27 0023, California Route 1 PM 28.1</i> , dated December 7, 2016, published by the Caltrans Office of Structural Materials. This report indicates that most connection elements exhibit corrosion and connected members measure up to 40 percent section loss. At certain locations, some bridge members have “unreadable” measurements in regard to section reduction, which indicates that ultrasonic testing could not provide a measurement because the testing section is too heavily corroded. Furthermore, several bridge members have a negative section reduction, which is indicative of corrosion segregation (i.e., delaminating of steel layers caused by buildup of rust inside the steel section). Considering the level of corrosion, it is impractical to conduct a piece-by-piece steel member retrofit. The Build Alternatives evaluated in the EIR/EA would not require a support structure. Also, please see the <i>Amendment to the Alternatives Analysis Report Memorandum</i> on the project website ( <a href="http://www.dot.ca.gov/d4/lagunitascreekbridge/">http://www.dot.ca.gov/d4/lagunitascreekbridge/</a> .)
3. Diverting creek waters (which would affect adjacent properties).	The retrofit would require reinforcing piers (enlarging the size) in the creek channel, require a detour bridge which would have piers in the creek channel and then, as stated in Item 2, a support structure may also require piers in the creek channel to support the retrofit of the steel truss. Each pier would be worked on within cofferdams, but the potential for obstructing flows during the winter season may interfere with debris, constrain the channel, and potentially exacerbate flooding. Diverting creek waters may or may not be necessary. The potential for multiple supports in the creek channel may not be permissible when alternatives with less intrusion in the creek channel are possible. Also, please see the <i>Amendment to the Alternatives Analysis</i>

### Justification for the Elements of Effort Described for the Retrofit in the April Project Newsletter

Retrofit Elements of Effort per April 2017 Newsletter	Why Each Item is Needed or Corrections
	<i>Report Memorandum</i> on project website ( <a href="http://www.dot.ca.gov/d4/lagunitascreekbridge/">http://www.dot.ca.gov/d4/lagunitascreekbridge/.</a> )
4. Removing current deficient concrete deck.	The Caltrans December 7, 2016, Investigation of Corrosion of the Lagunitas Creek Bridge indicates that the floor beams have excessive corrosion and would require a retrofit. The bridge deck is leaking and while, concrete cracks can be filled, this is a short-term solution. The cracks are leading and augmenting the corrosion problem in the floor beams. With so many portions of the truss needing to be replaced or strengthened, it would be more efficient to remove and replace the concrete and relay a new base once the floor beams are retrofitted.
5. Removing, strengthening, and replacing truss crossbars and deck spans.	Please see the justification for Item 2 above.
6. Driving new piles and building reinforced abutments outside of existing abutments/piers.	The buried, under-reinforced concrete abutments are in a brittle state. Existing abutment cannot be reused.
7. Reassembling and installing the refurbished truss spans.	Please see the justification for Item 2 above.
8. Pouring thicker concrete deck to meet heavier live-load standards.	This is not for the purpose of retrofitting the bridge; this is an element that would be required to meet current bridge standards that have evolved since the construction of the current bridge.
9. Adding new crash barriers to protect the truss and deflect vehicles. This would narrow the travel lanes.	This is not for the purpose of retrofitting the bridge. It is a basic safety measure required for unprotected steel truss bridges and would help ensure that accidents would not undermine the fracture critical elements of the steel truss. There are no redundant elements of this bridge; therefore, a heavy truck collision with a steel truss may undermine the structure. Crash barriers can frequently divert contact with the bridge to prevent bridge failure.

The commenter doubts whether the existing bridge's capacity for carrying the current traffic load is compromised. The bridge is currently adequate for current live load ratings and can support all legal trucks. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "PN-2, Live load limits,"** for more information on design criteria for the retrofit and live load criteria.

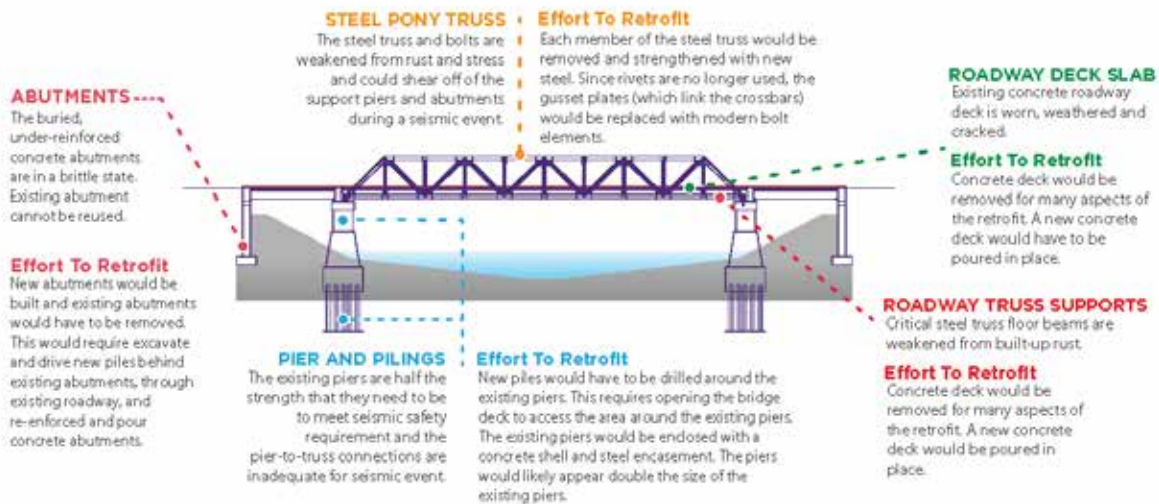
The commenter questions whether the bridge capacity needs to be increased for reasons other than to accommodate current traffic loads. The proposed new bridge is not designed to enlarge carrying capacity, nor is the bridge anticipated to receive heavier live loads than it currently does.

While the capacity of the Lagunitas Creek Bridge will not be increased, either in lane width, number of lanes, or carrying capacity for higher loads than present, the bridge is still deficient in meeting current seismic and safety standards. Please see Table N-1 for response to **Common Comment "PN 1, Project need is too narrow,"** for a more detailed discussion.

## REVIEW OF CONDITION AND FEASIBILITY OF RETROFITTING EXISTING BRIDGE

In Spring of 2015, during the public scoping process, community members requested that Caltrans consider retrofitting the bridge to minimize economic disturbance to the community. In efforts to research this possibility, Caltrans' Seismic Evaluation of Lagunitas Creek Bridge shows that (available here: <http://www.dot.ca.gov/dist4/lagunitascreekbridge/>)

many elements of the bridge are vulnerable to failure during a seismic event. Retrofitting the bridge to meet today's seismic requirements would result in far more disturbance than a full replacement. The figure below illustrates and summarizes the effort required to retrofit the major bridge components.



Seismic activity can exert great forces on the bridge. Virtually each major structural element of the bridge requires reinforcement, replacement, or refurbishing. A retrofit effort is unpredictable and could result in unforeseen costs and delays. The retrofit would require:

1. Building a temporary detour bridge.
2. Building a support structure around the existing bridge to support the bridge during the dismantling and rehabilitation process.
3. Diverting creek waters (which would affect adjacent properties).
4. Removing current deficient concrete deck.
5. Removing, strengthening and replacing truss crossbars and deck spans.
6. Driving new piles and building reinforced abutments outside of existing abutments/piers.
7. Reassembling and installing the refurbished truss spans.
8. Pouring thicker concrete deck to meet heavier live-load standards.
9. Adding new crash barriers to protect the truss and deflect vehicles. This would narrow the travel lanes.

Retrofit would require a 3-year construction period and result in:

- Closing existing bridge for nearly 3 years and diverting traffic to detour bridge.
- Relocating a business and/ or residence for the creek water diversion.
- Expansive impacts on wetlands, riparian habitat area and the Whitehouse Pool Park.
- Higher likelihood to adversely affect threatened and endangered species.
- Visual change due to thicker steel members on truss, larger piers and abutment foundations and narrower travel lanes.
- Narrowing the lanes for safety barriers would not be in compliance with Caltrans design standards.
- Sidewalks for bicycle, pedestrian, or equestrian users remaining in non-compliance with Americans with Disabilities Act.

Because the retrofit alternative would be an extensive effort, result in comparatively much higher environmental impacts (including use of park land and adverse effects on special status species) than other alternatives under consideration, would not provide improvements for multimodal connectivity (such as pedestrians, bicyclists, and equestrian users), this alternative was not carried forward into further environmental review.

Lizaranzu, Alistair\_C  
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IND\_LizaAlis\_C

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**From:** [REDACTED]  
**Sent:** Tuesday, May 30, 2017 11:32 PM  
**To:** Lagunitas Bridge@DOT <[lagunitasbridge@dot.ca.gov](mailto:lagunitasbridge@dot.ca.gov)>  
**Cc:** Anna Guth [REDACTED]; David Moser [REDACTED]  
**Subject:** Lagunitas Creek Bridge - AML Comments

Dear Caltrans:

I would like to provide comments for the above referenced project, the deadline for which is June 9, 2017.

Please find attached the following documents for your review and use:

- Green Bridge - Comments to Caltrans 2 (regular letter)
- Green Bridge - Comments to Caltrans 1 (sent April 20, 2015)
- Green Bridge - Retrofit Options 1-4 (11x17 Drawing of As- Built Bridge w/ Base Retrofit Options)
- Green Bridge - Retrofit Option A (11x17 Pier-to-Pile Retrofit Option, if needed by analysis)
- Green Bridge - Retrofit Option B (11x17 Micropile Option, if needed by analysis)
- Green Bridge - Retrofit Option C (11x17 Base Isolation Option)
- Green Bridge - Glossary of Terms

Thank you in advance for your consideration of my comments, and please do not hesitate to contact me if should you need any additional information.

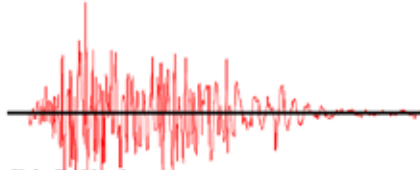
Very best regards,

Alistair Lizaranzu, P.E  
Sole Proprietor

North Bay Seismic Design  
[www.NorthBaySeismicDesign.com](http://www.NorthBaySeismicDesign.com)  
Tel (415) 663-8161

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North Bay Seismic Design  
PO Box 55, Inverness, California 94937  
Tel/Fax: (415) 663-8161  
[www.NorthBaySeismicDesign.com](http://www.NorthBaySeismicDesign.com)



Eric DeNardo  
District Branch Chief  
Caltrans D4  
111 Grand Avenue  
Oakland, CA 94623

May 31, 2017

Re: Lagunitas Creek Bridge Project: Replacement vs Retrofit Options - Part 2  
Note: Part 1 Letter was provided on April 20, 2015

Dear Mr. DeNardo:

1 At this point for this subject project, it seems we have properly explored various New bridge replacement options, but we are still behind on exploring suitable Retrofit options, which could significantly reduce the project scope, cost, and effort, primary considerations for the community which uses this bridge.

2 Furthermore, the effort into developing the 4 new bridge replacement options which Caltrans has thus provided as the only suitable options for this bridge could be shelved for 10-50 years or more, and still be highly relevant then. Any of the 4 options could be quickly implemented on an expedited basis should a catastrophic EQ event occurs which destroys the existing bridge, or severely damages the Retrofitted bridge; so the effort thus done by Caltrans is and will continue to be quite useful into the foreseeable future.

However, I get the impression that there seems to be a hurry for a shovel ready project as soon as possible, and this project must be a New replacement bridge, which amongst other things, must be able to carry much larger trucks than this bridge and community has seen to date.

3 This pressure does not come from earthquake concerns, since the San Andreas Fault section this bridge is very near to is expected to break every 250 year +/- 50 years (according to the literature we were taught in Graduate school 20 years ago); the last rupture in 1906 puts the next EQ at 200 years at the very soonest, or 2206, about 100 year from now. In contrast, the Hayward Fault had two large events a year apart in 1868, and has a Recurrence Interval of 151 yrs +/- 23 years or so, which is due ANY DAY now. These numbers may have been updated by research and might be debatable (my crystal ball vs your crystal ball), but the relative importance wrt EQ risk will not change appreciably (low risk for this San Andreas segment, very high risk for Hayward).

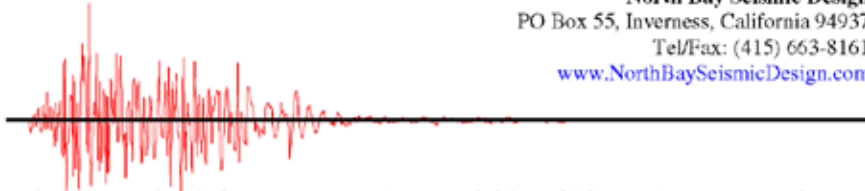
This pressure for a shovel ready project must therefore be set aside, and more effort must instead be placed by Caltrans engineers to evaluate the existing structure and the numerous retrofit options there are for addressing whatever deficiencies the existing bridge has and have been identified. I believe Caltrans engineers should take the next 2-4 years sharpening their pencils and coming up with the least impactful options for the community, instead of providing another gravy train to yet another large construction firm hoping to get this project.

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North Bay Seismic Design  
PO Box 55, Inverness, California 94937  
Tel/Fax: (415) 663-8161  
[www.NorthBaySeismicDesign.com](http://www.NorthBaySeismicDesign.com)

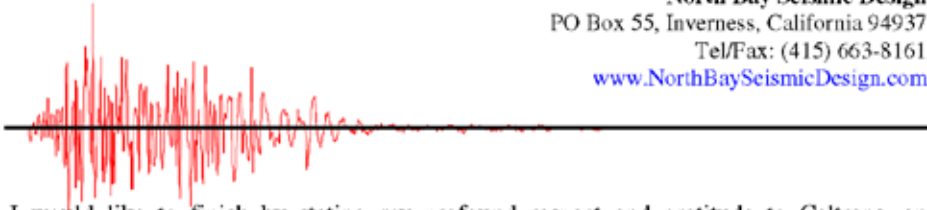


- 4 I should state the obvious: a New Replacement bridge will be much more expensive and more disruptive to the stream and the community than a Retrofit Option (you have to dismantle the existing bridge and then build the new one, all with heavy machinery, instead of keeping but fixing the existing bridge in place), but will make more money and will be easier for a large construction firm used to doing this. The Retrofit option in general will be much cheaper and less disruptive to the stream and community, but will make less money for the large construction firm, and will be more difficult (overhead clearance, difficult existing conditions, have to erect falsework, less volume of materials on which money is made, etc).
- 5 Having said that, I would like to provide Caltrans with a small number of Retrofit options for your consideration, to be added to hopefully better options which (much better qualified) Caltrans engineers could come up with, which hopefully will eventually transform into meaningful evaluation of all options available for this bridge, to be compared to with the 4 New replacement options thus far considered.
- I believe these Retrofit options or combinations thereof would minimize the impact to the community and the fragile environment, which I believe are the primary concerns of the community. Furthermore, most of the effort for these retrofit options could be implemented from underneath the bridge, without having to shut down the traffic, and if so, only one lane at a time. The New replacement bridge options will have no option but to shut down all traffic while the Existing bridge is being removed, and New bridge is being built; I do not think anyone in the community wants this to happen.
- 6 One issue not specifically addressed in these Retrofit options is the adequacy of existing green truss members to resist both vertical and lateral loads. An analysis should be performed to determine demands, and compared against the capacity of the existing truss members taking into consideration the decay due to rust, which from what I have seen is surprisingly low overall, but concentrated in some areas. If some elements are found to be deficient, these could be replaced in place (tricky, but doable, will require additional primary and secondary redundant members while deficient truss element is removed) using temporary supports placed under the bridge and spanning between Piers 100' apart, and connected to these for support. There is ample headroom for workers on such false work, which could also be used for tenting/foul containment purposes so the stream habitat is protected from all construction work.
- 7 Another option which could be of interest, if repairing the truss portion of the bridge in place piece by piece is too much effort or too difficult, would be to build an identical new Green bridge nearby and then when ready, move in place while removing the existing truss, perhaps in a single evening. The suitable location for such work (construction and painting of new truss, dismantling of Existing truss) would be the first field left of HW1 past the Green Bridge going north, and not the Animal Hospital, which could be spared most of the impact of this construction effort (all work tented, bridge open, etc).

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**North Bay Seismic Design**  
PO Box 55, Inverness, California 94937  
Tel/Fax: (415) 663-8161  
[www.NorthBaySeismicDesign.com](http://www.NorthBaySeismicDesign.com)



I would like to finish by stating my profound respect and gratitude to Caltrans, an organization responsible after the Loma Prieta EQ of 1989 for one of the most profound transformations in my professional field of Structural Engineering. In the aftermath of that EQ event, when damage occurred to bridges which was not expected (a moderate event very far away, damage mostly due to soft-soil ground motion amplification and lack of adequate ductile design), then Director James Roberts took the political blame for the damage to our bridges (in no way his fault), in exchange for more money for research into what had just happened (we really had no idea then; now we have a very good idea).

In my opinion, everyone (whether they know it or not) benefited and became safer from that EQ research effort and application into our current codes, as well as the transformation of our analysis and design procedures, for both bridge and building structures, all around the world. Anyone need an example of how our government works for us?

Thank you for the privilege of providing comments for this important project to the community I live and work in. In the event you need any additional information, please do not hesitate to contact me at your convenience.

Respectfully yours,

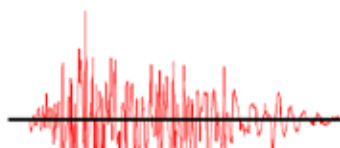
Alistair Lizaranzu, P.E.  
Sole Proprietor

Encl. Retrofit Options 1-4.pdf (Base Retrofit Options, 11x17)  
Retrofit Option A.pdf (Enhanced Option – Pier –to-Pile Retrofit, 11x17)  
Retrofit Option B.pdf (Enhanced Option – Micropile Retrofit, 11x17)  
Retrofit Option C.pdf (Enhanced Option – Base Isolation, Viscous Dampers, 11x17)  
Glossary of Terms.pdf  
Lagunitas Creek Bridge Project: Replacement vs Retrofit Options (Part 1 -April 20, 2015 Letter)

CC: Point Reyes Light, David Moser

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North Bay Seismic Design  
PO Box 55, Inverness, California 94937  
Tel/Fax: (415) 669-9678  
[www.NorthBaySeismicDesign.com](http://www.NorthBaySeismicDesign.com)



Oliver Ibeering  
District Branch Chief  
Caltrans D4  
P.O. Box 23660  
Oakland, CA 94623

April 20, 2015

Re: Lagunitas Creek Bridge Project: Replacement vs Retrofit Options

Dear Mr. Ibeering:

I respectfully submit this letter with regards to the above referenced project in West Marin.

I was very fortunate to work on several bridges with Caltrans during the Seismic Retrofit Project Phase II in the late 1990's, as a staff engineer working for a small structural engineering firm in San Francisco. Most of these projects were seismic retrofit projects, with a couple of new design projects.

I was not able to attend any of the meetings for the subject bridge, but have been informed by members in the community affected by this project as to some of the salient aspects of the project and the inconveniences which such a project will cause. I have obtained as-built drawings for the subject bridge, and performed a brief site visit to take photos and become familiar with the subject bridge.

I was surprised in reading the *Project Description* that four replacement options were provided for this bridge, along with a No-Build alternative, but no Retrofit Option for this bridge. Upon looking into the *Project Scope Summary Report*, looking for deficiencies which would warrant such an approach, I found some information about the current condition of the bridge but little information which would exclude a number of retrofit options, per my experience.

8

This bridge has to date worked well to date for the variety of vertical loads it sees, from extensive visitor traffic to the large trucks which regularly travel to the dairy farms on off hours. It is not surprising for its age and location that it is debilitated to some extent, but conventional Caltrans Retrofit procedures should be able to address the types of deficiencies identified in the documents provided. Per my experience, only in exceptional cases did a trouble bridge merit a Replacement option over a Retrofit option. I do not believe that increasing the Live Load capacity, as mentioned in one of the reports, should preclude the inclusion of Retrofit Options for the subject structure.

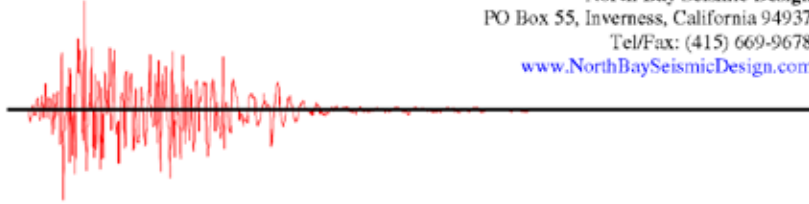
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I am told that the community at large would much rather consider Retrofit options with less short and long term effects on the traffic and the community, instead of larger and more disruptive Replacement projects. I believe Caltrans could accommodate such a request with perhaps a couple of suitable Retrofit options ("No Collapse" criteria, and a higher level of serviceability, limited repairable damage for the Maximum Credible Event) to provide in addition to the four replacement options. It would also be very useful to have a grading system for the options (A-F), as well as the expected cost and timeline of the construction process, in order to help the community make an informed decision.



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**North Bay Seismic Design**  
PO Box 55, Inverness, California 94937  
Tel/Fax: (415) 669-9678  
[www.NorthBaySeismicDesign.com](http://www.NorthBaySeismicDesign.com)



10

Perhaps proximity of work to the environmentally sensitive creek was an issue preventing or discouraging repair work to the existing structure, but surely if entire buildings can be tented for fumigating purposes, this project can also be tented to prevent fouling the stream during the construction process. As an avid environmentalist, I am very concerned about any adverse effects on this stream, which is used by salmon and steelhead in the winter to reach spawning grounds. No matter which option is ultimately selected, every effort should be undertaken to protect this stream.

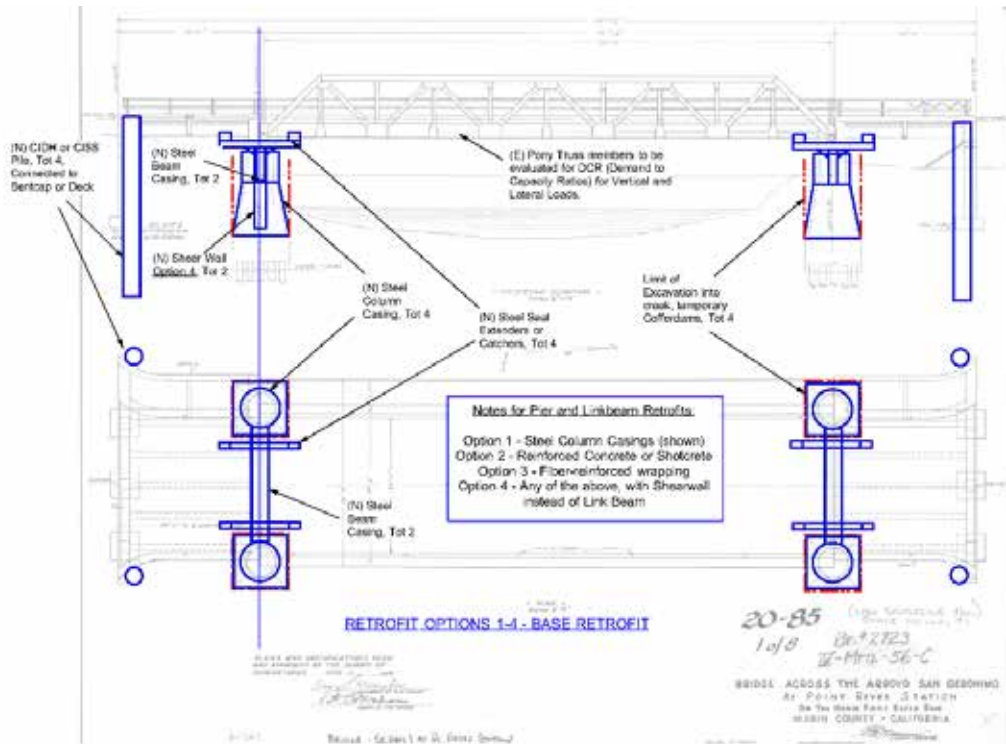
Thank you for the privilege of providing comments for this important project to the community I live and work in. In the event you need any additional information, please do not hesitate to contact me at your convenience.

Respectfully yours,

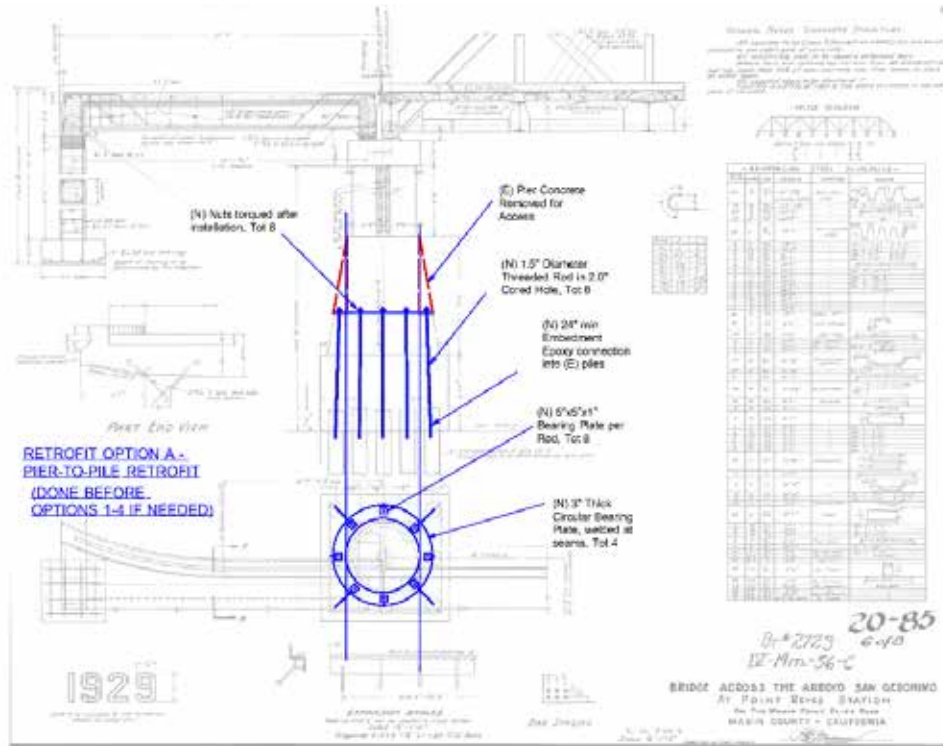
Alistair Lizaranzu, P.E.  
Sole Proprietor

Lizaranzu, Alistair\_C

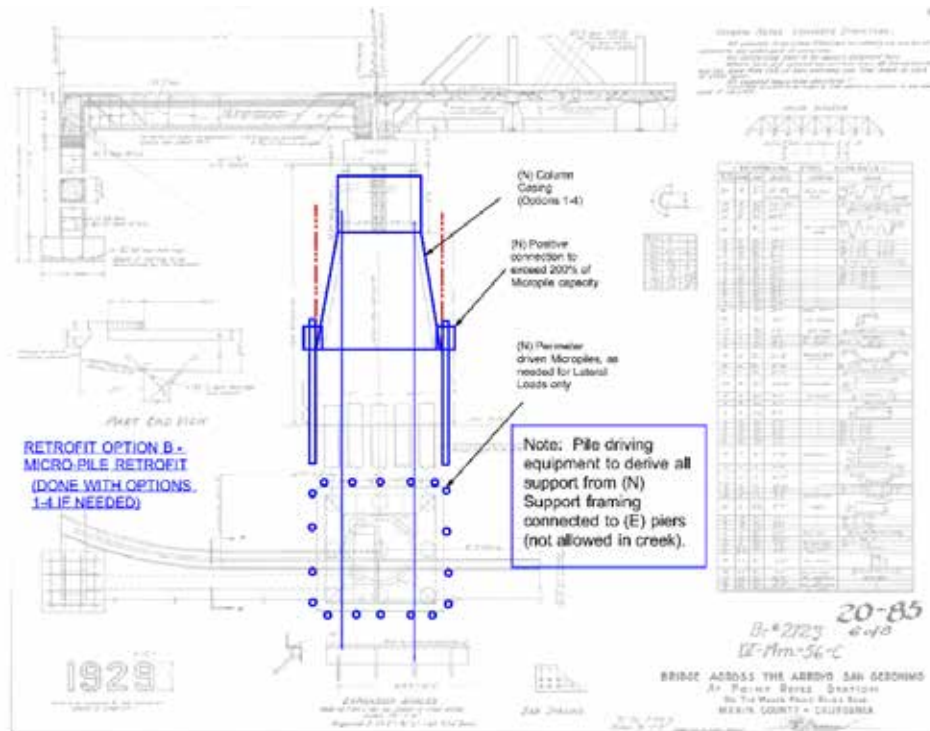
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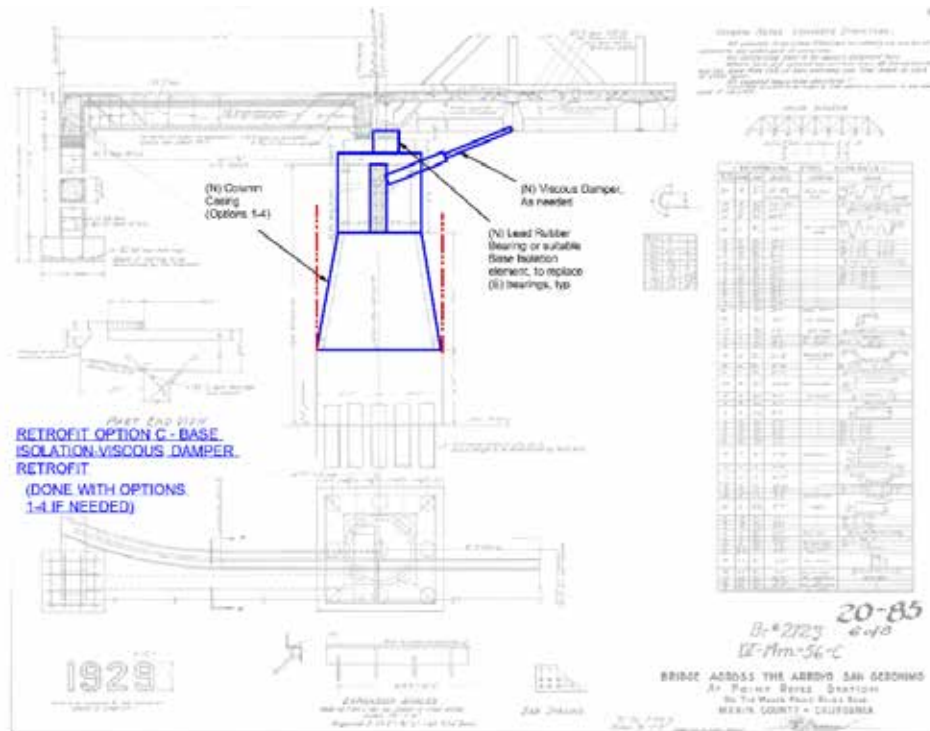
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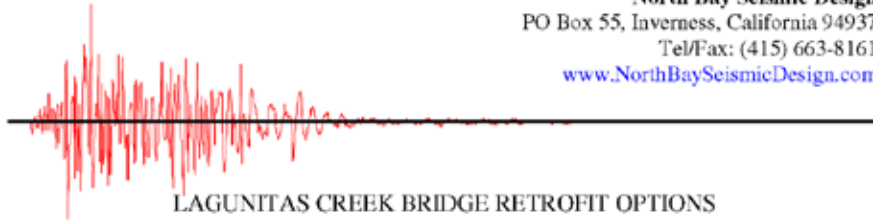


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PO Box 55, Inverness, California 94937  
Tel/Fax: (415) 663-8161  
[www.NorthBaySeismicDesign.com](http://www.NorthBaySeismicDesign.com)



#### GLOSSARY OF TERMS

Note: Terms are not in Alphabetical Order, and are approximate descriptions, provided as an initial reference; please do Google search for better descriptions or examples.

**EQ Loads** – Earthquake loads which forces structure to keep up with ground as it moves during an EQ; forces go to stiffer elements, which are overloaded and become more flexible if ductile (but still resist load, which is Good), or fail in a brittle and catastrophic manner (which is Bad).

**Retrofit** – improvement or strengthening of essential (E) elements of structure to resist lateral loads.

**Retrofit Options** - Options provided for this report include the following:

Base Options	Retrofit Enhancement Options		
	Pier-to-Pile Retrofit (Option A)	Micropile Retrofit (Option B)	Base Isolation (Option C)
Option 1 : Steel Casings			
Option 2 : RC or Shotcrete			
Option 3 : FRP Wrapping	X		X
Option 4 : Options 1-3 with Shearwall instead of Linkbeam			

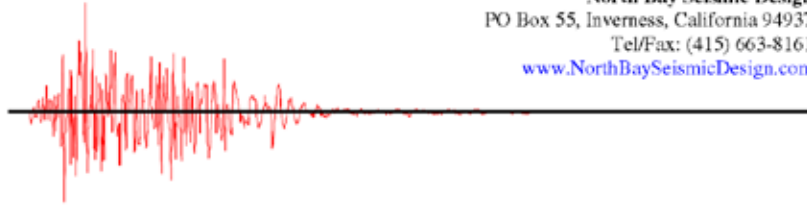
Base Retrofit Options can be combined with Retrofit Enhancement Options; for example, the Retrofit alternative selected is Option 3-AC (FRP Wrapping w/ Pier-to-Pile Retrofit and Base Isolation).

Suitability of any combination of the above will be determined by a number of factors, limited but not limited to the following:

- Demands to retrofit elements from an appropriate analysis (elastic, non linear, rocking, etc), and to the Superstructure;
- Capacities of the retrofit elements and Superstructure per Capacity Based Design (failure occurs in element designed to fail in ductile fashion, nowhere else).
- Impact of option on traffic or the environment;
- Relative ease of construction or implementation.

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PO Box 55, Inverness, California 94937  
Tel/Fax: (415) 663-8161  
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(E) – Existing

(N) – New

**Ductility** – ability of structural element to sustain damage and still be able to resist EQ forces and movements, as well as vertical loads (like a paper clip).

**Brittle** – element or connection which fails catastrophically when overloaded (like a piece of chalk, which snaps).

**Superstructure** – (E) Concrete Deck + (E) Pony Truss (Green Bridge steel 3D frame).

**Substructure** – (E) Piers or columns and other elements (abutments) which transfer loads from the deck to the ground.

**Pier or Column** – structural elements (thick or thin) which transmit vertical and lateral forces from the Superstructure to the Substructure.

**Abutments** – support ends of bridge connected to ground, transferring cars from ground to bridge and vice versa.

**Link Beam** – (E) small beam interconnecting piers to provide rigidity and stability to piers.

**Column Casing** – Structural casing around columns or piers to strengthen them and provide ductility.

**Beam Casing** – Structural casing (E) link-beam to strengthen it and provide ductility.

**Cofferdam** – Steel Sheet piling which interconnects at edges, to form a watertight enclosure within it, and keep water and mud outside; used to keep construction work separate from the creek, and have a dry area to work in within.

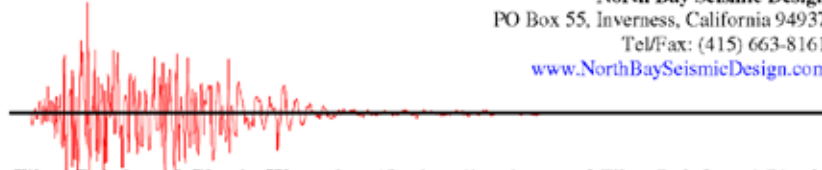
**Steel Casing (Option 1)** – enclosure around element (beam or column or pier) with a Steel curved 3D shell plate shaped like the element with 4"-6" gap all the way around, from top to bottom, then filled with concrete; reinforcement dowels can be added to connect to other elements (like footings) before the concrete pour which are themselves connected within the shell. Steel beam and column casings can be connected by full penetration welds to connect them together.

**RC or Shotcrete Option (Option 2)** – a 6" thick Reinforced Concrete (RC) Shell placed around each (E) Pier and linkbeam or (E) Pier + (N) RC Shear Wall, to provide a 2D RC frame in the transverse direction.



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**North Bay Seismic Design**  
PO Box 55, Inverness, California 94937  
Tel/Fax: (415) 663-8161  
[www.NorthBaySeismicDesign.com](http://www.NorthBaySeismicDesign.com)



**Fiber Reinforced Plastic Wrapping (Option 3)** – layers of Fiber Reinforced Plastic (FRP) bonded together with epoxy resin wrapped around a deteriorated or decayed (E) concrete elements (pier, or beam) to form a very strong, durable, and ductile interconnected frame, mentioned in research literature to exceed the performance of (N) RC bridges.

**Shear Wall (Option 4)** – Reinforced Concrete (RC) wall to provide substantial restraint and stability to (E) Piers and limit their movement in the plane of the wall, and thus also limit loads delivered to (E) timber piles.

**CIDH Pile** – Cast in Drilled Hole, or large diameter hole drilled to desired depth (determined from analysis) and filled with lean concrete (watered down, to keep hole from caving while drilling); when drill depth is reached (say 25' deep), a rebar cage is introduced into the hole the same length as the hole, which becomes the reinforcement for the CIDH Pile. A tube at the bottom of the hole then pushes fresh concrete until all the lean concrete is displaced.

**CISS Pile** – Cast in Steel Shell Pile, or driven pile – a hollow large diameter steel tube which is hammered into the ground with pile driving equipment. The Steel Shell is driven down in segments, then welded together, then driven again, until desired depth is reached. Inside of CISS can be filled with rebar cage and concrete for added stiffness and strength.

**Note:** CIDH or CISS Piles used at abutments are meant to limit the movement and EQ forces delivered to the (E) brittle piers at the abutments, and provide vertical support if connected to the deck or abutment.

**Seat Extenders or Catchers** – (N) Steel or RC elements added to the top of (E) Piers, which provide vertical support of the Superstructure should the (E) bearings fail. In essence, the Superstructure becomes disconnected from the rest of the structure, but is supported from falling into the creek by these elements, which are connected to the Piers or abutments.

**Base Isolation** – State of the Art Structural Engineering technology, which dissipates damaging EQ energy by releasing large amounts of energy in responding to ground motion. Reduces EQ loads to the Substructure and Superstructure.

**Lead Rubber Bearings** – Bearings which can take the vertical and lateral movement of the bridge and dissipate safely and reliably, and thus significantly reduce loads between attached components (Superstructure and substructure or abutments).

**Viscous Damper** – Shock absorber type device which reduces the velocity component of EQ ground motion, thus reducing pounding forces between components and large differential movements between parts connected.



## **Response to Lizaranzu, Alistair\_C**

### **Response to Comment 1: Need to review more retrofit alternatives**

Caltrans has explored various new bridge replacement and retrofit bridge options. All of the new replacement and retrofit bridge options were developed to meet the purpose and need of the project. Project scope, structural deficiencies, corroded condition, age of the bridge (88 years old), cost, community input, and recommendation from various Caltrans area specialists and branches were used to identify the best alternative for the project.

### **Response to Comment 2: Reserve replacement bridges for when catastrophic earthquake occurs**

Caltrans is responsible for providing safe mobility on the state highway system. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge. The Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>), describes this process. The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. For more information on the no-build scenario, please see Table N-1 in the introduction to this appendix for the response to **Common Comment “ALT-2, Describe the no-build scenario.”**

### **Response to Comment 3: Earthquake potential is exaggerated**

The argument suggesting that the seismic hazard at the project site is grossly overestimated is not supported by good science please see Table N-1 for the response to **Common Comment, “GEO-1, Earthquake unlikely.”**

Caltrans’ policy on design earthquakes is to develop a site-specific design earthquake for any bridge project based on the California Seismic Hazard Map, which is based on data from the USGS and California Geological Survey. The site-specific design earthquake takes into consideration all the faults in the vicinity of the project site, based on distance from the site, magnitude, and type of fault. From these earthquakes, acceleration response spectrum curves are generated as the maximum of the Deterministic Seismic Hazard Analysis and Probabilistic Seismic Hazard Analysis using a return period of 975 years (5 percent probability of exceedance in 50 years). The curve was refined due to the proximity to the San Andreas Fault, which is located 0.4 mile away, and for a maximum magnitude of 8.0 on the Richter scale (and a peak ground acceleration of 0.77g). Seismic design or retrofit of any bridge is carried out using these seismic inputs.

Furthermore, the Bay Area has experienced several earthquakes that have resulted in catastrophic outcomes. Caltrans is responsible for providing safe mobility on the state highway system and must meet Caltrans adopted design standards to minimize impacts from such future disasters.

### **Response to Comment 4: Replacement bridge will be much more expensive than retrofit**

The cost for the Retrofit Alternative that meets Caltrans’ “no collapse” criteria is estimated to be 40 percent more than the least costly replacement bridge alternative (see the Caltrans April 2017 *State Route 1 Lagunitas Creek Bridge Project Alternatives Analysis Report*, Section 5.4 Fiscal Responsibility, which is posted at <http://www.dot.ca.gov/d4/lagunitascreekbridge/>). However, Caltrans has determined that the cost is not the highest concern, and that, considering the corrosion levels, the truss must be replaced, which has led to the necessity of a replacement alternative. Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in, is the least costly replacement bridge alternative and has been selected as Caltrans’ Preferred Alternative.

For Caltrans' response to the comment regarding impacts to the stream, please see the response to Comment 10 below.

Caltrans considered impacts to the community. Please see Table N-1 for the response to **Common Comment "CIA-2, Community impacts."**

#### **Response to Comment 5: Less intrusive retrofit**

The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the response to **Common Comment "ALT-3, Definition of a true retrofit,"** for information on the Caltrans Retrofit Alternative. Caltrans found that the retrofit would result in more environmental, economic, and social impacts than the replacement bridge alternatives, especially considering the ABC methods.

#### **Response to Comment 6: Replace deficient elements**

Caltrans acknowledges the commenter's recommendation to replace the deficient elements of the truss in place. Per their visual inspection, North Bay Seismic Design (NBSD) states that corrosion on the truss members is surprisingly low overall, but concentrated in some areas. If Caltrans finds that only some superstructure elements are deficient in capacity, NBSD proposes that these members could be replaced in-place, while acknowledging that it would require additional primary and secondary redundant members during the member replacement procedure.

Caltrans' Retrofit Alternative recommended replacing any steel member that has section loss due to corrosion. The superstructure retrofit is predicated on the corrosion found on key components (i.e., fracture-critical elements) of the steel-truss span, as documented by the corrosion study results. The report by Caltrans Office of Structural Materials, dated December 7, 2016, indicates that the corrosion is more prevalent than what NBSD visually observed, with most connection elements exhibiting corrosion and connected members measuring up to 40 percent section loss. For more detail, please see Table N-1, for the response to **Common Comment, "ALT-3, Definition of a true Retrofit."**

At some locations, some members have "unreadable" measurements in regard to section reduction. Unreadable indicates that the ultrasonic testing could not provide a measurement because the testing section is too heavily corroded. Furthermore, several members have a negative section reduction, which is indicative of corrosion segregation (i.e., delaminating of steel layers caused by build-up of rust inside the steel section). The exact section loss is unknown, but the corrosion is severe. Corrosion will lead to the loss of connection capacity, resulting in failure of the member. Failure of fracture-critical elements will ultimately lead to the collapse of the bridge.

Accordingly, most of the truss connections and members would have to be replaced—so many, in fact, that it is much more efficient to replace the steel truss. Were it possible to merely replace some steel truss members, due to the lack of redundancy in the structure, it would still require a prolonged time frame and increased environmental impacts. It would also be very complex, requiring supports underneath the truss at the bottom connections and adjacent nodes, as well as a bridge closure. Consequently, Caltrans does not recommend pursuing this option.

#### **Response to Comment 7: Replace truss with identical truss**

NBSD suggests that in the situation where piece-by-piece replacement would be too difficult to accommodate, building a new truss nearby (not on the animal hospital parcel), while removing the existing truss and moving it in-place would also be feasible. Caltrans agrees with this recommendation, and it is, in fact, already included in the array of replacement alternatives that are considered in the EIR/EA (i.e., Alternative 6). Not only would this option provide a new truss

upgraded to current design requirements, construction would require a temporary support in the creek and a new detour through the surrounding properties. However, a replacement bridge (such as Alternative 6, which was not carried forward for full analysis) would require Caltrans to remedy existing deficiencies and safety issues in the bridge design, such as sidewalks that can be replaced with new sidewalks that satisfy current California Highway Design Manual, Sixth Edition standards and current code designed barrier, respectively.

In addition, for Alternative 6, the Retrofit Alternative, Caltrans has determined that meeting the agency's "no collapse" criteria for a retrofit of the Lagunitas Creek Bridge would entail a substantially larger effort (in light of the higher than expected corrosion findings throughout the steel truss members) than the replacement Build Alternatives, and would involve at least 3 years of construction, a detour bridge that would increase the area and duration of environmental impacts, and potentially higher risk than the replacement alternatives. This is also explained in Chapter 1 of the Final EIR/EA.

#### **Response to Comment 8: Improving live load is not the issue**

Caltrans agrees that a retrofit would be possible if the seismic stability were only dependent on the substructure. The foundation can be retrofitted in several ways, as shown by both Caltrans' retrofit alternative and NBSD's preliminary drawings. NBSD provides conceptual substructure retrofit options that require further development with more details so that it can be evaluated appropriately. However, the level of intrusiveness of the Caltrans Retrofit Alternative and NBSD's suggestions is similar in regard to project constraints. Both would require similar in-water work but apply different concepts to carry the load into the foundation. The condition and type of the existing timber pile foundation is unknown, making it risky to rely on the existing piles in a retrofit strategy.

The retrofit alternative presented by Caltrans, which includes new piles that need to extend well into the competent soil, is the most robust, well-tested option that has been commonly used for retrofitting these types of bridge foundations. Please see the response to **Common Comment "PN-2, Live load limits,"** in Table N-1 which addresses live-load capacity and why it is not reflected in the updated purpose and need.

#### **Response to Comment 9: Less time and fewer environmental impacts of a retrofit alternative**

Caltrans agrees with the objectives of avoiding and minimizing construction impacts (i.e., in-water work). Caltrans has found that the Retrofit Alternative would not be successful under these criteria; see the response to Comment 6 above regarding increased degradation to the aquatic environment under this option. While NBSD has proposed viable options for the substructure, project constraints are not driven by the substructure retrofit. They are driven by the option chosen for the superstructure retrofit. Please see the response to Comment 6 above.

The new replacement bridge's cost estimate developed by Caltrans as part of the Advance Planning Study shows significantly lower cost, fewer environmental impacts, and considerably reduced time to construct when compared to the retrofit option. The new bridge replacement in Alternatives 2a (Three-span, Short Steel-truss Bridge, ABC, Longitudinal Move-in) or 3a (Three-Span, Concrete Bridge, ABC, Longitudinal Move-in) would be significantly less disruptive than the retrofit alternative advocated by NBSD due to the reasons mentioned above for a steel-truss superstructure retrofit.

#### **Response to Comment 10: Protect the creek and sensitive species**

Please see the response to Comment 6 above, which includes why the retrofit would result in larger impacts on the aquatic wildlife. The analyses of the construction impacts and measures to

reduce impacts on threatened and endangered species are included in Section 2.3.5 of the EIR/EA for each of the Build Alternatives. The Retrofit Alternative was withdrawn from further analysis in the Draft EIR/EA because of impacts to the creek, which provides habitat to various protected species (among other factors such as greater community impacts and cost), and the retrofit proposal by NBSD would cause more impacts to the creek than the Preferred Alternative.

Among the measures to minimize harm on protected aquatic species are limiting in-water work to the period with least salmonid migration (June 1 to October 15) and only working within a dewatered area during the dismantling of the existing bridge. Working within a dewatered area would minimize impact to aquatic species. See Section 2.3.5.4 of the EIR/EA for more detail. Additionally, Caltrans received a Biological Opinion from the U.S. Fish and Wildlife Service and a Programmatic Biological Opinion from the National Marine Fisheries Service prior to certifying the Final EIR/EA. This project will also require an Incidental Take Permit from the California Department of Fish and Wildlife. The Final EIR/EA includes this information.

Lizaranzu, Alistair\_D  
page 1 of 1



Lagunitas Creek Bridge Project  
June 15, 2017 – Public Meeting  
**COMMENT FORM**

IND\_LizaAlis\_D



Please leave your comments with staff during the meeting or mail it to the following address by June 24:

Eric DeNardo, Associate Environmental Planner  
Department of Transportation, Environmental Planning, MS 8B  
P.O. Box 23660  
Oakland, CA 94623

You can also email your comments to [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov). Please include your name, affiliation (if applicable), and address with your comments.

Name: Alistair Lizaranzu Date: 6/15/2017

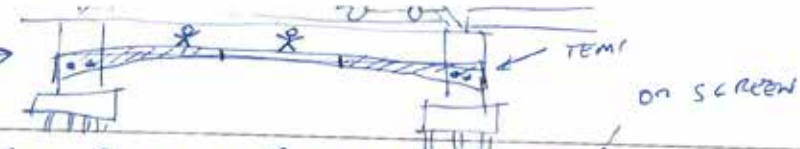
Affiliation (if applicable): RESIDENT

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Please write comment on the back.

For more information, visit <http://www.dot.ca.gov/dist4/envdocs.htm> or email [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov).

Comment: 

1. For proposed Caltrans retrofit, why need for detour bridge? Deck & truss should be OK for "NO-COLLAPSE" criteria; all work for retrofit (including to truss) could be done from under bridge w/ temporary supports between (E) piers (100' span done in stages)
2. ASL long staging option (slide in place) could be done w/ (N) truss replacement bridge retrofit (replace truss if needed, leave substructure in place) as part of any retrofit option.
3. Substructure should be retrofit, but not removed or replaced.

## Response to Lizaranzu, Alistair\_D

### Response to Comment 1: Support for a retrofit alternative

Caltrans notes the commenter's support for a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. The project need is to provide a safe, seismically stable crossing over Lagunitas Creek on SR 1 in Marin County. The corrosion assessment of the steel truss documented the impracticability of a retrofit alternative to meet the "no collapse" criteria as documented in *Investigation of Corrosion of Lagunitas Creek Bridge No. 27 0023, CA Route 1 PM 28.1*, dated December 7, 2016, and published by the Caltrans Office of Structural Materials. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives,"** for more information on the Retrofit Alternative and a description of what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria.

Caltrans considered and analyzed a retrofit alternative to bring the bridge to current seismic standards (purpose and need). Based on its expertise and experience evaluating hundreds of substandard bridges throughout the Bay Area and the state of California, Caltrans structural engineers concluded that a retrofit or repair of the bridge not only would not adequately strengthen the bridge to withstand a substantial seismic event but also would have substantive adverse effects to the ecosystem of Lagunitas Creek and would require a much longer construction schedule compared to a bridge replacement alternative. This assessment was upheld in a seismic evaluation and corrosion study completed later in the project phase (see *Seismic Evaluation of Lagunitas Creek Bridge* [March 2017], on the project website: <http://www.dot.ca.gov/d4/lagunitascreekbridge/>). Caltrans dismissed the Retrofit Alternative from further environmental evaluation for the reasons stated above.

### Response to Comment 2: ABC longitudinal staging can be done with retrofit of bridge

Caltrans notes the comment. Please see the response to Comment 1 above. Caltrans determined, as part of the Seismic Evaluation and the Corrosion Study, that all members of the bridge, including the substructure, require full replacement. These studies are posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). Replacing members of the substructure would require full closure of the bridge. This process would take much longer than the ABC alternatives (which require up to a 3-week closure of the bridge). For these reasons, Caltrans determined the full replacement of the bridge would not require a detour bridge, would require less time in construction, and would require the shortest period for full closure of the bridge.

Caltrans has identified Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative.

### Response to Comment 3: Bridge Substructure should be retrofit.

Please see the responses to Comments 1 and 2 above.

**Lizaranzu, Alistair\_E**  
page 1 of 9

IND\_LizaAlis\_E

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**From:** [REDACTED]  
**Sent:** Friday, June 23, 2017 11:13 AM  
**To:** Lagunitas Bridge@DOT <lagunitasbridge@dot.ca.gov>  
**Cc:** Anna Guth [REDACTED] David Moser [REDACTED]  
**Subject:** Re: Lagunitas Creek Bridge - AML Comments- Follow Up Comments

Dear Caltrans:

Please find attached the following documents for your review:

- Comments to Caltrans 2.5 (comments post June 15 slide presentation);
- Response to June 15, 2017 Slides – “Table of Concerns or Discrepancies”
- NBSD – AML Curriculum Vitae

Thank you in advance for your consideration of my comments, and please do not hesitate to contact me if should you need any additional information.

Very best regards,

Alistair Lizaranzu, P.E  
Sole Proprietor

North Bay Seismic Design

Lizaranzu, Alistair\_E  
page 2 of 9

[www.NorthBaySeismicDesign.com](http://www.NorthBaySeismicDesign.com)  
Tel (415) 663-8161

**From:** [REDACTED]  
**Sent:** Tuesday, May 30, 2017 11:31 PM  
**To:** [Lagunitas\\_Bridge@DOT.CA.Gov](mailto:Lagunitas_Bridge@DOT.CA.Gov)  
**Cc:** Anna Guth ; David Moser  
**Subject:** Lagunitas Creek Bridge - AML Comments

Dear Caltrans:

I would like to provide comments for the above referenced project, the deadline for which is June 9, 2017.

Please find attached the following documents for your review and use:

- Green Bridge - Comments to Caltrans 2 (regular letter)
- Green Bridge - Comments to Caltrans 1 (sent April 20, 2015)
- Green Bridge - Retrofit Options 1-4 (11x17 Drawing of As- Built Bridge w/ Base Retrofit Options)
- Green Bridge - Retrofit Option A (11x17 Pier-to-Pile Retrofit Option, if needed by analysis)
- Green Bridge - Retrofit Option B (11x17 Micropile Option, if needed by analysis)
- Green Bridge - Retrofit Option C (11x17 Base Isolation Option)
- Green Bridge - Glossary of Terms

Thank you in advance for your consideration of my comments, and please do not hesitate to contact me if should you need any additional information.

Very best regards,

Alistair Lizaranzu, P.E  
Sole Proprietor

North Bay Seismic Design  
[www.NorthBaySeismicDesign.com](http://www.NorthBaySeismicDesign.com)  
Tel (415) 663-8161



Lizaranzu, Alistair\_E  
page 3 of 9

North Bay Seismic Design  
PO Box 55, Inverness, California 94937  
Tel/Fax: (415) 663-8161  
[www.NorthBaySeismicDesign.com](http://www.NorthBaySeismicDesign.com)



Eric DeNardo  
District Branch Chief, Caltrans D4  
111 Grand Avenue  
Oakland, CA 94623

June 23, 2017

Re: Lagunitas Creek Bridge Project: Replacement vs Retrofit Options - Part 2.5

Note: Part 1 Letter was provided on April 20, 2015

Part 2 Letter was provided on May 31, 2017 (w/ Seismic Retrofit Options)

Dear Mr. DeNardo:

I recently provided comments with regards to the above referenced project, and afterwards attended the Point Reyes Association/Caltrans presentation on this project on June 15 at the Dance Palace in Point Reyes.

Please find attached a "Table of Concerns or Discrepancies" with regards to the second half of the slide presentation, in which a team from Caltrans presented to the community what a retrofit for the subject bridge would look like. I was not able to say in a minute what I needed to say after the presentation (except "I do not agree!"), but this table is a brief list of the many discrepancies I heard during the meeting (table only addresses the slides, not what was actually said), but was not able to properly address using the presentation format Caltrans is using for these meetings.

Also please find attached my CV for your review, so you can determine the extent of my educational and professional background in presenting these comments.

I can not help but feel like Caltrans Management made a decision about this bridge some time ago, and made sure that Caltrans Engineering would not participate in this project, except to try and present these slides. I think these managers meant well, but it is time to bring Caltrans Engineering back into the picture. Your project is going sour.

I would also like to extend my apologies to the Caltrans presentation teams for the last 3 years, who have had to present this kind of material to the community, and endure my heated comments along the way. I did not mean to offend anyone or be disrespectful, and understand well that they have a job to do regardless of how they or anyone else feel about it.

Respectfully yours,

Alistair Lizaranzu, P.E.  
Sole Proprietor

Encl. Green Bridge – Response to June 17, 2017 Slides  
NBSD – AML Curriculum Vitae

CC: Point Reyes Light, David Moser

Page 1 of 1

# Lizaranzu, Alistair\_E

## page 4 of 9

Project -  
Job No. -  
By AME  
Date 06/22/17  
Sheet \_\_\_\_\_ of \_\_\_\_\_

North Bay Seismic Design  
Structural Analysis and Design  
PO Box 55, Inverness CA 94937  
Tel/Fax: (415) 663-6161  
[www.NorthBaySeismicDesign.com](http://www.NorthBaySeismicDesign.com)

### TABLE OF POTENTIAL DISCREPANCIES IN SLIDES PRESENTED BY CALTRANS PUBLIC MEETING FOLLOWING VILLAGE ASSOCIATION - THURSDAY 17, 2017 LAGUNITAS BRIDGE CREEK PROJECT

## Sources:

1. Original As-Built Bridge drawings (ABD), dated June 17, 1929 - "Bridge Across The Arroyo San Gerónimo At Point Reyes Station" (Bridge #2729)
2. Retrofit Alternatives provided by NBSD on May 31, 2017 (4 Basic Retrofit Alternatives + 3 Enhanced Retrofit Alternatives) during Caltrans comment process.
3. "Design of Timber Foundation Piling for Highway Bridges and Other Structures", by James S. Graham, P.E., National Timber Piling Council, Rye, NY.

Item No.	Slide Page Number	Slide Title	Issue of Concern	Primary Concern	Secondary Concern	Other Issues of Concern
1	49	Geologic Hazards - Liquefaction	"The site has potential for liquefaction at the abutment and piers"	Is there a Geotechnical Report to confirm this statement, and if so, what is the expected settlement at Piers?	If not Geotechnical Report exists, what proof does Caltrans have for such a statement?	Local soils are sandy in nature, and will not liquify, amount of settlement due to localized sand layer(s) at piers (if any) will be controlled by (E) piers, which are an estimated length of 30' deep (Page 6 of 8 of ABD)
2	50	Site Geologic Hazards - Lateral Spreading Due to Liquefaction	Great slide, does not really apply to our bridge on many levels.	Compression transferred to deck could be a real problem, however.	Such a problem can be corrected in a variety of ways (use of viscous dampers to dampen EQ energy, or by conventional means), all underneath the bridge and without disrupting traffic	The existing deck could be tied together as part of retrofit effort by means of steel collectors to prevent buckling from compression loads. This could be done to not add significant weight and thus seismic loads to bridge.
3	51	Review Deficiencies and Retrofit Solutions	Approach spans - Solution	Bridge railings do not have to meet current standard for "No Collapse Criteria"	However, bridge railing could be replaced and improved within the footprint of the (E) bridge as part of any suitable Retrofit Option.	-
4			Steel Pony Truss - Problem and Solution	Lots of deficiencies identified, but no report, photos, or calls provided (photos provided on slides Page 9 are above deck, not below)	NBSD Site Visit performed and photos taken do not reflect extent of deficiencies identified in slide	Even if deficiencies are indeed present, there are many local (replace damaged members only) or global solutions (replace truss with brand new one) available to such a problem not identified in slide or presentation. <b>Replacement of entire truss is OK as part of retrofit as long as existing concrete substructure is strengthened in retrofit and NOT replaced.</b>
5			Deck Slab - Solution	NBSD Photos under bridge (not provided) do not show critical condition on angle-top flanges of Built up floor beams.	However, if such deficiencies exist, a number of local (replace angles with new ones, etc) or a global solutions could be implemented to successfully address this issue.	<b>The entire construction project should be tented to prevent either existing lead paint or concrete dust from reaching the streams.</b> Thus working with lead paint is not an issue of concern.
6			Piers - Solution	Existing piers do not have to be removed to provide an effective retrofit. Adequate Base Retrofit Options 1-4 using (E) piers (retrofit options commonly used by Caltrans) were provided to properly address such concerns (See Source #2).	Furthermore, (E) piers should not be removed for any reason, as underlying sediments in the stream could have mercury and other heavy metals which would adversely affect the fragile riparian habitat (more important than bridge project).	<b>Installation of pile shafts should be a last resort,</b> and are not necessary if a positive connection can be provided between (E) piers and piles, as provided in Enhanced Retrofit Option A (See Source #2)
7			Roadway - Problem	None of the issues identified are of concern for a successful retrofit option.	None of the issues identified have been a problem thus far for the community (no accidents, adequate pedestrian access, etc), as broadly pointed out by members of the community during this slide presentation.	-
8			Abutments - Problems and Solution	Please See Item 1.	Regardless of liquefaction issue, installation of Piles Shafts (CIBH or CIBS) and Catcher Beams at Abutments <u>should</u> be part of a comprehensive retrofit for this bridge.	Rebuilding abutments is not necessary for any retrofit option, but these should be strengthened with in-fill walls and other structural elements to increase capacity and stability.

Seismic - Simplified Method - Green Bridge - Response to June 15, 2017 580es 4/22/2017

# Lizaranzu, Alistair\_E

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Project: -  
 Job No.: -  
 By: AML  
 Date: 06/22/17  
 Sheet: \_\_\_\_ of \_\_\_\_

North Bay Seismic Design  
 Structural Analysis and Design  
 P.O. Box 55, Inverness, CA 94937  
 Tel/Fax: (415) 663-6161  
[www.northbayseismicdesign.com](http://www.northbayseismicdesign.com)

### TABLE OF POTENTIAL DISCREPANCIES IN SLIDES PRESENTED BY CALTRANS PUBLIC MEETING FOLLOWING VILLAGE ASSOCIATION - THURSDAY 17, 2017 LAGUNITAS BRIDGE CREEK PROJECT

#### Sources:

1. Original As-Built Bridge drawings (ABD), dated June 17, 1969 - "Bridge Across The Arroyo San Geronimo At Point Reyes Station" (Bridge #2725)
2. Retrofit Alternatives provided by NBSO on May 31, 2017 (4 Basic Retrofit Alternatives + 3 Enhanced Retrofit Alternatives) during Caltrans comment process.
3. "Design of Timber Foundation Piling for Highway Bridges and Other Structures", by James S. Graham, P.E., National Timber Piling Council, Rye, NY.

Item No.	Slide Page Number	Slide Title	Issue of Concern	Primary Concern	Secondary Concern	Other Issues of Concern
9	52	Retrofit: Substructure - Abutments	Abutments and Approach Spans - Problem and Solution	Please see Item 1 and 3	Photo showing lateral cracks in concrete is irrelevant - all concrete has cracks, and the cracks shown are deceptively not 1/8" or larger (not visible in slide), or critical in nature.	More importantly, the Photo showing "Separation of footing from abutment" is incorrect and extremely misleading. Instead, it shows separation of the Abutment wingwall from the rock surface which was used to cast the concrete wingwall against when the bridge was built, the ground receded, the bridge stayed in place (no damage).
10			Piers - Problem	Please see Item 1 and 2.	Piles are shown on ASD Sheet 6 of 8 to be 18 1/2" Diameter piles with an estimated embedment of 30'.	Type of piles are not identified in the ASD (sub-contract work), but a brief internet research revealed the following: "Starting in 1885, treated round timber piles supplied most of the deep foundations support for bridges in the United States (See Source B3)".
11	53	Retrofit: Substructure	Piers - Solution	Please see Item 2.	-	-
12			Piers - Summary in Red	Caltrans retrofit projects for Phase 2 retrofits in the 1990s were considered viable if the Retrofit Cost was equal to or less than 50% of the Replacement Cost for the bridge being evaluated.	For the very large majority of bridge retrofits per NBSO experience at the time, this did not happen or did very seldom.	Subtle evaluation of retrofit alternatives provided (See Source B3) should result in a suitable Retrofit option Cost below 25% of the Replacement Cost (New Bridge Options) with comparable structural integrity (depending on options implemented), but with almost none of the impacts of the replacement options.
13	54	Retrofit: Superstructure Truss	Steel Pony Truss - Problem	There is far more corrosion in the railing above the Bridge Deck (completely irrelevant) than there is in the structure members above or below it (of potential concern).	Photos shown (at least the one on the left of this slide) is one such example (did the person taking the picture hang upside down beneath the bridge on top of the pliers, or bend over the railing, next to the number?).	NBSO Site Visit performed and photos taken do not reflect extent of deficiencies identified in problem statement, and neither does the previous Caltrans slide showing the bottom of the truss (no rust on steel).
14				"Rustier" Plating are the dequster - any cables, photos (none shown on slide), evaluation, or other evidence available for such a statement?	Please see Item 4.	A suitable retrofit evaluation would take care of all issues addressed, if they are indeed found to be of concern.
15	56	Retrofit: Superstructure Corrosion Investigation	"Corrosion is widely spread along truss"	Please see Items 13 and 14.	Tabular values are of concern, but are you sure they are for this bridge?	It does not matter. Please see Item 4.
16			Deck Slab - Problem	Please see Items 3 and 4.	-	-
17	57	Retrofit: Superstructure Deck	Deck Slab - Solution	"Remove existing lead paint and repaint floor beams" - what would be the point of doing this? Leave (E) paint in place, as it is inert.	The entire construction project should be oriented to prevent either existing lead paint or concrete dust from reaching the stream. Thus working with lead paint is not an issue of concern.	Please see Item 3.
18	58	Retrofit: Roadway	Please see Item 7.			

Seismic - Simplified Method - Green Bridge - Responses to June 15, 2017 Slides: 4/2/2017

**Lizaranzu, Alistair\_E**  
**page 6 of 9**

**Alistair Lizaranzu, P.E.**  
Sole Proprietor

**North Bay Seismic Design**  
PO Box 55, Inverness, California 94937  
Tel/Fax: (415) 663-8161  
[NBSD@horizoncable.com](mailto:NBSD@horizoncable.com)



**KEY QUALIFICATIONS**

Mr. Alistair Lizaranzu has 20 years of experience in structural engineering design and analysis work, both in the public and private sector. This experience covers a wide array of types of structures (bridges, buildings, earth retaining structures, etc) and structural materials (steel, concrete, timber, masonry), as well as structural loading (earthquake, wind, construction, etc). His analysis/design experience is varied and extensive, is familiar with several analysis programs and the limitations involved in their use, and has developed an extensive library of transparent parametric analysis/design spreadsheet tools for building and bridge design.

Mr. Lizaranzu has first hand experience in the aftermath of destructive earthquakes in urban centers (1985 Mexico City, 1989 Loma Prieta, 1994 Northridge), and monitors his professional organizations for lessons the professional community learns from such destructive events worldwide. His primary interest is understanding the behavior of dynamic loading and its effects on different types of structures, in order to design structures which perform well and exceed expectations before, during, and after nature strikes.

**RELEVANT EXPERIENCE**

**NORTH BAY SEISMIC DESIGN, MARIN COUNTY, CALIFORNIA (12/07 - Present):** Works on the design and retrofit of residential/commercial or transportation structures.

**BIGGS CARDOSSA, SAN FRANCISCO, CALIFORNIA (4/05 – 12/07) :** Project engineer, working in the evaluation/analysis/retrofit/design of various building and bridge structures. Emphasis on earthquake design and seismic structural response.

**CIPA, SAN JUAN, PUERTO RICO (3/04 – 4/05) :** Performed hazard loss estimation (earthquake, hurricane, flooding, etc) studies for various jurisdictions in Puerto Rico and the Caribbean according to FEMA standards. Determined the extent of communities affected and the impact on critical facilities for each predominant hazard at the municipal or estate level.

**SOHA ENGINEERS, SAN FRANCISCO, CALIFORNIA (10/95 – 11/03) :** Worked in the retrofit and new design of various building and bridge structures, in addition to the design of earth retaining structures. Duties included the supervision and mentoring of junior engineers, successful completion of projects on time and within budget, use of linear and non-linear analytical software for structural analysis and design, design of software tools, and use of applicable codes for the design of timber, steel, and concrete structures. Emphasis on earthquake design and seismic structural response.

**RISK MANAGEMENT SOLUTIONS, MENLO PARK, CALIFORNIA (6/94 - 10/95) :** Worked in the creation of wind turbulence risk models for use by the insurance industry. Duties included the modeling, testing, and calibration of hazard and vulnerability methodologies to the company software.

**EDUCATION :**

- **M.S. Structural Engineering**, Stanford University, Palo Alto, California, 1994
- **B.S. Ocean Engineering**, Florida Institute of Technology, Melbourne, Florida, 1992

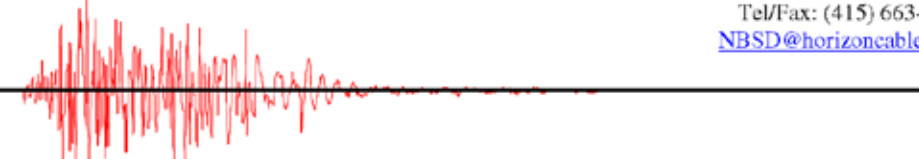
**PROFESSIONAL REGISTRATIONS/MEMBERSHIPS:**

- Licensed Civil Engineer in California (#58550) and Puerto Rico (#20194).
- Past Member of EERI, SEAONC (1994-2010)

**Lizaranzu, Alistair\_E**  
**page 7 of 9**

**Alistair Lizaranzu, P.E.**  
Sole Proprietor

**North Bay Seismic Design**  
PO Box 55, Inverness, California 94937  
Tel/Fax: (415) 663-8161  
[NBSD@horizoncable.com](mailto:NBSD@horizoncable.com)



**PARTIAL LIST OF RELEVANT PROJECTS:**

**Bridges/Infrastructure:**

- *Doyle Drive Replacement:* Worked on the Independent Check of 1,200' of retaining walls of various heights, supported by closely spaced CIDH piles and various tieback arrangements, immediately adjacent to US 101 between the proposed two tunnel segments leading to the Golden Gate Bridge.
- *Berryessa BART Station:* Project engineer for the design of a new 800' long elevated concrete BART Guideway (runway) supported on bentcaps w/ two-column bents on piled and spread footings, which provides 2 separate BART lines access to the Station platform above ground with stairways down to street level. Performed analysis and design of the bridge and platform concrete elements, and put together the construction drawings for this project.
- *Alameda Creek Bridge:* Project engineer for the EQ Retrofit Strategy and PS&E phase of this 990' long curved bridge built in 1947. The RC box girder structure varies from shallow 3 cell box girder to deep single spine girder with large overhangs. 14 spans are supported by single or double column bents of varying height and geometry. Project constraints included substandard clearance for a railroad crossing beneath the bridge, and pier and footing retrofit in the environmentally sensitive creek.
- *San Gabriel River Bridge:* Project engineer for the EQ Retrofit Strategy and PS&E Phase of a 2 lane, 14 span, 1000' long structure built in 1922 and widened in 1939 to 4 lanes. Positive connection was not provided between both structures (original and widening), abutments were unconventional and dissimilar in strength and stiffness, and pierwalls did not contain any reinforcement. Bridge retrofit consisted of full height cored holes with spiral reinforcement in order to avoid work in the environmentally sensitive creek.
- *Colton Interchange:* Performed EQ analysis and design for four adjacent bridges approximately 700' long in Southern California, located on an expected 16' fault rupture discovered after the bridge was retrofitted. New retrofit consists of box culverts located beneath spans in order to support the superstructure once vertical support is lost.
- *Bayshore Freeway:* Designed nearly 1000' of retaining walls of various heights and configurations, some subjected to significant vehicular surcharge.
- *San Francisco Oakland Bay Bridge (Replacement Structure – Phase II):* Performed lateral and vertical elastic response spectrum analysis for the 2800-meter long Skyway replacement structures, which consisted of multi-span PS box girders supported on individual precast concrete columns and pilecaps on battered piles embedded in the Bay mud. Results obtained were compared with non-linear time history analysis being run in parallel, guiding the design process. Looked into software modeling issues regarding push-over analysis.
- *San Francisco Oakland Bay Bridge (Replacement Structure – Phase I):* Worked on various alternatives for the replacement structure of the existing Bay Bridge East crossing (30% submittal). Performed segmental and time dependent analysis of the constant depth prestressed box girder option. Designed steel frame cantilever option for the bicycle-pedestrian walkway. Designed hinged cantilever for constant depth prestressed box girder option.
- *Sacramento River Bridge at Rio Vista:* Worked on the EQ retrofit analysis and design of a 2950' long bridge built in 1960, consisting of a steel truss superstructure resting on two-pier concrete bents driven into the river mud substrate. Two lift span towers with counterweights raise a 300' long lift span up to



**Lizaranzu, Alistair\_E**  
**page 8 of 9**

**Alistair Lizaranzu, P.E.**  
Sole Proprietor

**North Bay Seismic Design**  
PO Box 55, Inverness, California 94937  
Tel/Fax: (415) 663-8161  
[NBSD@horizoncable.com](mailto:NBSD@horizoncable.com)



- 170' vertically to allow river vessel traffic underneath. Performed capacity evaluation of all steel members. The bridge was retrofitted with base isolation and viscous dampers.
- *Damon Slough Bridge*: Performed elastic analysis of 4-lane skewed RC box girder bridge providing access to the Oakland Coliseum. The deck is supported by seat type abutments and bentcaps, themselves supported by brittle pre-stressed driven piles driven into the soft soil medium of the slough. Performed capacity evaluation of existing piles, which were found to be deficient; helped in the parametric studies needed to select suitable retrofit CISS pile size and layouts.
  - *North "P" Street Underpass*: The structure is a 4 span simple supported, precast, prestressed box girder railroad bridge supported on seat abutments and CIDH pile bents encased in pier walls, built in 1976. This bridge was evaluated and found to meet Caltrans "No Collapse" criteria.
  - *5th & 6th Street Viaduct*: Performed independent check for a 2820' long bridge connecting Route 880 to Route 980 in Oakland. This RC bridge structure is connected to 3 entrance ramps and two exit ramps. Bridge was retrofitted by conventional means.
  - *5th & 6th Street Viaduct - Market Street Ramp*: Performed EQ retrofit analysis and design for a 806' long section of Route 880 in Oakland, and one exit ramp. This bridge connects directly to the new Cypress Structure. Bridge was retrofit by conventional means.

**Residential Buildings:**

- *Misc Soft Story Retrofits*: Performed misc analysis and design work on a consultant basis for various 3-4 story buildings with ground level soft stories in San Francisco. These buildings were identified and found to be subject to San Francisco Building Code Mandatory Earthquake Retrofit guidelines for Wood Frame Buildings, and required to satisfy retrofit requirements of SFBC Section 3406B.
- *33 Ocean Avenue, Bolinas*: Retrofitted the foundation and timber framing of an existing 3-story wood-frame house on a steep grade built in 1928. The existing deficient pre-code perimeter stem wall was encased in reinforced walls connected to a drilled pier and grade beam frame. Walls and diaphragms were strengthened and tied together per ASCE 7-05 requirements. Performed construction inspection of project.
- *89 Wharf Road, Bolinas*: Performed retrofit design of a single story wood-frame pre-code dwelling on pilings of unknown embedment into the Bolinas Bay lagoon. The retrofit project was reviewed and approved by the California Coastal Commission, in addition to the local building department.
- *9 Vallejo, Inverness*: Performed the design of a new 3 level, 2-story conventional wood-frame dwelling on 35% grade with a retaining wall on drilled pier and grade beam foundation. Performed construction inspection of project.
- *115 Forres, Inverness*: Retrofitted a 100 year-old two story residential wood-frame dwelling located within yards of the San Andreas Fault. Deficiencies were identified and conventional wood-frame construction strengthening and detailing were used to ensure proper load transfer from roof to foundation.
- *66 Laurel Drive, Inverness*: Retrofitted an irregular 1-2 story wood-frame structure located within yards of the San Andreas Fault. Retrofit solutions were innovative and varied, requiring complex detailing.

**Lizaranzu, Alistair\_E**  
**page 9 of 9**

**Alistair Lizaranzu, P.E.**  
Sole Proprietor

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PO Box 55, Inverness, California 94937  
Tel/Fax: (415) 663-8161  
[NBSD@horizoncable.com](mailto:NBSD@horizoncable.com)



- *Freestone Ranch House, Napa:* Retrofitted a large 100 year-old 3-story wood-frame structure whose entire lateral load resisting system had to be replaced or strengthened. A moment frame in two directions was needed due to the large amount of openings in two walls and a soft story condition.

**Commercial/ Institutional Buildings:**

- *Longs Drugs, Marketplace at Birdcage, Citrus Heights:* Performed retrofit of single-story CMU building, tying the roof diaphragm to the walls. Performed construction inspection of project.
- *Berryessa BART Station:* Project engineer for the design of a two-story steel building frame isolated from the elevated concrete Guideway (runway) structure. Developed elastic analysis finite element model and performed lateral load analysis and preliminary member sizing; assembled construction drawings for this project.
- *Bank of America Bulding, San Jose, CA:* Developed an elastic response spectrum analysis model of this historic 14 story building built in 1926, for use in the determination of retrofit schemes for the building and proposed underground BART Station entrance through the building lobby.
- *Seismic Evaluation of Buildings in Bay Area:* Performed building site inspection and evaluations per FEMA 310 requirements for use by insurance purposes, and wrote evaluation reports. Buildings evaluated ranged from large shopping centers to high tech commercial buildings, to the peer review of new 50 story residential towers under construction.
- *MUNI Central Subway:* Worked on the determination of expected damage to nearly 200 buildings from expected ground settlement due to tunnel excavation along a proposed extension of the MUNI line. Buildings were located along the historic San Francisco Union Square and Chinatown, and consisted of a multitude of structural systems, building size and shapes, construction types, and existing conditions. Performed site evaluations for all buildings, and created evaluation tool and methodology to determine approximate expected structural and non-structural damage to buildings due to expected settlement.
- *Fisherman's Wharf:* Performed evaluation and proposed repair of the substructure at Wharfs J-1 and J-3 for the Port of San Francisco. Gathered information with kayak underneath wharf to obtain accurate working drawings, and determined extent of substructure and piling damage due to pest infestation and marine corrosion; proposed repairs to address immediate life safety concerns for this historic San Francisco landmark.
- *Berkeley Public Safety Building:* Performed UBC static analysis for this 5-Story base isolated reinforced concrete essential facility, and was involved in the Non-linear Time History analysis for Maximum Credible and Design Basis Earthquake loads. Ran analysis for each of the five different slabs systems in the building, and came up with load values for slab design. Designed RC columns and footings, and designed misc steel frames in the building.
- *UC Berkeley Art Museum:* Engineer for this highly irregular RC building, located within yards of the Hayward Fault in Berkeley. Performed elastic Response Spectrum analysis of structure, as well as capacity evaluation of critical elements in the building. This structure was found to be vulnerable to collapse in the event of a moderate earthquake, and worked in the selection of retrofit alternatives.
- *Treasure Island Building 450:* performed retrofit evaluation of a two story steel moment frame structure with concrete shear walls on soft soil. Performed Elastic Response Spectrum Analysis, and identified deficiencies in the structure, as well as adequacy of retrofit schemes. Wrote evaluation report for the structure.

## **Response to Lizaranzu, Alistair\_E**

*Note: The comments from Mr. Lizaranzu, of North Bay Seismic Design (NBSD), refer to the slides presented by Caltrans at the June 15, 2017, public meeting held in Point Reyes Station on the Lagunitas Creek Bridge Project.*

### **Response to Comment 1: Geologic hazards – liquefaction**

(Slide 1) The bridge site has liquefaction potential at the abutments as per *Revised Seismic Design Recommendations* dated December 7, 2016, developed by Caltrans. Liquefaction potential at the piers is not identified because the preliminary soil investigation was based on limited borings done close to the abutments only. The December *Revised Seismic Design Recommendation Report* is preliminary, and a final assessment on liquefaction potential, settlement, and lateral spreading at abutments and piers for the new foundation system will be addressed during the design phase of the bridge. The expected settlements at the piers cannot be evaluated due to the presence of short timber piles of unknown capacity and condition.

### **Response to Comment 2: Site geologic hazards – lateral spreading due to liquefaction**

(Slide 2) This slide (page 50) is conceptual in nature and does not apply to Lagunitas Creek Bridge, as labeled on the slide in red. Any lateral spreading at the abutment during a seismic event would lead to loss of support for the concrete span. Any loss of support to the bridge span could cause collapse of the approach spans. Compression forces in the deck, shown in the slide, are conceptual in nature, as mentioned earlier. These compression forces may not be an issue on the substructure members, and geologic conditions can be accommodated in many ways during the bridge design phase.

### **Response to Comment 3: Review deficiencies and retrofit solutions – approach spans**

(Slide 3) Caltrans agrees that upgrading of the bridge railing is not a seismic requirement. However, it is needed for safety reasons and to prevent the “fracture-critical” steel-truss member from being hit by vehicular loads. Any loss of fracture-critical steel-truss members could cause the collapse of the bridge.

### **Response to Comment 4: Review deficiencies and retrofit solutions – steel pony truss**

(Slide 3) Caltrans agrees with the global solution of retrofitting by replacing the steel-truss superstructure. The global solution basically consists of replacing the whole steel trusses with new trusses built offsite. For the substructure retrofit, many retrofit alternatives can be developed, as long as they meet the project purpose and need. The foundation can be retrofitted several ways, as shown by both Caltrans’ alternative and NBSD’s preliminary drawings. NBSD provides conceptual substructure retrofit options that require further development with more details so that it can be evaluated appropriately. However, the level of intrusiveness in regard to the project constraints is close between the Caltrans’ alternative and NBSD suggestions. Both would require similar in-water work and apply similar concepts to strengthen the foundation. The retrofit presented by Caltrans, which includes new piles and a deep foundation, is the most robust, well-tested option that has been commonly used for retrofitting these types of bridge foundations. Regardless of which substructure retrofit option is considered, project constraints are not driven by the substructure retrofit but by the option chosen for the superstructure retrofit.

### **Response to Comment 5: Review deficiencies and retrofit solutions – deck slab**

(Slide 3) Caltrans’ *Investigation of Corrosion of the Lagunitas Creek Bridge No. 27 0023, California Route 1 PM 28.51*, dated December 7, 2016, reported thickness losses of up to 43 percent for the top angles. Most of the corrosion areas are located at the fraying surfaces where water appears to catch (close to connections). Replacing the top angles and other members at the



connections would be complicated, time consuming, and costly. Depending on the corroded condition of the connection members, Lagunitas Creek Bridge may require temporary support in the creek.

**Response to Comment 6: Review deficiencies and retrofit solutions – piers**

(Slide 3) The Retrofit Alternative 1 proposed by Caltrans does not require existing piers to be removed. The proposed new cast-in-steel-shell pile shafts do not require a temporary work platform or a cofferdam to construct. The Base Retrofit Options 1 – 4 as proposed by NBSD need to address connections between the unreinforced pier cap and timber piles. These connections need to be strengthened to transfer seismic loads to the timber piles. Micropile connection details with the unreinforced concrete pier need to be studied and developed in more detail. Micropiles are not considered effective in resisting lateral seismic shear demands. Retrofit construction work at the pier cap to timber pile connection may require a cofferdam in the creek. Furthermore, encasing the piers with steel jacket may create corrosion issues and therefore is not recommended from a maintenance perspective.

**Response to Comment 7: Review deficiencies and retrofit solutions – roadway**

(Slide 3) Caltrans acknowledges the comment that the roadway (on the bridge) has had no problems with accidents, inadequate pedestrian access, inadequate bicycle access, or other issues. This would have no effect on a retrofit design.

**Response to Comment 8: Review deficiencies and retrofit solutions – abutments**

(Slide 3) Caltrans agrees, new cast-in-drilled-hole (CIDH) or cast-in-steel-shell piles and catcher beam system (similar to what has been proposed at the piers as shown in Caltrans Retrofit Alternative 1) can be used at the abutment in lieu of constructing new abutments.

**Response to Comment 9: Retrofit – substructure abutments**

(Slide 4) Caltrans agrees, minor concrete cracks can be repaired by epoxy injection. Caltrans does not know the source of the photo in the slide (i.e., separation of footing from abutment).

**Response to Comment 10: Retrofit – piers**

(Slide 5) Historical background of the use of timber piles for this type of bridge may be true, but what was used on this bridge is not known. Furthermore, the structural integrity (rotting/decay) of the timber pile material, due to 88 years of submerged conditions in the creek and sustained loads, is also not known.

**Response to Comment 11: Retrofit – substructure**

(Slide 5) There is no specific comment, so no response to Comment 11 is provided.

**Response to Comment 12: Retrofit – piers**

(Slide 5) Caltrans believes it is unlikely that the retrofit cost for this 88-year-old, highly corroded bridge will be 25 percent of replacement cost. The higher retrofit cost compared to the cost of replacement of the bridge is one of the many factors that led to Caltrans' recommendation to replace the existing bridge instead of a retrofit. There are other factors, as discussed in Caltrans' reports, that have led to the recommendation for bridge replacement, such as life cycle cost, etc.

**Response to Comment 13: Retrofit – substructure truss**

(Slide 6) The statement in this comment is not true. Corrosion is widely spread above and below the bridge, as documented in Table 1 reprinted from the corrosion study report.

**Table 1: Highlights of Visibly or Measurably Corroded Members**

Truss Point	Side of Bridge	Side of Member	Member	Component	Potential Section Reduction
7	West	South	Floor Beam	Top Angle	44%
9	East	North	Floor Beam	Top Angle	43%
9	West	North	Floor Beam	Top Angle	43%
9	East	North	Floor Beam	Top Angle	43%
6	East	South	Floor Beam	Top Angle	40%
5	West	Bottom	Lower Chord	Gusset Plate	Unreadable
9	East	Interior	Lower Chord	Gusset Plate	38%
9	West	Bottom	Lower Chord	Gusset Plate	36%
6	West	Bottom	Lower Chord	Gusset Plate	33%
0	East	Top	Lower Chord	Cover Plate	Unreadable
10	West	Top	Lower Chord	Cover Plate	Unreadable
8-9	West	Top	Lower Chord	Cover Plate	23%
8	East	Top	Lower Chord	Cover Plate	18%
3	East	Top	Upper Chord	Cover Plate	17%
9-10	West	Top	Lower Chord	Cover Plate	16%
1	East	Top	Upper Chord	Splice Plate	17%
7	East	Top	Upper Chord	Splice Plate	17%
7	West	Top	Upper Chord	Splice Plate	17%
8	West	Exterior	Upper Chord	Channel Bottom Leg	40%
5	West	Exterior	Upper Chord	Channel Bottom Leg	37%

**Response to Comment 14: Retrofit – substructure truss**

(Slide 6) Inadequacy of the gusset plates and any other structural member of the steel truss is based on the cross section area loss as reported in the corrosion study report, *Investigation of Corrosion of the Lagunitas Creek Bridge No. 27 0023, California Route 1 PM 28.51*, dated December 7, 2016 (Caltrans Office of Structural Materials). Gusset plates have a potential area loss of up to 38 percent due to corrosion.

**Response to Comment 15: Retrofit – superstructure corrosion investigation**

(Slide 7) The tabular values shown are for the Lagunitas Creek Bridge and are documented in the corrosion study report, *Investigation of Corrosion of the Lagunitas Creek Bridge No. 27 0023, California Route 1 PM 28.51*, dated December 7, 2016 (Caltrans Office of Structural Materials).

**Response to Comment 16: Retrofit – superstructure deck**

(Slide 8) Please see the response to Comment 3 above. Caltrans agrees, upgrading of bridge railing is not a seismic requirement. However, it is needed for safety reasons and to prevent the “fracture-critical” steel-truss member from being hit by vehicular loads. Any loss of fracture-critical steel-truss members could cause collapse of the bridge.

**Response to Comment 17: Retrofit – superstructure deck**

(Slide 8) The Lagunitas Creek Bridge falls under “Full Removal Painting” category (existing coating system contains lead). This option is used when there is more than 20 percent of rust

spread throughout the bridge. The entire existing coating is removed by blast cleaning. Next all surfaces receive two full coats of primer paint followed by two full coats of finish coat paints. The designer in the advance planning phase estimated, based on his judgement, that the corroded/bad areas cover more than 20 percent of the bridge and therefore would require removal of the existing paint, after which steel members would be repainted. Furthermore, if a full truss replacement alternative is selected as the retrofit or if a new replacement alternative is selected, then removal of existing lead paint on corroded members would not be required.

**Response to Comment 18: Retrofit – roadway**

(Slide 3) Please see the response to Comment 7 above. Caltrans acknowledges the comment that the roadway (on the bridge) has had no problems with accidents, inadequate pedestrian access, inadequate bicycle access, or other issues. This would have no effect on a retrofit design. However, these features in the Build Alternatives were borne from safety standards and from community input regarding safety to and from school and for persons accessing Whitehouse Pool Park.

Loeb, Bobbi\_A

page 1 of 1

Caltrans District 4

1 I am in support of  
doing a retrofit on  
the green bridge.

2 I am very worried about  
the length of time  
the connection between  
Inverness and Pt.  
Reyes would be  
blocked and how  
it would impact  
older people and  
people with medical  
problems.

3 I feel that the  
other solutions  
are overkill and


Proud supporter of World Wildlife Fund

4 not needed.

I also think that the  
staging area should  
not be at the Pt.  
Reyes Animal Hospital.

Thank you for your  
consideration.

Sincerely  
Bobbi Loeb



## **Response to Loeb, Bobbi\_A**

### **Response to Comment 1: In Support of a true retrofit**

Caltrans notes the commenter's support for a retrofit alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives."**

### **Response to Comment 2: Concerned about the length of closure (blocked connection)**

Caltrans notes the commenter's concern about a temporary closure of the bridge. The EIR/EA documents the range of entities, business, public services, and community impacts that may result from a temporary bridge closure. Table 2.1.2-2 in Section 2.1.2 of the EIR/EA outlines the measures to minimize this disruption. Please see Table N-1 for the response to **Common Comment "CST-1, Minimize duration of construction."**

### **Response to Comment 3: Other solutions are overkill**

Caltrans acknowledges the commenter's opinion. None of the Build Alternatives proposed expand the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

### **Response to Comment 4: Consider alternative staging areas**

Caltrans notes the commenter's concern about staging areas. The staging area on the animal hospital property has been minimized for the Preferred Alternative (Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in). This also pertains to Alternatives 2a and 4a, both of which include the ABC, longitudinal move-in method. Chapter 1 of the Final EIR/EA provides a more detailed description of the alternatives. Also, please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging."**

Longstreth, Carolyn\_A  
page 1 of 1

IND\_LongCaro\_A

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**From:** Carolyn Longstreth [REDACTED]  
**Sent:** Friday, May 26, 2017 4:09 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Objection to proposed staging area

Hello CalTrans:

1 I am writing to entreat you to find another staging area. The proposal to monopolize the parking area of the Veterinary Hospital's parking lot is very unfair to a local business and its customers. In fact, it will likely drive the Pt Reyes Animal Hospital out of business and cause the owner financial ruin.

Another solution MUST be found!

Thank you for the opportunity to comment. --Carolyn

--  
Carolyn Longstreth

[REDACTED]

## **Response to Longstreth, Carolyn\_A**

### **Response to Comment 1: Find a different staging area, protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** for more about how the animal hospital was considered, **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

**Lopez, Ruth\_A**  
page 1 of 1

IND\_LopeRuth\_A

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**From:** Ruth Kantor Lopez [REDACTED]  
**Sent:** Tuesday, May 30, 2017 4:47 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** bridge comment

- 1 I live down the street from the Lagunitas Bridge in Point Reyes Station and I am concerned about the disruption and impact the bridge replacement would have on the neighborhood. It does not appear that a true seismic retrofit was analyzed as the only retrofit option proposed was a complete rebuild with a three time frame.
- 2 If a true seismic retrofit is not going to be considered then I **urge the No Build Alternative**. A rebuild would be a nightmare for the community.

Thank you,

Ruth Lopez



## **Response to Lopez, Ruth\_A**

### **Response to Comment 1: Consider true seismic retrofit, disruption of neighborhood**

Caltrans notes the commenter's support for a retrofit of the bridge. Caltrans evaluated a retrofit alternative as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018) posted on the project's website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). For many reasons, including disruption to the local economy and residents, Caltrans dismissed this alternative from further evaluation in the Draft EIR/EA. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives."** In addition, the responses to **Common Comments "CST-1, Minimize duration of construction," "CST-5, Traffic impacts of construction,"** and **"CIA-2, Community impacts."**

### **Response to Comment 2: No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

Lustig, Linda\_A  
page 1 of 1



1

May 23, 2017  
CALTRANS PROJECT Office of Environ Analysis MS-8B,  
Re: Green Bridge At Reyes Station.  
I'm very concerned about this project's  
effects on the adjacent Veterinary Clinic. Please  
make all necessary accommodations so that  
this business does not suffer so much that  
it doesn't survive.  
We need the Vet Clinic to remain - there  
is no alternative ~~near~~ near by.  
Thank you.  
Linda Lustig

## **Response to Lustig, Linda\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Lyman, Eleanor\_A  
page 1 of 1

IND\_LymaElea\_A

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**From:** Eleanor Lyman [REDACTED]  
**Sent:** Tuesday, June 06, 2017 2:22 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Please Consider No-Build Alternative or Seismic Retrofit -- NOT Complete Rebuild

Caltrans, Project Office of Environmental Analysis, MS-8B  
Re: the Lagunitas Creek Bridge(Green Bridge)

I live locally and use the bridge very often to get to Pt Reyes.

- 1 | My choice for replacing the bridge would be a "No build alternative" or a "True Seismic Retrofit".
- 2 | The timeline involved in the work should absolutely be minimized because of the impact on the community and the many people passing.
- 3 | The size of the proposed bridge by Caltrans, in my view, is not a good choice. It is much too big and not in keeping with the environment or, for that matter, even necessary.
- 4 | And, regardless of any further decision, please DO NOT USE the Point Reyes Animal Hospital as a staging ground, the financial impact for Dr. Whitney and the likely loss of this very valuable asset to our community is unconscionable. It's shocking that this would even be a consideration!

Eleanor Lyman  
Bolinas, California

--  
Eleanor Lyman  
[REDACTED]

## Response to Lyman, Eleanor\_A

### Response to Comment 1: Consider the No-Build Alternative or a true retrofit

Caltrans notes the commenter's support for the No-Build Alternative or a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives."**

### Response to Comment 2: Minimize construction timeline

Caltrans notes the commenter's preference to limit the construction timeline. The accelerated bridge construction (ABC) method which is part of the preferred Alternative 3a, three-span, Concrete bridge, will minimize the duration of construction period and to allow use of the bridge for most of the construction period. The associated bridge closure must occur within the allowable in-water work window to avoid impacts to sensitive aquatic species, which is limited to the dry season (typically June 1 to October 15) or as allowed to meet permit conditions. Caltrans has determined with community input that the period following Labor Day would minimize the bridge closure conflicts with tourism. Caltrans will minimize traffic impacts during construction with the implementation of the Construction Traffic Management Plan (see Project Feature TRANS-1, Construction Traffic Management Plan, in the Final EIR/EA). During construction of the Preferred Alternative, at least one lane on the existing bridge would remain open for traffic flow until the 2- to 3-week closure during which the bridge would be replaced. Please see Table N-1 for the responses to **Common Comments "CST-1, Minimize duration of construction," "CST-2, Closure timing - don't impact tourism season," and "CST-5, Traffic impacts of construction."**

### Response to Comment 3: Size of bridge not keeping with environment

Caltrans notes the commenter's concern about the size of the bridge. None of the Build Alternatives would expand the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

### Response to Comment 4: Avoid staging on the animal hospital parking area

Caltrans notes the commenter's concern about the location of staging areas. Different staging areas are identified to support different activities. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

**Lyon, Joan\_A**  
page 1 of 1

IND\_LyonJoan\_A

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**From:** Joan Lyon [REDACTED]  
**Sent:** Thursday, June 08, 2017 9:20 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Work on bridge

1 | Please take into account that the proposed bridge work over the Creek will be very harmful to the Point Reyes Animal Hospital. We in West Marin count on the Animal Hospital. They take care of animals in Bolinas, Stinson Beach, Olema, Point Reyes and surrounding areas. Dr. Whitney is a respected vet and we count on her services.

The staging area that has been planned for her parking area must be a miscalculation as there are several large lots in that area that would accommodate staging. The noise, dust and disruption to the care of animals is unthinkable. This plan will run her hospital out of business. We truly need her services.

2 | I also think that the smaller project of retro fit would be best. The small town character needs to be saved.

Please reconsider,

Joan M. Lyon  
[REDACTED]

## **Response to Lyon, Joan\_A**

### **Response to Comment 1: Protect the animal hospital and avoid staging on the animal hospital parking area**

Caltrans notes the commenter's concern for the animal hospital. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," and "NOI-1, Noise impacts."**

Different staging areas are identified to support different activities. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging."**

### **Response to Comment 2: Consider a true retrofit**

Caltrans notes the commenter's support for a retrofit alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," and "ALT-7, Size of bridge and visual/aesthetic character."**

**Machado, Christine\_A**  
**page 1 of 1**

IND\_MachChri\_A

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**From:** Christine Machado [REDACTED]  
**Sent:** Saturday, May 27, 2017 1:52 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** The need for parking for the veterinarian services in Point Reyes

Hello,

1 It is of the utmost importance that the veterinarian services in Point Reyes is able to keep up the business they do for all of West Marin. The Point Reyes Animal Hospital is the only veterinarian service for all of West Marin; that is Stinson Beach to the Point Reyes Light Lighthouse to Dillon Beach, the only one for farms and households. This business must be allowed to thrive during the Lagunitas Creek Bridge project. To fail to keep this establishment running is to fail West Marin.

Christine



## **Response to Machado, Christine\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

**Maendle, Mary Jo\_A**  
**page 1 of 1**

IND\_MaenMaryJo\_A

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**From:** [REDACTED]  
**Sent:** Friday, June 02, 2017 11:50 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Clinic

1 These are our current dogs relaxing before seeing the vet. I've been taking my dogs to this vet clinic since the 70's. We the local people of Pt Reyes rely on this clinic for all of our vet needs. And do you know that tourists who come here and their animals get in trouble they also use this clinic in an emergency. I do not approve of your plan mostly because of the clinic and also because I drive over that bridge 3 or 4 times a day. There has to be a better plan or count on the locals being up in arms. Please listen and read everything that you receive on this issue as it will impact our lives greatly  
Thank you  
Mary Jo Maendle



## **Response to Maendle, Mary Jo\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

**Mann, Gabrielle\_A**  
page 1 of 1

IND\_MannGabr\_A

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**From:** [REDACTED]  
**Sent:** Tuesday, June 20, 2017 10:05 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** in favor of no build bridge option

- 1 | To Whom it may concern, I greatly oppose the Caltrans plan to replace the green bridge, and I am in favor of the no build option! Thank You, Gabrielle Mann of Bolinas, CA

## **Response to Mann, Gabrielle\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," and "ALT-2, Describe the no-build scenario."

Marris, Trinka\_A  
page 1 of 1

IND\_MarTrin\_A



Caltrans -

1 It is urgent that you have complete consideration of the impact the Lagunitas Bridge project has on our local veterinary clinic. "Point Reyes Animal Hospital." This is the only animal hospital in our community and it is impertinent that the clinic stay open, the animals are ruined from noise pollution & Mary Whitney will not be out out of business. Trink Marris

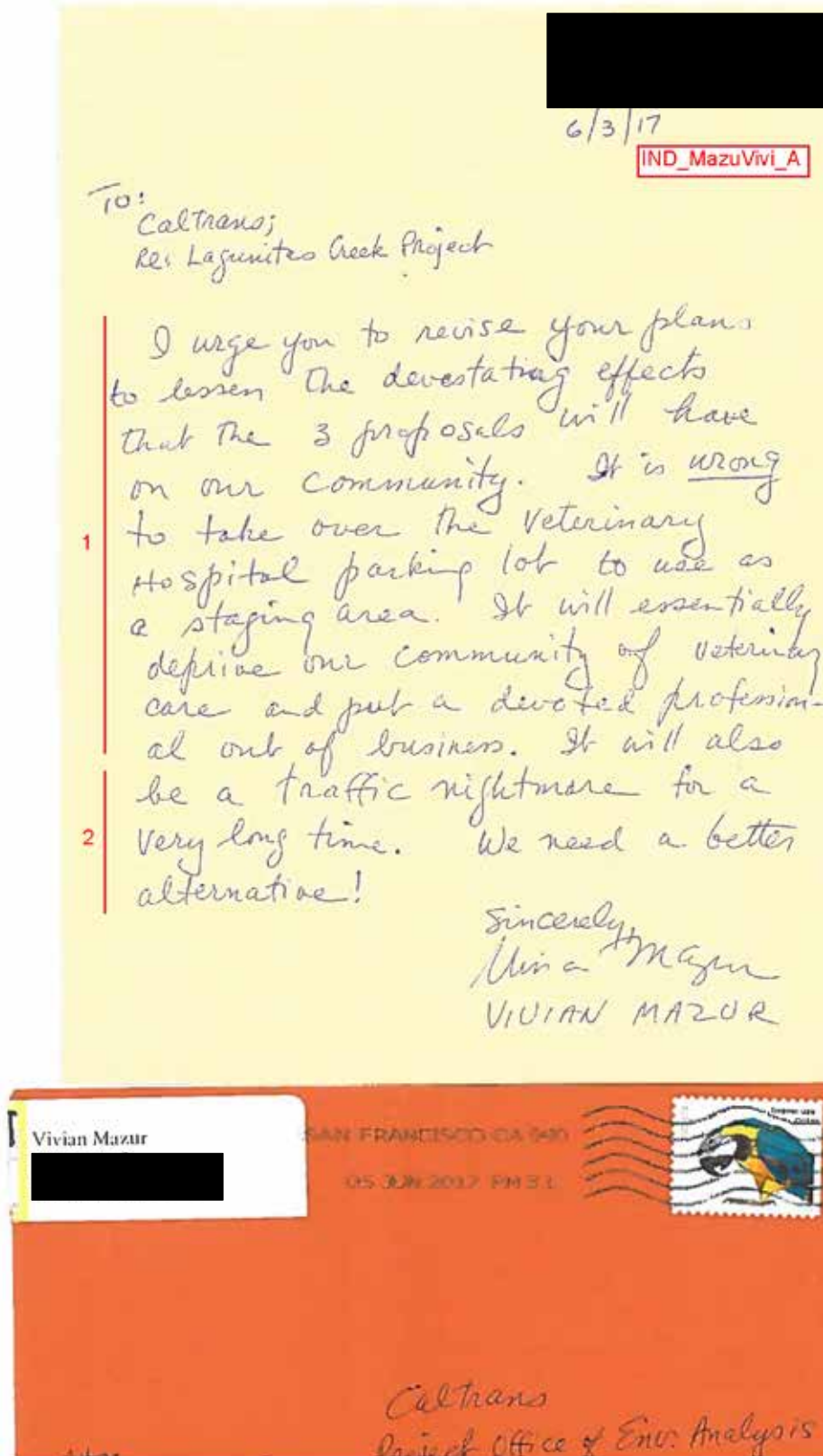
## **Response to Marris, Trinka\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-1, Protect the animal hospital."** Also see the responses to **Common Comments "ALT-4, Full range of alternatives," "NOI-1, Noise impacts,"** and **"CST-6, Consolidate staging."**

Mazur, Vivian\_A

page 1 of 1





## **Response to Mazur, Vivian\_A**

### **Response to Comment 1: Minimize impacts during construction**

Caltrans notes the commenter's concerns about community impacts. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-2, Community impacts."**

Different staging areas are identified to support different activities. Two staging areas are proposed on the animal hospital property: one to access the piers and abutments and one for relocating the utility pole to avoid conflict with overhead wires during construction. Each staging area would be used for short periods of time. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging,"** which provides more detail on how temporary construction easements and staging areas are used.

### **Response to Comment 2: Traffic effects on the town during construction**

Caltrans notes the commenter's concern about traffic impacts. The accelerated bridge construction (ABC) method which is part of the preferred Alternative 3a, three-span, Concrete bridge, will minimize the duration of construction period and to allow use of the bridge for most of the construction period. The associated bridge closure must occur within the allowable in-water work window to avoid impacts to sensitive aquatic species, which is limited to the dry season (typically June 1 to October 15) or as allowed to meet permit conditions. Caltrans has determined with community input that the period following Labor Day would minimize the bridge closure conflicts with tourism. Caltrans will minimize traffic impacts during construction with the implementation of the Construction Traffic Management Plan (see Project Feature TRANS-1, Construction Traffic Management Plan, in the Final EIR/EA). During construction of the Preferred Alternative, at least one lane on the existing bridge would remain open for traffic flow until the 2- to 3-week closure during which the bridge would be replaced. Please see Table N-1 for the responses to **Common Comments "CST-1, Minimize duration of construction," and "CST-5, Traffic impacts of construction."**

Mazur, Vivian\_B  
page 1 of 1

IND\_MazuVivi\_B



Lagunitas Creek Bridge Project  
June 15, 2017 – Public Meeting  
**COMMENT FORM**

Please leave your comments with staff during the meeting or mail it to the following address by June 24:

Eric DeNardo, Associate Environmental Planner  
Department of Transportation, Environmental Planning, MS 8B  
P.O. Box 23660  
Oakland, CA 94623

You can also email your comments to [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov). Please include your name, affiliation (if applicable), and address with your comments.

Name: VIVIAN MAZUR Date: 6/15/17

Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Please write comment on the back.

For more information, visit <http://www.dot.ca.gov/dist4/envdocs.htm> or email [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov).

Comment: I support no/build w/ working  
system.

## **Response to Mazur, Vivian\_B**

### **Response to Comment 1: Support for the No-Build Alternative with warning system**

Caltrans notes the commenter's support for the No-Build Alternative and a warning system for potential seismic events. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. The No-Build Alternative does not meet the purpose and need of the project. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," and "ALT-6, Consider seismic safety flashing lights."

McArthur, Holly\_A  
page 1 of 1

IND\_McArthur\_A

From: Holly McArthur  
Sent: Thursday, June 01, 2017 8:37 AM  
To: Lagunitas Bridge@CDOT  
Cc: Mary Whitney  
Subject: Lagunitas Creek Bridge



To Whom It May Concern:

1 I am writing to express my strong objection to the current plan for replacing the Lagunitas Creek Bridge in Point Reyes Station. Not only will it spell financial ruin for the small businesses in West Marin that we residents rely upon but the final result will be an overbuilt monstrosity not in keeping with the rural character of the area. The full replacement plan particularly burdens the small businesses in downtown Point Reyes, many of which already struggle to stay afloat. We locals depend on the services of these businesses!

2 Making the single veterinary hospital in the area bear so much of the burden and disruption is clearly unfair to the private practitioner herself but also leaves a rural area, dense with companion animals, potentially entirely unserved. There are no "911" services for pets, so we depend on the availability of our local expert. If Dr. Whitney is forced to close up shop, the chances of a veterinarian coming back into the area is almost zero. It would be a tragedy to have that be a long term consequence of this project. Please consider a seismic retrofit. While still a disruption, the needed safety improvements could be made while still giving this unique rural enclave the chance to survive the process.

Sincerely,

Holly McArthur  
Nicasio, CA



Yahoo Mail Stationery

## **Response to McArthur, Holly\_A**

### **Response to Comment 1: Oppose replacement options, as the alternatives are out of character**

Caltrans notes the commenter's opposition to the proposed Build Alternatives. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. See Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-4, Full range of alternatives," and "CIA-2, Community impacts."**

None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

### **Response to Comment 2: Protect the animal hospital and consider a retrofit**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging."**

Please see the response to Comment 1 above, regarding the commenter's request to consider retrofitting the bridge.

**McClaskey, Genevieve\_A**  
page 1 of 1

IND\_McClGene\_A

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**From:** Genevieve McClaskey [REDACTED]  
**Sent:** Saturday, June 24, 2017 10:09 AM  
**To:** Denardo, Eric@DOT  
**Subject:** Lagunitas Creek Bridge Project

I live in Point Reyes Station, CA and did attend the meeting at the Dance Palace last week.

My comments are:

1. Bridge needs to be replaced before it collapses for any reason. (deterioration, seismic)  
Residents on the other side of the Bay need access to Post Office, schools, shopping in Pt. Reyes.  
Water ( 8" ? pipe ) to residents of Inverness Park and area might be unavailable.
2. The effect on the Veterinary clinic will be the same for any other options other than doing nothing. If nothing is done and the bridge fails, it will be years before a new bridge will be built.  
My hope is that the community will band together to be of assistance to that business since CalTrans seems to be prohibited from using taxpayer funds to help.
3. Alternative 3-a , 3- span, Concrete bridge, ABC, longitudinal move in seems logical. (to me!) It is the most attractive, more in keeping with the look of the present bridge.  
Cost - 8 Million vs more for other choices  
1 year total construction time vs 3 years. (total bridge closure of 3 weeks and detour with 24/7 construction- more noise)

Thank you for the opportunity to comment.

Genevieve McClaskey [REDACTED]

## **Response to McClaskey, Genevieve\_A**

### **Response to Comment 1: Support for a bridge replacement**

Caltrans notes the commenter's support for the replacement of the bridge (Build Alternatives), and that it is based on preserving access to Point Reyes Station by tourists and residents on the other side of the Bay. Caltrans acknowledges the North Marin Water District (NMWD) water lines (one under the bridge and one under the culvert) in the Final EIR/EA in Section 2.1.4, Utilities. Caltrans has been coordinating with the NMWD on activities affecting this water line.

### **Response to Comment 2: Impacts on the animal hospital**

Caltrans notes the commenter's support of the animal hospital and that effects of all Build Alternatives would have the same effects on the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

### **Response to Comment 3: Support for Alternative 3a**

Caltrans acknowledges the commenter's support for Alternative 3a. Based on community input, Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. This alternative matches the look of the present bridge and consists of up to a 1-year construction period, with the majority of the construction occurring within 5 months, including a 2- to 3-week bridge closure.

**McClaskey, Mike\_A**  
page 1 of 1

IND\_McCIMike\_A

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**From:** Michael McClaskey [REDACTED]  
**Sent:** Thursday, June 22, 2017 11:19 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge draft EIR comments

Dear Mr DeNardo,

I appreciate the efforts of Caltrans district 4 staff to ensure the safety and functional integrity of the Lagunitas Creek Bridge.

I also extend my thanks to the entire staff for bravely holding meetings in the community to present the replacement rational and options and listen to community concerns.

The entire West Marin Community is dependent upon the ongoing longterm ability of Lagunitas Creek bridge to carry routine and emergency traffic, as well as providing the essential support structure for North Marin water mains serving Inverness Park and Drakes View Drive residents.

Failure of Lagunitas Bridge during a seismic event would be severely costly not only in the short term but could be economically disastrous in the long term for the many people and businesses that depend on frequent and expedient communication across Lagunitas Creek.

1 A severe seismic event that disabled the bridge would also be very likely to impact other routes in and around the area. The potential for several directions of travel to be impaired simultaneously is even more reason to take precautions now, to insure that this one very critical link will withstand a substantial seismic event.

Like many local residents I would prefer that we could keep our old small bridge, but I would much prefer to experience the short term inconvenience of a planned bridge replacement than risk the disaster of having no bridge and no plan for replacement in the event of an earthquake or other cause of failure.

I support the ABC method as the least inconvenient and the least impact to both the creek and residents.

2 Although I will miss the old truss bridge, I prefer the concrete bridge as a replacement alternative as it is the narrowest possible option.

3 I hope to preserve the faux truss as an option to consider, though other designs may ultimately prove themselves as more esthetically pleasing.

Thank you for your consideration ,

Mike McClaskey  
Point Reyes Station



## **Response to McClaskey, Mike\_A**

### **Response to Comment 1: Support for a bridge replacement**

Caltrans notes the commenter's support for the replacement of the bridge (i.e., Build Alternatives) and that this is based on preserving access to Point Reyes Station by tourists and residents on either side of the bridge, especially if there is the potential for a seismic event that could disable the existing bridge and the economic impact to businesses in the area should that occur without replacement of the bridge. Caltrans acknowledges the North Marin Water District (NMWD) water lines (one under the bridge and one under the culvert) in the EIR/EA in Section 2.1.4, Utilities. Caltrans has been coordinating with the NMWD on activities affecting this water line.

### **Response to Comment 2: List of preferred bridge features**

Caltrans notes the commenter's support for a list of preferred bridge features that are characteristics of Alternative 3a. Based on community input, Caltrans has identified Alternative 3a as the Preferred Alternative. This alternative is more in keeping with the look of the present bridge and consists of up to a 1-year construction period, with the majority occurring within approximately 5 months, including a 2- to 3-week bridge closure. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."**

### **Response to Comment 3: Preserve the faux truss option**

Caltrans notes the commenter's request to consider preserving the faux truss of the existing bridge if it proves more aesthetically pleasing.

**McClure, Julie\_A**  
**page 1 of 1**

IND\_McClure\_A

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**From:** Julie McClure [REDACTED]  
**Sent:** Friday, June 02, 2017 8:00 AM  
**To:** Lagunitas Bridge@DOT <[lagunitasbridge@dot.ca.gov](mailto:lagunitasbridge@dot.ca.gov)>  
**Subject:** consideration for project

- 1 I am writing to express my concern to the impact of the neighboring business, the Pt. Reyes Animal Hospital. Please make every effort to consider the bridge construction needs with the least impact to their business. For such a rural area, this veterinary service is in a critical location.
- 2 Please also consider doing the necessary closure during the off season months. As you know there is a tremendous amount of tourism in this area.

Thank you,

Julie McClure  
From Bolinas

## **Response to McClure, Julie\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

### **Response to Comment 2: Avoid bridge closure during tourist seasons**

Caltrans notes the commenter's preference for road closure to occur in the off-season. The accelerated bridge construction (ABC) method which is part of the preferred Alternative 3a, three-span, Concrete bridge, will minimize the duration of construction period and to allow use of the bridge for most of the construction period. The associated bridge closure must occur within the allowable in-water work window to avoid impacts to sensitive aquatic species, which is limited to the dry season (typically June 1 to October 15) or as allowed to meet permit conditions. Caltrans has determined with community input that the period following Labor Day would minimize the bridge closure conflicts with tourism. Caltrans will minimize traffic impacts during construction with the implementation of the Construction Traffic Management Plan (see Project Feature TRANS-1, Construction Traffic Management Plan, in the Final EIR/EA). During construction of the Preferred Alternative, at least one lane on the existing bridge would remain open for traffic flow until the 2- to 3-week closure during which the bridge would be replaced. Please see Table N-1 for the responses to **Common Comments "CST-2, Closure timing - don't impact tourism season," and "CST-5, Traffic impacts of construction."**

**McDaniel, Chip\_A**  
page 1 of 1

IND\_McDaChip\_A

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**From:** Chip McDaniel [REDACTED]  
**Sent:** Wednesday, May 24, 2017 6:58 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Failure (again) to listen to local input

Regarding the upcoming replacement of the Lagunitas Creek Bridge (The Green Bridge) in Point Reyes, I would like to offer these thoughts, which I'm sure, reflect most of the local resident's feelings regarding replacement/repair of same. Caltrans, once again, is not listening to, and disregarding public input, and demonstrating a complete lack of consideration for their effect(s) on a very important asset to all of West Marin, The Point Reyes Animal Hospital. It provides very important Local veterinary service and medicine for animals in need of same, in West Marin.

- 1 By choosing to use the Hospital's parking lot instead of four other nearby sites, especially the very large lot on the other side of the creek from the hospital, Cal Trans will ultimately shut down this valuable service to West Marin, and force animals in need to be driven over the hill to East Marin. In some cases, this may mean the difference between life and death to that animal.

Please reconsider your planning and pay attention to the local citizens of West Marin, they usually know what's best for West Marin, and especially Point Reyes, in this situation.

Chip McDaniel  
Novato, CA

## **Response to McDaniel, Chip\_A**

### **Response to Comment 1: Community input and protect the animal hospital**

Caltrans notes the commenter's interest in community input and concern for the animal hospital. Please see Chapter 4 of the Final EIR/EA, which describes how public and agency input has been integrated into project development, and see Table N-1 in the introduction to this appendix for the response to **Common Comment "PUB-2, Public outreach process,"** which provides more detail on the multidisciplinary process.

Caltrans has considered the impacts on the animal hospital and other affected properties. Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and will maintain access to the property throughout construction. Because access will be maintained to the animal hospital, relocation will not be required. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CIA-2, Community impacts."**

Different staging areas are identified to support different activities. Two staging areas are proposed on the animal hospital property: one to access the piers and abutments and one for relocating the utility pole to avoid conflict with overhead wires during construction. Each staging area would be used for short periods of time. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging."**

McEneany, Michael\_B  
page 1 of 1

IND\_McEnMich\_B



Lagunitas Creek Bridge Project  
May 10, 2017 – Public Meeting  
**COMMENT FORM**

1

Please leave your comments with staff during the meeting or mail it to the following address by DATE:

Eric DeNardo, Associate Environmental Planner  
Department of Transportation, Environmental Planning, MS 8B  
P.O. Box 23660  
Oakland, CA 94623

You can also email your comments to [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov). Please include your name, affiliation (if applicable), and address with your comments.

Name: MICHAEL McENEANY Date: 5-10-17

Affiliation (if applicable): INVERNESS RESIDENT

Address: [REDACTED]

Email: [REDACTED]

Please write comment on the back.

For more information, visit <http://www.dot.ca.gov/dist4/envdocs.htm> or email [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov).

Comment:

1 I SPOKE TO MANNY CALUYA  
ABOUT THE POSSIBILITY OF STAGING  
ON THE WEST SIDE OF Hwy 1 RATHER  
THAN ON THE EAST SIDE PROPERLY LOCATION  
OF THE VETERINARY HOSPITAL

## **Response to McEneaney, Michael\_B**

### **Response to Comment 1: Consolidate staging on west side of bridge**

Caltrans notes the commenter's concern about staging area locations. Different staging areas are identified to support different activities. Please see Table N-1 in the introduction to this appendix for the response to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** which provides more detail on how temporary construction easements and staging areas are used. Please also see the response to **Common Comment "CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary.

McGee, Barry\_A  
page 1 of 1

IND\_McGeBarr\_A

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**From:** [REDACTED]  
**Sent:** Tuesday, May 30, 2017 11:07 AM  
**To:** Lagunitas Bridge@DOT

Hello,

1 | I am writing in defense of my lovely point reyes vet clinic. I was informed recently about the impact of the widening of the lagunitas bridge. Please do everything in your part to not impact this lovely institution that helps all of our pets.

Thank you for your time

With warm wishes

Barry McGee  
[REDACTED]



## **Response to McGee, Barry\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. This project will not widen the bridge or SR 1 right-of-way into the animal hospital property. Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and will maintain access to the property throughout construction. Because access will be maintained to the animal hospital, and no permanent acquisition is necessary, relocation will not be required. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "CIA-1, Protect the animal hospital," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging," which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

McLean, Ulla\_A  
page 1 of 1

IND\_McLeUlla\_A

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**From:** Ulla McLean [REDACTED]  
**Sent:** Friday, June 23, 2017 1:26 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas bridge project

Dear Cal-Trans,

- 1 I live in Point Reyes Station since 1964, the second driveway south of the "Green Bridge". I strongly oppose replacing the bridge. I support the "no build" option.  
The bridge is fine as it is.
- 2 The impact of the proposed bridge replacement will be enormous. The new proposed bridge is horribly out of character for our small rural community.  
I favor no action and no build.

Sincerely yours,  
Ulla McLean  
[REDACTED]

## **Response to McLean, Ulla\_A**

### **Response to Comment 1: No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

### **Response to Comment 2: Impact of bridge replacement, proposed bridge alternatives are out of character of small rural community**

Caltrans notes the commenter's concern about construction impacts and changes to the character of bridge. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the Final EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Based on community input, Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. This alternative is more in keeping with the look of the present bridge, is the narrowest of all the proposed Build Alternatives, and has up to a 1-year construction period, with the majority occurring within approximately 5 months, including a 2- to 3-week bridge closure. See Table N-1 for the responses to **Common Comments "CIA-2, Community impacts," "CST-1, Minimize duration of construction,"** and **"CST-2, Closure timing - don't impact tourism season."**

**McQuaid, Diana\_A**  
page 1 of 1

IND\_McQuDian\_A

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**From:** Diana mcquaid [REDACTED]  
**Sent:** Saturday, June 03, 2017 1:38 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** green bridge

To Caltrans:

- 1 I strongly object to the huge and unnecessary rebuild of our local bridge. We all depend on our animal clinic (Pt. Reyes Animal Hospital) and see no need for a 16 foot wide monstrosity in this rural area.
- 2 A Seismic Retrofit is really all that is needed. This project that is being proposed and pushed on our community is simply a horrific mistake.

I beg of you to reconsider and scale back the plan that would devastate businesses and traffic for years to come.

Thank you for reading my email and please consider a more compassionate alternative.

Sincerely, Diana E. M. McQuaid Bolinas, CA 94924

## **Response to McQuaid, Diana\_A**

### **Response to Comment 1: Objection to rebuild of bridge and protect the animal hospital**

Caltrans notes the commenter's objection to the rebuilding of the bridge. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," and "ALT-7, Size of bridge and visual/aesthetic character."

Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments** "CIA-1, Protect the animal hospital," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging," which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

### **Response to Comment 2: Consider a true retrofit**

Caltrans notes the commenter's support for a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives."

**Mead, Tauni\_A**  
**page 1 of 2**

IND\_MeadTaun\_A

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**From:** Tauni Meade [REDACTED]  
**Sent:** Wednesday, May 31, 2017 4:28 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge  
**Attachments:** Letter for Lagunitas Creek Bridge.docx

Please find attached a Letter Against the Proposed Lagunitas Creek Bridge Project.

Thank you for allowing me to comment on this project.

Sincerely, Tauni Meade

Tauni Meade Garden Design  
[REDACTED]

**Mead, Tauni\_A**  
**page 2 of 2**

Tauni Meade



Caltrans, Project Office of Environmental Analysis, MS-8B  
Attn. Lagunitas Creek Bridge Project  
111 Grand Ave.  
Oakland, CA 94623

May 31, 2017

To Who It May Concern,

1 I am writing to you today to express my concern and despair over the Proposed Replacement of the Lagunitas Creek Bridge in Point Reyes Station. There are many aspects of this proposal that alarm me, but my main concern is the impact it will have on the Point Reyes Animal Hospital. While I reside in Stinson Beach, The Point Reyes Animal Hospital has cared for my pets for the last 42 years, since I was 8 years old. Dr. Mary Whitney has created an incredible health care facility for all of her West Marin patients. She has dedicated herself to providing top of the line care, investing in state of the art equipment and employing highly trained professional staff.

2 The plan to use the parking area of the Point Reyes Animal Hospital as a Staging Area for the construction of the bridge would have countless repercussions. With so much open space in the area, why damage a vital business in the community? Surely another nearby area could be used. Imagine not being able to park or access the front door with your cat in the car that needs care, or driving an additional 30 minutes just to get to the vet, or even worse you are racing to the hospital with a medical emergency only to find the Office inaccessible. Not only is access an issue, but the noise and vibrations from the large equipment would only add to the stress level of a very stressed animal. It would be devastating, and has the potential to cost the lives of our beloved pets.

3 Please consider a No Build Alternative or a true Seismic Retrofit for this Bridge Project. This bridge is a lifeline between the communities to the south and west of Point Reyes Station and should not be closed down with minimal access for 1-3 years. I have watched Point Reyes Station go from a small, thriving agricultural town, to a town in decline, to a town that reinvented itself as an international destination. This Proposal would send Point Reyes Station into decline once again and all of the people that have spent their time, energy and money to create businesses would surely be wiped out.

I strongly urge you to go back to the drawing board to find a solution for a Seismic Retrofit that would have the lightest impact as possible.

Thank you for your consideration.

Tauni Meade  
Stinson Beach Resident and Owner of two dogs and one cat that are patients of the Point Reyes Animal Hospital.

## Response to Mead, Tauni\_A

### Response to Comment 1: Protect the animal hospital

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital."**

### Response to Comment 2: Consider alternative staging areas

Caltrans notes the commenter's concern about staging area locations. Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and will maintain access to the property throughout construction. Because access will be maintained to the animal hospital, and no permanent acquisition is necessary, relocation will not be required. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise and vibration reduction measures. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," and "NOI-1, Noise impacts."**

### Response to Comment 3: Consider the No-Build Alternative or a true retrofit

Caltrans notes the commenter's support for a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives."**



Meghrouni, Michelle\_A  
page 1 of 1

IND\_MeghMich\_A

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**From:** Michelle Meghrouni [REDACTED]  
**Sent:** Thursday, June 22, 2017 3:50 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Save the Green Bridge at Point Reyes

- 1 | This is a travesty. I frequent the Point Reyes/Inverness area and I oppose Caltrans' plan to replace the Green Bridge, and I support the "no build" alternative. Point Reyes is one of the last remaining quaint communities and will be unnecessarily impacted for decades by this project.

## **Response to Meghrouni, Michelle\_A**

### **Response to Comment 1: No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and impacts on sensitive environmental habitat, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," and "ALT-2, Describe the no-build scenario."

**Meghrouni-Brown, Andrea and Jeff\_A**  
**page 1 of 2**

IND\_MeghBrow-AndJef\_A

**From:** Andrea Meghrouni-Brown [REDACTED]  
**Sent:** Friday, June 23, 2017 7:09 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Bridge Comments  
**Attachments:** Caltrans Letter Green Bridge.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Please see below and attached correspondence regarding the Lagunitas Bridge Project.

June 23, 2017  
 Caltrans District 4  
 Attn: Lagunitas Creek Bridge Project, Eric DeNardo  
 Office of Environmental Analysis, MS-8B  
 111 Grand Ave  
 Oakland, CA 94623  
[Lagunitas\\_bridge@dot.ca.gov](mailto:Lagunitas_bridge@dot.ca.gov)  
 Re: **Lagunitas Creek Bridge Project**  
 Dear Caltrans:

We are property owners in Point Reyes Station. This letter sets forth our comments on the Draft Environmental Impact Report for the Lagunitas Creek Bridge Project.

- 1 We adamantly oppose each and every alternative that Caltrans proposes to replace Green Bridge-- the existing bridge crossing Lagunitas Creek. As described below, there are many reasons why no new bridge should be built. In short, Caltrans has attempted to shove the new bridge concept down the throats of the community without adequate analysis. Caltrans needs to start over and conduct a full assessment to identify less disruptive options for improving the seismic safety of Green Bridge. Then, Caltrans could present to the community a full range of tangible alternatives which could be evaluated for actual risks and potential ways of reducing those risks, if necessary, in a manner that minimizes impacts to our community and our environment, and preserves our rural character.

- 2 **Inadequate Assessment of Risk.** Caltrans replacement scenario assumes a 7.9 earthquake would cause the bridge to collapse. But the likelihood of such an event seems extremely remote. Even if such a seismic event were to occur, it would devastate the area, including buildings in town and the dam that feeds Lagunitas Creek. Getting across the bridge would be of minor concern given the devastation that could be wrought on a greater and more impactful scale. If Caltrans is really concerned with "saving lives" as was stated at the June 15 meeting, install a Shake Alert warning system. Cars cross the 150 foot-long Green Bridge in just a few seconds. While it is highly unlikely any vehicle would be on the bridge at the time of a hypothetical bridge collapse, the risk can be reduced immediately and cheaply with a Shake Alert warning light system. Such a system would be far less costly, and avoid the serious damage to our community and our environment that would occur with the construction of a new bridge.

- 3 **No Real Retrofit Alternative.** It is appalling that after two years of repeated requests by both multiple individuals and multiple community organizations that Caltrans investigate and analyze true seismic retrofit alternatives, the only alternatives Caltrans has come up with are design and build choices. This has obfuscated the real issue, which is to identify options for the community based on a thorough risk analysis. Caltrans is required to analyze a "reasonable range of alternatives" to address the stated need of seismic safety. It has not done so. It is more appalling how Caltrans managed to hide behind the smoke and mirrors of a "retrofit" which

## Meghrouni-Brown, Andrea and Jeff\_A

page 2 of 2

was really just a rebuild of the bridge in a different guise. Caltrans' deception on a retrofit option caused its so-called Stakeholder Working Group to reject it.

Blatant attempts to influence those whom the community trusts to voice their concerns is simply wrong, and proves my point about shoving this down the collective throats of our community. Just like the meeting in early May, 10 miles away in Marshall, where the impact of changes to Green Bridge are minimal and the Point Reyes, Olema and Inverness residents would have to go out of their way to attend and have their voices heard, then lo and behold, extending the comment period by a couple of weeks, when most folks haven't really been able to wrap their heads around the project. Oh, and the meeting in Point Reyes Station...well, that was also designed to be a low-turnout event too, with information on comment period changing, it was confusing to those who wanted to be engaged.

4 **Lack of Clear Impacts and Mitigations Assessment.** The impacts and mitigations described under the Draft EIR are not sufficiently described (or in some cases, completely missing) for the scale of such a project in this environmentally sensitive and small rural area. For example, for the full replacement options, precisely how long will there be pile driving in the creek? One-way alternating traffic, and associated traffic jams? Horrendous construction noise? Night time construction? And how specifically will Caltrans remove the existing piers in the creek, and what pollution precautions will be taken to prevent pier removal from fouling Lagunitas Creek impacting the salmon and steelhead migration? Animal and aquatic life in the creek will be potentially  
5 irrevocably disrupted. Why isn't there a review and assessment of these impacts by other governing agencies, such as the California Coastal Commission, opining on the impacts? Vague assertions of what Caltrans "might" do to reduce impacts are inadequate, and figuring them out can't be put off until some unknown later date. We need to know now. We need to know how Caltrans expects to manage the effects of the project on the fish, river otters, birds, turtles and other species that call Lagunitas Creek home. We need to know how Caltrans will mitigate the effects of this construction project on the surrounding areas and traffic flow.

**Size and Scope of New Bridge Design Does Not Improve Safety for Bridge Users.** Wider lanes and sidewalks on the bridge make no sense. Safety on the bridge is not improved with the new bridge designs. Our Green Bridge adequately allows for the occasional pedestrian, equestrian and even the many cyclists that pass over it without incident. The lanes are the same width, or wider, than those on the Golden Gate Bridge! And, since there is no sidewalk abutting the road before and after the bridge, why would a wider pedestrian passage  
6 be necessary or even desirable? There are miles and miles of Highway 1 north and south of the bridge where vehicles and bikes must share the road. Green Bridge is able to accommodate both cyclists and drivers for the short passage over Lagunitas Creek. A larger and wider bridge will only encourage drivers to go faster, leading to more accidents at the Highway One and Sir Francis Drake Boulevard intersection, and enticing drivers to speed as they approach Point Reyes Station. I have personally witnessed many, many high performance car and motorcycle club drivers accelerating through this very busy intersection and over the bridge. A wider bridge can only encourage this. Further, Caltrans has made no effort to control speeds or make the area safer for  
7 pedestrians or equestrians with crosswalks or solar powered flashing speed signs, like those used in nearby Inverness. If bridge safety requires specific weight limit signs for vehicles, then those should be posted now.  
8 Wake up Caltrans! Any new bridge construction will affect this rural community and animal and fish habitats for years and years, if not forever. There is way too much at stake for us to sit idly by. If Caltrans is not willing to consider the approaches outlined in this letter, you can be assured that there will be more actions by the community and people like me.

Respectfully submitted,  
Andrea and Jeff Meghrouni-Brown

## Response to Meghrouni-Brown, Andrea and Jeff\_A

### Response to Comment 1: Support for the No-Build Alternative

Caltrans notes the commenter's opposition to any alternative presented in the Draft EIR/EA other than the No-Build Alternative. As stated in the EIR/EA under the Purpose and Need, the No-Build Alternative does not meet the requirements of the purpose and need for this project. The purpose of the project is "to provide a safe, seismically stable crossing of Lagunitas Creek on State Route 1." The No-Build Alternative does not meet this purpose and would fail in a credible seismic event. Caltrans evaluation of a reasonable range of alternatives is in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The selected Preferred Alternative, Alternative 3a, would be constructed within 1 year and would blend in with the existing community character, because this bridge type could be built with an ornamental truss to resemble the existing bridge or without a truss, creating more open views of the natural viewshed in the area. The selected Preferred Alternative is the narrowest of all alternatives and among the least environmentally impactful alternatives in terms of ground disturbance and property impacts during construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-4, Full range of alternatives."** In addition, please see Table N-1 for the responses to **Common Comments ALT-3, Definition of a true Retrofit," "ALT-4, Full range of Alternatives,"** and **"ALT-5, Less intrusive retrofit."**

### Response to Comment 2: Install ShakeAlert warning system

Caltrans notes the commenter's statement about what would occur in the event of a seismic event and support for the installation of a ShakeAlert warning system. The purpose of the project is "to provide a safe, seismically stable crossing of Lagunitas Creek on State Route 1." Installation of a ShakeAlert warning system would not meet the project purpose. Please see Table N-1 for the responses to **Common Comments "ALT-6, Consider seismic safety flashing lights,"** and **"GEO-1, Earthquake unlikely."**

### Response to Comment 3: No real retrofit alternative

See the response to Comment 1 above, and the Table N-1 for the response to **Common comment, "ALT-5, Less intrusive retrofit."** Caltrans notes the commenter's statement regarding the process of developing a project and involving the community. Regarding the engagement of the community and interested members of the public, please see Table N-1 for the response to **Common Comment "PUB-2, Public outreach process,"** which outlines community engagement efforts. CEQA requires a public review period of at least 30 days. Caltrans initially provided a 45-day public review period from April 26 through June 9, and extended the public review period by an additional 15 days in response to community requests.

Caltrans brought subject experts (structural engineers, civil engineer, biologist, and environmental specialist) to share information with the Stakeholder Working Group (SWG) so that they could be informed, ask questions openly, and provide their input. After every SWG meeting, Caltrans provided a newsletter to all residents by using a U.S. Post Office Every Door Direct Mail method to "blanket" residents in the region, as well as to people who had provided their mailing address to Caltrans to stay informed on this project. These newsletters, which reported on the status and findings of the SWG, were also posted on the project website for convenient access, along with the SWG meeting minutes. The process and outcomes of each meeting were readily available and accessible. The public was encouraged to participate through the articles in the newsletters and by the SWG representatives themselves, who solicited input into the process. However, the SWG and public input is only one input on the range of bridge

alternatives. Caltrans' Project Development Team, a multidiscipline team of experts, is tasked with balancing technical engineering public and environmental input to decide which alternatives are carried forward for further review.

#### **Response to Comment 4: Lack of clear impacts and mitigation assessment**

Caltrans notes the commenter's concern about the sufficiency of the EIR.

This environmental document was prepared in accordance with federal and state regulations. The EIR/EA complies with CEQA and NEPA and is consistent with the Caltrans Standard Environmental Reference (SER) (found at <http://www.dot.ca.gov/ser/envhand.htm>), which receives routine audits and reviews by FHWA. As directed by the SER, Caltrans coordinates with the agencies with jurisdiction over resources evaluated in the EIR/EA and works closely with these agencies to gather data about the existing environment to serve as the baseline. The studies prepared for the Lagunitas Creek Bridge Project were completed in accordance with regulatory agencies' requirements and professional standards and, therefore, provide the level of detail that is sufficient and provide the information necessary to allow informed decision-making about the environmental impacts of the project.

The AMMs, mitigation measures, and project features developed for construction impacts are consistent with professional standard practices for Caltrans infrastructure projects and include as much detail as is possible at this stage of development. Caltrans has disclosed all known environmental impacts, modified the proposed project in response to community concerns, and extended the public review period to the maximum allowed time under CEQA. This document was prepared in good faith.

There is no hammer-pile driving anticipated; piles will be augered within cofferdams. These activities would occur in the Site Preparation Phase, which is outlined in Sections 1.3.2.2 of the Final EIR/EA, and Section 1.4 of the EIR/EA provides generalized construction and schedule durations. There are many variables in the construction process, which prevents more specificity at this time. However, within the 3-month site preparation period, pile augering would occur during the early period of this first phase, with a likely duration of approximately 1 month. Traffic management would be necessary throughout construction, as evaluated and reported in Section 2.1.5 of the EIR/EA. One-way traffic control will be limited to non-peak periods.

Caltrans will minimize traffic impacts during construction with the implementation of the Construction Traffic Management Plan (see Project Feature TRANS-1, Construction Traffic Management Plan, in the Final EIR/EA). Please see Table N-1 for the response to **Common Comment "CST-5, Traffic impacts of construction,"** for more detail on how traffic would be managed to minimize congestion during construction. Refer to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, in the Final EIR/EA for the discussion regarding one-way reverse traffic control during construction.

Traffic during construction will be managed consistent with the California Manual on Uniform Traffic Control Devices (FHWA's MUTCD 2009, including Revision 1 & 2, as amended for use in California), Chapter 5, Manual of Traffic Controls, 1996 (Revision 2) which references Part 6, Temporary Traffic Control, Chapter 6a of FHWA's MUTCD (Found at <http://www.dot.ca.gov/trafficops/camutcd/traffic-manual.html>). The Manual provides fundamental principles of temporary traffic control; requirements of temporary traffic control plans and advance warnings; directs how detours and diversions are established and how flaggers manage traffic control; and provides instructions on specific traffic control methods and applications. The manual also addresses management of multimodal considerations, including commercial and personal vehicles, pedestrians, and bicyclists during construction.



For a discussion of impacts on traffic, construction noise, and community during construction, please see Table N-1 for the responses to **Common Comments “CST-1, Minimize duration of construction,” “CST-5, Traffic impacts of construction,” and “NOI-1, Noise impacts.”**

Caltrans notes the commenter’s statement on water quality impacts to the creek during construction activities. Through the installation of cofferdams, pier removal and construction can be conducted in a dry, separated space outside of creek flows. All debris and contamination can be removed with minimal effect on the creek flows. This was disclosed in EIR/EA Section 2.2.2.3, Environmental Consequences, of the Water Quality and Stormwater Runoff section, under construction impacts. Please also see Table N-1 for the response to **Common Comment “BIO-1, Biological impacts.”**

#### **Response to Comment 5: Fouling Lagunitas Creek ecosystem**

Caltrans notes the commenter’s statement regarding the potential impacts on the creek ecosystem and fish and other wildlife. Please review Final EIR/EA Section 2.3, Biological Environment, which discloses temporary and permanent impacts to vegetation, endangered species (including aquatic species), and non-listed animals, and lists the features and measures to reduce impacts.

The analyses of the construction impacts were included in the Draft EIR/EA with the scope of temporary construction impacts, because the habitat enhancements will be constructed during the same season and in the same area as bridge construction. Restoration of instream habitat is required per the USFWS Biological Opinion issued on April 27, 2018, and is to be performed when bridge construction is complete. Instream restoration work would be consistent with the California Salmonid Stream Habitat Restoration Manual, Fourth Edition (or as updated). The Manual describes the process for analyzing site-specific hydraulic conditions, choosing sites and materials, and selecting appropriate anchoring techniques (e.g., using rebar to pin logs in place). The Manual also includes a project evaluation and monitoring system to ensure documentation of project performance, which is important for the developing science of stream restoration. The specific details tailored to the site and required monitoring details are determined in agency permit development and provided in agency permit applications. This is referenced in Mitigation Measure BIO-A: Mitigation for jurisdictional water features. Refinement details will include the input and concurrence from the CDFW, and no further detail can be developed at this stage until the context of the area disturbed is available for the biologist and CDFW to assess and plan. Caltrans commits to completing the habitat restoration prior to completing the project.

Where there is a potential for impact to a protected species, Caltrans received a Biological Opinion from USFWS on April 27, 2018, and will implement Programmatic Biological Opinion No. 013-9731, which was issued in 2013 by the NMFS for bridge replacement projects. See Table 1-2 in the Final EIR/EA for all permits and approvals Caltrans will obtain. Please also see Table N-1 for the response to **Common Comment “BIO-1, Biological impacts.”**

#### **Response to Comment 6: Size and scope of new bridge design does not improve safety for bridge users**

Caltrans notes the commenter’s statement regarding scale and faster speeds of users on the proposed bridge. None of the Build Alternatives proposes expanding the capacity of SR 1 or of the bridge, and widening the length of shoulders by 3 feet for each side is not expected to increase speeds. Caltrans conducted a report on the engineering and a traffic survey in August of 2012. They found that prevailing speed were often lower than the posted speed limits. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment “ALT-7, Size of bridge and visual/aesthetic character.”** Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative; this alternative is the narrowest of all the

proposed Build Alternatives. Please also see Table N-1 for the responses to **Common Comments “TSP-1, Intersection at Sir Francis Drake Boulevard during operation,”** and **“TSP-2, Safety hazard.”**

**Response to Comment 7: Bridge safety and weight limits on bridge**

Caltrans notes the commenter’s concern regarding safety and faster speeds of users on the proposed bridge and posted weight limits. See Comment 6 above for traffic speeds concern. Regarding the comment about posted weight limits on the existing bridge, please see Table N-1 for the response to **Common Comment “PN-2, Live load limits.”**

**Response to Comment 8: Impacts on rural community and fish/animal habitats from new bridge construction**

Comment noted. Please see the responses to the comments above.



Meghrouni-Brown, Andrea and Jeff\_B (Duplicate)

page 1 of 3

IND\_MeghBrow-AndJef\_B

June 23, 2017

Caltrans District 4  
Attn: Lagunitas Creek Bridge Project, Eric DeNardo  
Office of Environmental Analysis, MS-8B  
111 Grand Ave  
Oakland, CA 94623  
[Lagunitas\\_bridge@dot.ca.gov](mailto:Lagunitas_bridge@dot.ca.gov)

Re: Lagunitas Creek Bridge Project

Dear Caltrans:

We are property owners in Point Reyes Station. This letter sets forth our comments on the Draft Environmental Impact Report for the Lagunitas Creek Bridge Project.

1 We adamantly oppose each and every alternative that Caltrans proposes to replace Green Bridge-- the existing bridge crossing Lagunitas Creek. As described below, there are many reasons why no new bridge should be built. In short, Caltrans has attempted to shove the new bridge concept down the throats of the community without adequate analysis. Caltrans needs to start over and conduct a full assessment to identify less disruptive options for improving the seismic safety of Green Bridge. Then, Caltrans could present to the community a full range of tangible alternatives which could be evaluated for actual risks and potential ways of reducing those risks, if necessary, in a manner that minimizes impacts to our community and our environment, and preserves our rural character.

2 **Inadequate Assessment of Risk.** Caltrans replacement scenario assumes a 7.9 earthquake would cause the bridge to collapse. But the likelihood of such an event seems extremely remote. Even if such a seismic event were to occur, it would devastate the area, including buildings in town and the dam that feeds Lagunitas Creek. Getting across the bridge would be of minor concern given the devastation that could be wrought on a greater and more impactful scale. If Caltrans is really concerned with "saving lives" as was stated at the June 15 meeting, install a Shake Alert warning system. Cars cross the 150 foot-long Green Bridge in just a few seconds. While it is highly unlikely any vehicle would be on the bridge at the time of a hypothetical bridge collapse, the risk can be reduced immediately and cheaply with a Shake Alert warning light system. Such a system would be far less costly, and avoid the serious damage to our community and our environment that would occur with the construction of a new bridge.

3 **No Real Retrofit Alternative.** It is appalling that after two years of repeated requests by both multiple individuals and multiple community organizations that Caltrans investigate and analyze true seismic retrofit alternatives, the only alternatives Caltrans

**Meghrouni-Brown, Andrea and Jeff\_B (Duplicate)**

page 2 of 3

has come up with are design and build choices. This has obfuscated the real issue, which is to identify options for the community based on a thorough risk analysis. Caltrans is required to analyze a "reasonable range of alternatives" to address the stated need of seismic safety. It has not done so. It is more appalling how Caltrans managed to hide behind the smoke and mirrors of a "retrofit" which was really just a rebuild of the bridge in a different guise. Caltrans' deception on a retrofit option caused its so-called Stakeholder Working Group to reject it.

Blatant attempts to influence those whom the community trusts to voice their concerns is simply wrong, and proves my point about shoving this down the collective throats of our community. Just like the meeting in early May, 10 miles away in Marshall, where the impact of changes to Green Bridge are minimal and the Point Reyes, Olema and Inverness residents would have to go out of their way to attend and have their voices heard, then lo and behold, extending the comment period by a couple of weeks, when most folks haven't really been able to wrap their heads around the project. Oh, and the meeting in Point Reyes Station...well, that was also designed to be a low-turnout event too, with information on comment period changing, it was confusing to those who wanted to be engaged.

- 4 **Lack of Clear impacts and Mitigations Assessment.** The impacts and mitigations described under the Draft EIR are not sufficiently described (or in some cases, completely missing) for the scale of such a project in this environmentally sensitive and small rural area. For example, for the full replacement options, precisely how long will there be pile driving in the creek? One-way alternating traffic, and associated traffic jams? Horrendous construction noise? Night time construction? And how specifically will Caltrans remove the existing piers in the creek, and what pollution precautions will be taken to prevent pier removal from fouling Lagunitas Creek impacting the salmon and steelhead migration? Animal and aquatic life in the creek will be potentially irrevocably disrupted. Why isn't there a review and assessment of these impacts by other governing agencies, such as the California Coastal Commission, opining on the impacts?

- 5 Vague assertions of what Caltrans "might" do to reduce impacts are inadequate, and figuring them out can't be put off until some unknown later date. We need to know now. We need to know how Caltrans expects to manage the effects of the project on the fish, river otters, birds, turtles and other species that call Lagunitas Creek home. We need to know how Caltrans will mitigate the effects of this construction project on the surrounding areas and traffic flow.

- 6 **Size and Scope of New Bridge Design Does Not Improve Safety for Bridge Users.** Wider lanes and sidewalks on the bridge make no sense. Safety on the bridge is not improved with the new bridge designs. Our Green Bridge adequately allows for the occasional pedestrian, equestrian and even the many cyclists that pass over it without incident. The lanes are the same width, or wider, than those on the Golden Gate Bridge! And,

**Meghrouni-Brown, Andrea and Jeff\_B (Duplicate)**

page 3 of 3

7 since there is no sidewalk abutting the road before and after the bridge, why would a wider pedestrian passage be necessary or even desirable? There are miles and miles of Highway 1 north and south of the bridge where vehicles and bikes must share the road. Green Bridge is able to accommodate both cyclists and drivers for the short passage over Lagunitas Creek. A larger and wider bridge will only encourage drivers to go faster, leading to more accidents at the Highway One and Sir Francis Drake Boulevard intersection, and enticing drivers to speed as they approach Point Reyes Station. I have personally witnessed many, many high performance car and motorcycle club drivers accelerating through this very busy intersection and over the bridge. A wider bridge can only encourage this. Further, Caltrans has made no effort to control speeds or make the area safer for pedestrians or equestrians with crosswalks or solar powered flashing speed signs, like those used in nearby Inverness. If bridge safety requires specific weight limit signs for vehicles, then those should be posted now.

8 Wake up Caltrans! Any new bridge construction will affect this rural community and animal and fish habitats for years and years, if not forever. There is way too much at stake for us to sit idly by. If Caltrans is not willing to consider the approaches outlined in this letter, you can be assured that there will be more actions by the community and people like me.

Respectfully submitted,

Andrea and Jeff Meghrouni-Brown



**Response to Meghrouni-Brown, Andrea and Jeff\_B (Duplicate)**

This is a duplicate letter. Please see the responses to the preceding letter “Meghrouni-Brown, Andrea and Jeff\_A.”

Meghrouni Rivas, Alex\_A  
page 1 of 1

IND\_MeghRiv-Alex\_A

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**From:** Alexis Meghrouni [REDACTED]  
**Sent:** Friday, June 23, 2017 8:02 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** please do not remove the historic green bridge!

Dear Friends at Caltrans:

I hope you can and will reconsider the plan to replace the Green Bridge at Lagunitas. I so enjoy visiting the Point Reyes area and would hate to see it removed for an unnecessary "modern improvement."

1 Mostly, to be honest, it would be so likely to be out of character with the surrounding rural community, but too, it seems there is no true need for the replacement. There must be less intrusive options for retrofitting what is there.

I request "no action" and "no build."

Alexis Meghrouni Rivas

## **Response to Meghrouni Rivas, Alex\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," and "ALT-7, Size of bridge and visual/aesthetic character."**

Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments, "ALT-3, Definition of a true retrofit," and "ALT-5, Less intrusive retrofit."**

Melissa\_A  
page 1 of 1

IND\_Melissa\_A

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**From:** Melissa [REDACTED]  
**Sent:** Tuesday, May 09, 2017 9:53 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Vet clinic

1 Blocking off access to the vet clinic is horrible and detrimental to the town. We need to be able to access our vet clinic so we can keep our animals healthy. It is the only clinic for some distance and it will be a hardship for residents if they end up closing because you are blocking business with your machines. Come up with a better plan that doesn't cause the closure of a vital business.

## Response to Melissa\_A

### Response to Comment 1: Protect the animal hospital

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and will maintain access to the property throughout construction. Because access will be maintained to the animal hospital, relocation will not be required. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.



Menke, Anne\_A  
page 1 of 1

IND\_MenkeAnne\_A



Dear Caltrans,

Please do whatever you can to minimize the impact of the bridge construction on the West Marin Veterinary Hospital. Animals and staff need to be protected. This is our only vet in Pt. Reyes.

Thank you for addressing this.

Anne Menke

## **Response to Menke, Anne\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

**Messersmith, Ben\_A**  
page 1 of 1

IND\_MessBen\_A

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**From:** Ben Messersmith [REDACTED]  
**Sent:** Thursday, June 22, 2017 5:07 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Green Bridge

To Whom it May Concern:

1 | I oppose Caltrans' plan to replace the Green Bridge and I am in favor of the NO BUILD ALTERNATIVE!

Thank you,

**Ben Messersmith** | Project Manager  
**CCK Construction Services, Inc.**



"This communication is for use by the intended recipient and contains information that may be privileged, confidential or copyrighted under law. If you are not the intended recipient, you are hereby formally notified that any use, copying or distribution of this e-Mail, in whole or in part, is strictly prohibited. Please notify the sender by return e-Mail and delete this e-Mail from your system. Unless explicitly and conspicuously stated in the subject matter of the above e-Mail, this e-Mail does not constitute a contract offer, a contract amendment, or an acceptance of a contract offer. This e-Mail does not constitute consent to the use of sender's contact information for direct marketing purposes or for transfers of data to third parties."

## **Response to Messersmith, Ben\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments “ALT-1, Support for the No-Build Alternative,”** and **“ALT-2, Describe the no-build scenario.”**

Messersmith, Cathy\_A  
page 1 of 1

IND\_MessCath\_A

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**From:** Cathy Messersmith [REDACTED]  
**Sent:** Wednesday, June 21, 2017 11:39 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Green Bridge

1 | I totally oppose replacing the green bridge.  
| NO BUILD ALTERNATIVE!!

regards  
Cathy

## **Response to Messersmith, Cathy\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments “ALT-1, Support for the No-Build Alternative,”** and **“ALT-2, Describe the no-build scenario.”**

Messersmith, Cathy\_B  
page 1 of 1

IND\_MessCath\_B

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**From:** Cathy Messersmith [REDACTED]  
**Sent:** Wednesday, June 21, 2017 11:42 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Green Bridge

- 1 | I totally oppose the new bridge.  
Please opt for the no bridge alternative

Thanks  
Cathy

## **Response to Messersmith, Cathy\_B**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments “ALT-1, Support for the No-Build Alternative,”** and **“ALT-2, Describe the no-build scenario.”**



Messersmith, Fred Jeffery\_A  
page 1 of 2

Sincerely,  
Fred Jeffery Messersmith  
a 12 year long patron of the  
Point Reyes Animal Hospital

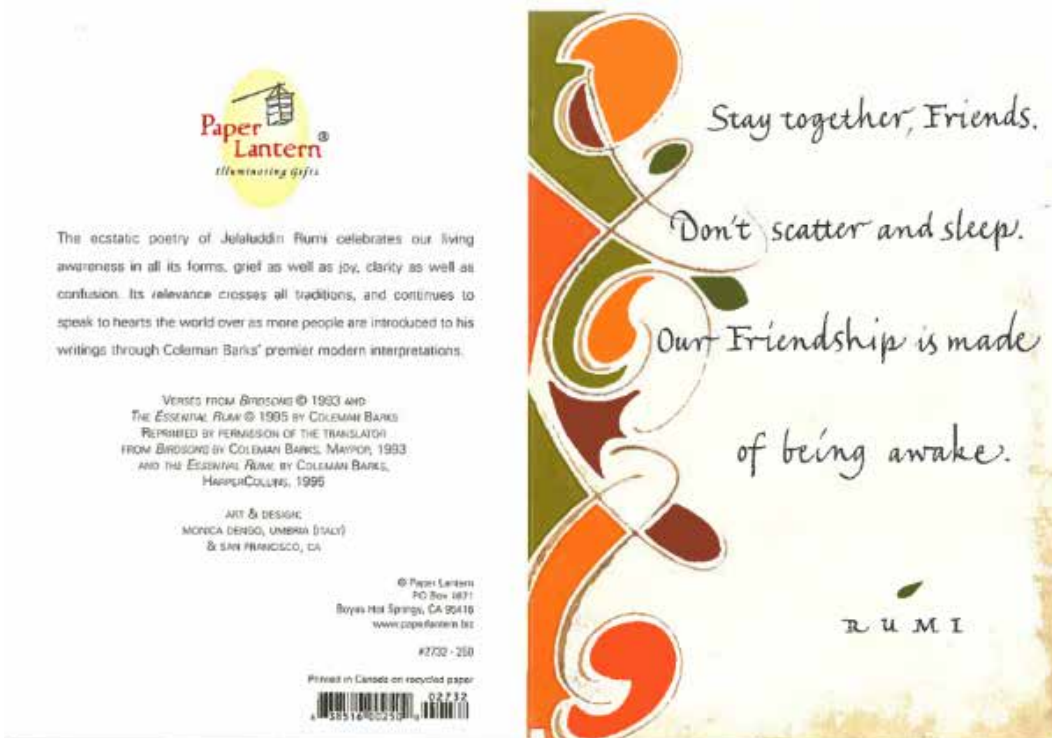
June 2, 2017

IND\_MessFredJeff\_A

To Caltrans:  
Regarding Lagunitas Creek Bridge  
Project

Please seriously consider the  
NO BUILD alternative. This  
unnecessary project will unfairly  
jeopardize and disrupt the vital  
services which the Point Reyes Animal  
Hospital provides to the community.  
Have a heart please. The beloved  
animals which Dr. Mary Whitney and  
staff serve and heal cannot afford  
to lose this vet hospital due to  
prolonged construction and its negative  
impact and consequences. You don't  
have to do this, gentle women and men.

**Messersmith, Fred Jeffery\_A**  
**page 2 of 2**



## **Response to Messersmith, Fred Jeffery\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

### **Response to Comment 2: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Messersmith, Jeff\_A  
page 1 of 1

IND\_MessJeff\_A

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**From:** jeff messersmith [REDACTED]  
**Sent:** Wednesday, June 21, 2017 11:17 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** No Build Alternative

1 | I strongly oppose Caltran's plan to replace the Green Bridge, and I am in favor of the NO BUILD ALTERNATIVE! Fred  
Jeffery Messersmith [REDACTED]

## **Response to Messersmith, Jeff\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments “ALT-1, Support for the No-Build Alternative,”** and **“ALT-2, Describe the no-build scenario.”**

Messersmith, Rand\_A  
page 1 of 1

IND\_MessRand\_A

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**From:** Randy Messersmith [REDACTED]  
**Sent:** Wednesday, June 21, 2017 7:59 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** GREEN BRIDGE

1 I do not support the Caltrans construction on the GREEN BRIDGE. My cousin's Animal Hospital and her clients will be severely negatively affected by this.  
I want the NO BUILD alternative.

Thank you for your attention in this matter,

--  
Randy Messersmith

## **Response to Messersmith, Rand\_A**

### **Response to Comment 1: Support for the No-Build Alternative and protect the animal hospital**

Caltrans notes the commenter's support for No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

Caltrans also notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

**Miao, Doreen\_A**  
page 1 of 1

IND\_MiaoDore\_A

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**From:** Doreen Miao <dormiakiva@yahoo.com>  
**Sent:** Thursday, May 25, 2017 10:41 AM  
**To:** Lagunitas Bridge@DOT

- 1 | Your proposed construction of the Green Bridge will create a traffic mess. More importantly, it will affect the only animal hospital we have in West Marin. Please  
2 | consider an alternative that would have less impact and disruption. Thank you.



## **Response to Miao, Doreen\_A**

### **Response to Comment 1: Traffic effects and protection of the animal hospital**

Caltrans notes the commenter's concerns regarding effects on traffic and on the animal hospital. Caltrans will minimize traffic impacts during construction with the implementation of the Construction Traffic Management Plan (see Project Feature TRANS-1, Construction Traffic Management Plan, in the Final EIR/EA). During construction of the Preferred Alternative, at least one lane on the existing bridge would remain open for traffic flow until the 2- to 3-week closure during which the bridge would be replaced. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CST-1, Minimize duration of construction," "CST-2, Closure timing - don't impact tourism season" and "CST-5, Traffic impacts of construction."**

Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital."**

### **Response to Comment 2: Consider other alternatives**

Caltrans notes the commenter's suggestion that additional alternatives should be considered. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. See Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-4, Full range of alternatives," and "ALT-5, Less Intrusive retrofit."**

**Minor, William\_A**  
**page 1 of 1**

IND\_MinoWill\_A

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**From:** William Minor [REDACTED]  
**Sent:** Thursday, June 22, 2017 3:49 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** please consider the no-build option!

**1** | I am writing to urge caltrans to consider the no-build option.

Will Minor  
Inverness, CA

## **Response to Minor\_William\_A**

### **Response to Comment 1: Support of the No-Build Alternative**

Caltrans notes commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," and "ALT-2, Describe the no-build scenario."

Mitchell, Bridger\_A  
page 1 of 1

IND\_MitcBrid\_A



Lagunitas Creek Bridge Project  
May 10, 2017 – Public Meeting  
**COMMENT FORM**

Please leave your comments with staff during the meeting or mail it to the following address by DATE:

Eric DeNardo, Associate Environmental Planner  
Department of Transportation, Environmental Planning, MS 8B  
P.O. Box 23660  
Oakland, CA 94623

You can also email your comments to [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov). Please include your name, affiliation (if applicable), and address with your comments.

Name: BRIDGER MITCHELL Date: 5/10/17

Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Please write comment on the back.

For more information, visit <http://www.dot.ca.gov/dist4/envdocs.htm> or email [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov).

Comment: \_\_\_\_\_  
\_\_\_\_\_ Oral comment on mic \_\_\_\_\_  
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### **Response to Mitchell, Bridger\_A**

This is a comment card that was used at the May 10, 2017, public meeting to give an oral comment. Please see the response to Mitchell, Bridger\_B in the May 10, 2017, Public Meeting section.

**Mitchell, Bruce\_A**  
**page 1 of 1**

IND\_MitcBruc\_A

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**From:** Bruce Mitchell [REDACTED]  
**Sent:** Friday, June 23, 2017 2:48 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Bridge replacement comment

Dear Eric deNardo,

1 I am writing you today to state that I am in support of Alternative 3a, The three span concrete bridge, to replace the current "Green Bridge" on Highway One near Point Reyes Station.

Thank you.

Sincerely,

Bruce Mitchell

Inverness, CA

## **Response to Mitchell, Bruce\_A**

### **Response to Comment 1: Support for Alternative 3a to replace the Green Bridge**

Caltrans notes the commenter's support for Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in. Based on community input, Caltrans has identified Alternative 3a as the Preferred Alternative.

**Mitchell, Dave\_A**  
**page 1 of 1**

IND\_MitcDave\_A

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**From:** Dave Mitchell [REDACTED]  
**Sent:** Thursday, June 22, 2017 11:47 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** comment on EIR

Dear Caltrans,

- 1 I have been following the discussion re. what to do about the Green Bridge in Point Reyes Station, and my conclusion is that you should do as little as possible. Caltrans' proposal to use the veterinary clinic's parking lot for a staging area could easily destroy the clinic — not to mention some pets that would otherwise be taken there. Point Reyes Animal Hospital is the only vet clinic on the coast and the only one accessible to some pet owners.
- 2 Closing Highway 1 for several weeks or months during work on the bridge would create a traffic nightmare for Point Reyes Station, Inverness Park, Inverness, and the Point Reyes National Seashore. It would also be an economic blow to merchants in those towns.
- 3 Rather than cause so much hardship, why not build a second bridge just upstream? It could provide a backup should something happen to the Green Bridge. Thank you for your consideration.

Best wishes,  
Dave Mitchell, [REDACTED]  
[REDACTED]



## **Response to Mitchell, Dave\_A**

### **Response to Comment 1: Protection of the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

### **Response to Comment 2: Traffic effects on the town during construction**

Caltrans notes the commenter's concern about traffic impacts. Caltrans will minimize traffic impacts during construction and developed the accelerated bridge construction method to reduce the length of the construction period and to allow use of the bridge for most of the construction period, except for a 2- to 3-week closure. Please see Table N-1 for the responses to **Common Comments "CST-1, Minimize duration of construction," "CST-2, Closure timing - don't impact tourism season," and "CST-5, Traffic impacts of construction."** Also, an economic analysis is provided in Section 2.1.2.1 of the Final EIR/EA, which includes the consideration of factors such as traffic, noise and dust that may influence the patronage to local businesses (and specifically the animal hospital). Because a quantitative economic impact to local businesses cannot be determined until after construction (and after obtaining financial data from businesses), the analysis included in Section 2.1.2.1 is qualitative in nature. This analysis meets the requirements of NEPA.

As noted in Chapter 3 of the Final EIR/EA, unlike NEPA, the focus of the analysis under CEQA shall be on the physical changes caused by the economic or social chain of cause and effect. Economic or social effects of a project shall not be treated as significant effects on the environment.

### **Response to Comment 3: Build a second bridge upstream of Lagunitas Creek Bridge**

Caltrans acknowledges the commenter's suggestion for a second bridge upstream. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including bridges in other locations and retrofitting the existing bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need.

The reason Caltrans would resist building a second bridge is the same reason for both pedestrian and vehicle bridges: it would result in additional environmental impacts. Please see Table N-1 for the response to **Common Comment "CST-4, Separate the pedestrian and bike crossing."**

**Moser, Barbara\_A**  
page 1 of 8

IND\_MoseBarb\_A

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**From:** Barbara Moser [REDACTED]  
**Sent:** Friday, June 23, 2017 12:21 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Opposition to Full Replacement of Lagunitas Creek Bridge  
**Attachments:** Green8Bridge.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Attached is a PDF letter opposing the full bridge replacement and requesting the no build alternative—the text of the letter is also pasted below. Thank you.

June 23, 2017

Caltrans District 4  
Attn: Lagunitas Creek Bridge Project, Eric DeNardo  
Office of Environmental Analysis, MS-8B  
111 Grand Ave  
Oakland, CA 94623  
[Lagunitas\\_bridge@dot.ca.gov](mailto:Lagunitas_bridge@dot.ca.gov)

Comments on Environmental Impact Report – Lagunitas Creek Bridge Project

Dear Caltrans:

I present herein my comments on the Draft Environmental Impact Report for the Lagunitas Creek Bridge Project. I am an owner and occupant of property in Point Reyes Station.

- 1 Of the alternatives presented in the DEIR, I strongly oppose all of the full bridge replacement alternatives, and I strongly support the no-build alternative.
- 2 CalTrans should start over and do a full assessment of the actual options for making the bridge safer seismically. Almost everyone I know in Point Reyes and Inverness and I adamantly oppose all of the full-replacement alternatives, and fully support the no-build alternative. You simply did not present a range of alternatives as you were required to do. Your original plan to replace the entire bridge is specious and you did not conduct a full assessment of less disruptive options for improving the seismic safety of the bridge. You should and MUST do so now, and then work in collaboration with the full community to discuss and evaluate actual risks and potential ways of reducing those risks if it's even necessary, in a manner that minimizes impacts to our community and our environment and preserves the rural character of our community. The actual likelihood of a large enough quake, with an epicenter right here in Point Reyes, to actually collapse the bridge is tiny, and CalTrans knows that or would know that if the proper studies were conducted. Caltrans tried to scare the community by analyzing the unlikely 7.9 earthquake. 1. Please provide the community with the actual likelihood of that earthquake. 2. Please analyze the likely effect on the bridge of a 5.0, or 6.0, or even 6.5 quake. 3. Then re-do this and see if the no-build, retrofit options work (they do) and install the red-light system suggested by Professor Bob Johnston, who HAS analyzed this! If we have a 7.9 quake, the bridge will be the least of our problems. That would devastate all of town, and probably the nearby Nicasio Dam as well, and the new bridge would also likely collapse or be compromised.
- 3

**Moser, Barbara\_A**  
**page 2 of 8**

- It is illegal and against Caltrans' own procedures that after two years of repeated requests by many individuals and community organizations that Caltrans investigate and analyze true seismic retrofit alternatives, that Caltrans has not done so and instead is presenting the community with an all or nothing choice – full replacement, or no action at all. As I said, I Caltrans is required to analyze a "reasonable range of alternatives" to address the need that Caltrans stated at the June 15 hearing. The members of the community are repulsed that Caltrans tricked some (mostly elderly) members of our community calling them a "Stakeholder Working Group", meeting with them for less than 6 hours, and telling them the doom and gloom, feeding them false information and scaring them about anything but a full bridge replacement.
- 4 Shame on Caltrans, though, very, very clever tactically and it almost worked. Notably, none of those members spoke at the June 15 community meeting, because they now realize they were tricked and humiliated by Caltrans. The out of town Seattle consultant you brought in is very persuasive and folksy about how so many people might die on the bridge (and how she would "love to retire in PRS, because it's so pretty")—she noted the railings, and accidents with cars and bikes. The community members who have lived in Point Reyes and Inverness (did I mention all of the Caltrans representatives who think there are accidents on the bridge live in Seattle, or elsewhere????) all stated at the meeting that there has NEVER been said accidents on the bridge! Again, shame on Caltrans for their scare tactics, and preying on older community members. At the meeting, Caltrans talked about wider bridge, wider lanes, on this rural bridge. The lanes are the SAME OR WIDER than the lanes on the Golden Gate Bridge. Again, this is simply ridiculous for the 150' rural bridge, completely unnecessary— and the community members all testified as such; please provide real studies and start over.
- If Caltrans and it's out of state consultants care so much about our community, how about doing the REAL research, and how about installing a the red light Shake Alert Warning System which could prevent a car being on the bridge during any quake? But when that was mentioned at the meeting Caltrans dismissed it, because it's not in the bridge rebuilding budget! Unacceptable. Please do the study about this system and provide it to the community—a much much cheaper option with ZERO impact environmentally, or the community, equestrians, pedestrians, etc.
- 5 Further: Cars cross that bridge in 4-5 seconds. It's almost 100% unlikely any vehicle would be on the bridge at the time of Caltrans' big collapse prediction, yet they poo-poo'd completely reducing the alleged risk immediately and cheaply with a Shake Alert warning light system. Doesn't that strike Caltrans as a contradiction? If this is so needed and dire, how can you say no to that, even in the interim? Are you saying that the last few years and now until the entire replacement is made that the quake is NOT a threat? Please address why Caltrans' dire predictions don't apply now? Please do a real study, in other words, about the full range of alternatives, as required by law.
- Caltrans need to show us the study which proves that a new, bigger and wider bridge will not encourage drivers to go faster—it is clear to me that a new, bigger, wider bridge will lead to MORE accidents at the Highway One and Sir Francis Drake Boulevard, higher speeds and more impact. Also, the consultants mentioned they are so worried about heavy trucks on the bridge—the residents pointed out that we have VERY few heavy trucks, but again, WHY hasn't Caltrans posted weight limit signs? Not in the replacement budget?!
- 6 Please review the following in the draft Environmental Impact Report: What are the actual (not vague, not insufficient guesses) impacts of the bridge replacement options you are recommending??? Caltrans failed to be specific. How long will you be pile driving in the creek? How long and what is the configuration (actually, not vaguely and downplayed, as your consultant cleverly did at the meeting) of one-way alternating traffic, and associated traffic jams—did you do the required study on traffic impacts??? What is the impact to our community members, animals, endangered and other species of the horrendous construction noise? The Seattle consultant promised to the community at the meeting that Caltrans would be re-insulating the surrounding houses and vet hospital as well as providing new triple paned windows—
- 7 how long will this take and is she saying she will essentially re-build homes, which is what it might take to provide that insulation and new windows to properties? She also promised to totally compensate the Veterinarian. Please provide the specifics about this!
- 8

**Moser, Barbara\_A**  
**page 3 of 8**

- 9 What is the actual impact of the promised night time construction? Please provide specifics about how Caltrans intends to remove the existing piers in the creek, and what pollution precautions will be taken to prevent pier removal from wreaking pollution havoc in Lagunitas Creek immediately prior to the salmon and steelhead migration? The consultants also said that the paint on the bridge is LEAD. Please provide the study done on that, and how the tear down and replacement will affect the creek, for how long, what exact species that will affect, endangered or otherwise. Caltrans also mentioned very vaguely that vegetation, years old trees, bushes, and the like will be removed on all sides of the creek. Please be specific about the environmental impacts of that. Are some of the vegetation protected? Will that cause erosion on the banks of the creek, which is in a flood zone? How will that be mitigated? The consultant said at the meeting that Caltrans will be replacing ALL of the torn down vegetation. Did she mean replacing it with already flourishing and the same size of trees and native shrubs that are destroyed? Please update the EIR about the impact of destruction of our hundreds of years old trees, shrubs and other vegetation. Also, please provide in the EIR the impacts and how will the creek look and how will it fare without the current vegetation. In other words, Caltrans need to inform the community of the REAL, ACTUAL impacts on people, businesses, endangered species, noise, the creek, vegetation, local animals, birds, and otherwise and need to provide CONCRETE mitigation that is spelled out in the EIR, NOW, from the studies they have allegedly done, or, if they haven't done the studies (which they clearly have not), they need to start over.
- 10

- 11 In sum, Caltrans tricked our elderly and other community members into thinking that the Green Bridge, which is an icon of our community is on the verge of collapse, without any proper studies, improper analysis of environmental and community impacts, and without considering the full range of alternatives, including not even considering ANY true retrofit options, or a no build option, as it is required to do. We insist that this be done. The community is raising funds to sue Caltrans if it does not. This project appears to be a colossal waste of the public's time, money and resources. Caltrans has not followed it's own required procedures, it has hired consultants from far away to dupe our community, and it has not done the proper and necessary studies to justify a complete replacement of a country bridge with an urban bridge with lanes wider than the Golden Gate bridge. It has not analyzed fully or properly the impacts, and it has not provided any concrete mitigation plan for our animals, the environment, endangered species, replacement of vegetation, our creek, and the surrounding neighbors, the vet hospital, or the community. It is required to do so and we demand it NOW.

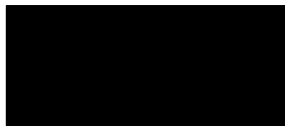
I look forward to Caltrans' comprehensive, targeted and specific solutions and responses to each and every one of the problems raised in this letter. Thank you for your anticipated courtesy.

Barbara Moser



**Please Note Our New Address (as of May 1, 2017)!**

Barbara W. Moser, Esq.  
KAYE•MOSER•HIERBAUM•FORD LLP



*Emphasizing Family Law, Estate Planning, Trusts & Estates*

*Kaye•Moser•Hierbaum•Ford LLP announces with pleasure that **Barbara W. Moser** was recognized in **The Best Lawyers in America**® 2017 for Family Law, and **Barbara W. Moser** was honored as one of the Top 50 Women Northern California*

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**page 4 of 8**

*Super Lawyers, one of the Top 100 Northern California Lawyers for 2017 and the firm has been ranked as one of the Top 100 Women-Owned Businesses in the Bay Area by the San Francisco Business Times.*

\*\*\*\*\*

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Kaye•Moser•Hierbaum•Ford LLP does not accept or consent to the service of process, motions, pleadings, documents, or any other items by electronic format. Correspondence via electronic format does not indicate agreement or consent to acceptance of service in that format.



**Moser, Barbara\_A**

**page 5 of 8**

Duplicate letter as above email.

June 23, 2017

Caltrans District 4  
Attn: Lagunitas Creek Bridge Project, Eric DeNardo  
Office of Environmental Analysis, MS-8B  
111 Grand Ave  
Oakland, CA 94623  
[Lagunitas\\_bridge@dot.ca.gov](mailto:Lagunitas_bridge@dot.ca.gov)

Comments on Environmental Impact Report – Lagunitas Creek Bridge Project

Dear Caltrans:

I present herein my comments on the Draft Environmental Impact Report for the Lagunitas Creek Bridge Project. I am an owner and occupant of property in Point Reyes Station.

Of the alternatives presented in the DEIR, I strongly oppose all of the full bridge replacement alternatives, and I strongly support the no-build alternative.

CalTrans should start over and do a full assessment of the actual options for making the bridge safer seismically. Almost everyone I know in Point Reyes and Inverness and I adamantly oppose all of the full-replacement alternatives, and fully support the no-build alternative. You simply did not present a range of alternatives as you were required to do. Your original plan to replace the entire bridge is specious and you did not conduct a full assessment of less disruptive options for improving the seismic safety of the bridge. You should and MUST do so now, and then work in collaboration with the full community to discuss and evaluate actual risks and potential ways of reducing those risks if it's even necessary, in a manner that minimizes impacts to our community and our environment and preserves the rural character of our community. The actual likelihood of a large enough quake, with an epicenter right here in Point Reyes, to actually collapse the bridge is tiny, and CalTrans knows that or would know that if the proper studies were conducted. Caltrans tried to scare the community by analyzing the unlikely 7.9 earthquake. 1. Please provide the community with the actual likelihood of that earthquake. 2. Please analyze the likely effect on the bridge of a 5.0, or 6.0, or even 6.5 quake. 3. Then re-do this and see if the no-build, retrofit options work (they do) and install the red-light system suggested by Professor Bob Johnston, who HAS analyzed this! If we have a 7.9 quake, the bridge will be the least of our problems. That would devastate all of town, and probably the nearby Nicasio Dam as well, and the new bridge would also likely collapse or be compromised.

It is illegal and against Caltrans' own procedures that after two years of repeated requests by many individuals and community organizations that Caltrans

**Moser, Barbara\_A**

**page 6 of 8**

investigate and analyze true seismic retrofit alternatives, that Caltrans has not done so and instead is presenting the community with an all or nothing choice – full replacement, or no action at all. As I said, I Caltrans is required to analyze a “reasonable range of alternatives” to address the need that Caltrans stated at the June 15 hearing. The members of the community are repulsed that Caltrans tricked some (mostly elderly) members of our community calling them a “Stakeholder Working Group”, meeting with them for less than 6 hours, and telling them the doom and gloom, feeding them false information and scaring them about anything but a full bridge replacement. Shame on Caltrans, though, very, very clever tactically and it almost worked. Notably, none of those members spoke at the June 15 community meeting, because they now realize they were tricked and humiliated by Caltrans. The out of town Seattle consultant you brought in is very persuasive and folksy about how so many people might die on the bridge (and how she would “love to retire in PRS, because it’s so pretty”)---she noted the railings, and accidents with cars and bikes. The community members who have lived in Point Reyes and Inverness (did I mention all of the Caltrans representatives who think there are accidents on the bridge live in Seattle, or elsewhere????) all stated at the meeting that there has NEVER been said accidents on the bridge! Again, shame on Caltrans for their scare tactics, and preying on older community members. At the meeting, Caltrans talked about wider bridge, wider lanes, on this rural bridge. The lanes are the SAME OR WIDER than the lanes on the Golden Gate Bridge. Again, this is simply ridiculous for the 150’ rural bridge, completely unnecessary— and the community members all testified as such; please provide real studies and start over.

If Caltrans and it’s out of state consultants care so much about our community, how about doing the REAL research, and how about installing a the red light Shake Alert Warning System which could prevent a car being on the bridge during any quake? But when that was mentioned at the meeting Caltrans dismissed it, because it’s not in the bridge rebuilding budget! Unacceptable. Please do the study about this system and provide it to the community—a much much cheaper option with ZERO impact environmentally, or the community, equestrians, pedestrians, etc.

Further: Cars cross that bridge in 4-5 seconds. It’s almost 100% unlikely any vehicle would be on the bridge at the time of Caltrans’ big collapse prediction, yet they poo-poo’ed completely reducing the alleged risk immediately and cheaply with a Shake Alert warning light system. Doesn’t that strike Caltrans as a contradiction? If this is so needed and dire, how can you say no to that, even in the interim? Are you saying that the last few years and now until the entire replacement is made that the quake is NOT a threat? Please address why Caltrans’ dire predictions don’t apply now? Please do a real study, in other words, about the full range of alternatives, as required by law.

Caltrans need to show us the study which proves that a new, bigger and wider bridge will not encourage drivers to go faster—it is clear to me that a new, bigger, wider bridge will lead to MORE accidents at the Highway One and Sir Francis Drake Boulevard, higher speeds and more impact. Also, the consultants mentioned they

**Moser, Barbara\_A**

**page 7 of 8**

are so worried about heavy trucks on the bridge—the residents pointed out that we have VERY few heavy trucks, but again, WHY hasn't Caltrans posted weight limit signs? Not in the replacement budget?!

Please review the following in the draft Environmental Impact Report: What are the actual (not vague, not insufficient guesses) impacts of the bridge replacement options you are recommending??? Caltrans failed to be specific. How long will you be pile driving in the creek? How long and what is the configuration (actually, not vaguely and downplayed, as your consultant cleverly did at the meeting) of one-way alternating traffic, and associated traffic jams—did you do the required study on traffic impacts??? What is the impact to our community members, animals, endangered and other species of the horrendous construction noise? The Seattle consultant promised to the community at the meeting that Caltrans would be re-insulating the surrounding houses and vet hospital as well as providing new triple paned windows---how long will this take and is she saying she will essentially rebuild homes, which is what it might take to provide that insulation and new windows to properties? She also promised to totally compensate the Veterinarian. Please provide the specifics about this!

What is the actual impact of the promised night time construction? Please provide specifics about how Caltrans intends to remove the existing piers in the creek, and what pollution precautions will be taken to prevent pier removal from wreaking pollution havoc in Lagunitas Creek immediately prior to the salmon and steelhead migration? The consultants also said that the paint on the bridge is LEAD. Please provide the study done on that, and how the tear down and replacement will affect the creek, for how long, what exact species that will affect, endangered or otherwise. Caltrans also mentioned very vaguely that vegetation, years old trees, bushes, and the like will be removed on all sides of the creek. Please be specific about the environmental impacts of that. Are some of the vegetation protected? Will that cause erosion on the banks of the creek, which is in a flood zone? How will that be mitigated? The consultant said at the meeting that Caltrans will be replacing ALL of the torn down vegetation. Did she mean replacing it with already flourishing and the same size of trees and native shrubs that are destroyed? Please update the EIR about the impact of destruction of our hundreds of years old trees, shrubs and other vegetation. Also, please provide in the EIR the impacts and how will the creek look and how will it fare without the current vegetation. In other words, Caltrans need to inform the community of the REAL, ACTUAL impacts on people, businesses, endangered species, noise, the creek, vegetation, local animals, birds, and otherwise and need to provide CONCRETE mitigation that is spelled out in the EIR, NOW, from the studies they have allegedly done, or, if they haven't done the studies (which they clearly have not), they need to start over.

In sum, Caltrans tricked our elderly and other community members into thinking that the Green Bridge, which is an icon of our community is on the verge of collapse,




**Moser, Barbara\_A**  
**page 8 of 8**

without any proper studies, improper analysis of environmental and community impacts, and without considering the full range of alternatives, including not even considering ANY true retrofit options, or a no build option, as it is required to do. We insist that this be done. The community is raising funds to sue Caltrans if it does not. This project appears to be a colossal waste of the public's time, money and resources. Caltrans has not followed it's own required procedures, it has hired consultants from far away to dupe our community, and it has not done the proper and necessary studies to justify a complete replacement of a country bridge with an urban bridge with lanes wider than the Golden Gate bridge. It has not analyzed fully or properly the impacts, and it has not provided any concrete mitigation plan for our animals, the environment, endangered species, replacement of vegetation, our creek, and the surrounding neighbors, the vet hospital, or the community. It is required to do so and we demand it NOW.

I look forward to Caltrans' comprehensive, targeted and specific solutions and responses to each and every one of the problems raised in this letter. Thank you for your anticipated courtesy.

Barbara Moser



## Response to Moser, Barbara\_A

### Response to Comment 1: Support for the No-Build Alternative

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-1, Support for the No-Build Alternative."**

### Response to Comment 2: Consider a full range of alternatives and engage the community

Caltrans notes the commenter's support for no-build but also you would like a full assessment of less intrusive options. Please see response Comment 1 above.

Caltrans also notes the comment regarding the Caltrans process of developing a project and involving the community. See Table N-1 for the response to **Common Comment "PUB-2, Public Outreach Process."** The alternatives analysis did consider impacts on the natural, built, and social environments, as recorded in the *Lagunitas Creek Bridge Alternatives Analysis Report and Addendum (June 2018)*.

### Response to Comment 3: Earthquake probability and red-light system

Caltrans notes the commenter's statement about the likelihood of an earthquake. Please see the response to **Common Comment "GEO-1, Earthquake unlikely,"** which addresses earthquake forecasts for California and the "Working Group on California Earthquake Probabilities." Caltrans designers abide by the "no collapse" criteria for retrofit alternatives, which does not have the same rigor as the criteria for replacement alternatives. Please see Table N-1 for the responses to **Common Comment "ALT-8, Criteria for new bridge,"** and **"ALT-4, Full range of alternatives,"** which outlines the requirements for the "no-collapse" criteria. Also, for the comment regarding a red-light system suggested by Professor Bob Johnston at the June 15, 2017, public meeting, Caltrans has evaluated this option and found it does not meet the purpose and need of the project. Please see Table N-1 for the response to **Common Comment "ALT-6, Consider seismic safety flashing lights."**

### Response to Comment 4: Caltrans did not follow its own project development process and bridge size does not fit in a rural community

Caltrans notes the comment regarding the Caltrans process of developing a project and involving the community. While the entire project development process can be accessed here: <http://www.dot.ca.gov/hq/oppd/pdp/pdp.htm>, regarding the project outreach, please see Chapter 4 of the EIR/EA, which describes how public and agency input have been integrated into project development, and please see Table N-1 for the response to **Common Comment "PUB-2, Public outreach process,"** which outlines community engagement efforts. Caltrans brought subject experts (structural engineers, civil engineer, biologist, and environmental specialist) to share information with the Stakeholder Working Group (SWG) so that they could be informed, ask questions openly, and provide their input. After every SWG meeting, Caltrans provided a newsletter to all residents by using a U.S. Post Office Every Door Direct Mail method to "blanket" residents in the region, as well as to people who had provided their mailing address to Caltrans to stay informed on this project. These newsletters, which reported on the status and findings of the SWG, were also posted on the project website for convenient access, along with the SWG meeting minutes. The process and outcomes of each meeting were readily available and

accessible. The public was encouraged to participate through the articles in the newsletters and by the SWG representatives themselves, who solicited input into the process. However, the SWG and public input is only one input on the range of bridge alternatives. Caltrans Project Development Team, a multidiscipline team of experts, is tasked with balancing technical engineering public and environmental input to decide which alternatives are carried forward for further review. See the response to Comment 3 above, which describes how Caltrans considered and analyzed a retrofit alternative to bring the bridge to current seismic standards (purpose and need). Also, please see the response to **Common Comment “ALT-3, Definition of a true Retrofit.”**

None of the Build Alternatives proposes expanding the capacity of SR 1 or of the bridge. Widening the roadway is limited to widening the shoulders by 3 feet on each side between Sir Francis Drake Boulevard and B Street (545 feet long). This short distance is not expected to increase speeds. Caltrans conducted a report on the engineering and a traffic survey in August of 2012. They found that prevailing speed were often lower than the posted speed limits. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment “ALT-7, Size of bridge and visual/aesthetic character.”** Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative; this alternative is the narrowest of all the proposed Build Alternatives.

See response to Comment 1 and 3 for Caltrans’ consideration of a full and reasonable range of alternatives, or please see the response to **Common Comment “ALT-4, Full range of alternatives.”**

#### **Response to Comment 5: Consider ShakeAlert warning system**

Caltrans notes the commenter’s suggestion for less costly alternatives and interest in understanding more about why this project is needed. Chapter 1, Section 1.2.2 provides a summary of the project need which is founded on a series of studies documenting the condition of the bridge and the geologic context. The studies are posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). Also, please refer to responses to Comments 1 and 4 above. Please see Table N-1 for the responses to **Common Comments “ALT-6, Consider seismic safety flashing lights,” “ALT-1, Support for the No-Build Alternative,” and “GEN-1, Wasting Money.”**

#### **Response to Comment 6: Faster speeds and posted weight limits**

Comment noted that a wider bridge equates to faster speeds on the bridge and the Sir Francis Drake Boulevard intersection with SR 1. None of the Build Alternatives propose increasing the capacity nor the width of the lanes. Please see Table N-1 for the response to **Common Comment “TSP-2, Safety hazard.”** Regarding the comment about posted weight limits on the existing bridge, please see Table N-1 for the response to **Common Comment “PN-2, Live load limits.”**

#### **Response to Comment 7: Full Review of Impacts**

This environmental document was prepared in accordance with federal and state regulations. The EIR/EA complies with CEQA and NEPA and is consistent with the Caltrans Standard Environmental Reference (SER) (found at <http://www.dot.ca.gov/ser/envhand.htm>), which receives routine audits and reviews by FHWA. As directed by the SER, Caltrans coordinates with the agencies with jurisdiction over resources evaluated in the EIR/EA and works closely with these agencies to gather data about the existing environment to serve as the baseline. The studies prepared for the Lagunitas Creek Bridge Project were completed in accordance with regulatory

agencies' requirements and professional standards and, therefore, provide the level of detail that is sufficient and provide the information necessary to allow informed decision-making about the environmental impacts of the project.

Caltrans used resource agency-approved models (i.e., air quality and noise) for the impact analyses and incorporated best management practices as applicable. The EIR/EA was prepared as required by the Annotated Outline developed by Caltrans to comply with CEQA and to meet FHWA's requirements to implement NEPA. The AMMs, mitigation measures, and project features developed for construction impacts are consistent with professional standard practices for Caltrans infrastructure projects and include as much detail as is possible at this stage of development. Caltrans has disclosed all known environmental impacts, modified the proposed project in response to community concerns, and extended the public review period to the maximum allowed time under CEQA. This document was prepared in good faith.

There is no hammer -pile driving anticipated – piles will be augered within cofferdams. These activities occur in the Site Preparation Phase, which is outlined in Section 1.3.2.2, and Section 1.4 of the EIR/EA provides construction and schedule durations with the level of detail available at this stage of project development. There are many variables in the construction process that prevents more specificity at this time. However, within the 3- month 'site preparation' period, pile augering would occur within the early period of this first phase with a likely duration of approximately 1 month. Traffic management would be necessary throughout construction which is evaluated and reported in Section 2.1.5 of the EIR/EA. One-way traffic control is limited to non-peak periods.

#### **Response to Comment 8: Construction impacts on the animal hospital and compensation to the animal hospital**

Caltrans notes the commenter's concern about construction noise impacts on the animal hospital. Please see Table N-1 for the responses to **Common Comments CIA-1, "Protect the animal hospital,"** which responds to the impacts during construction, **"NOI-1, Noise Impacts,"** which addresses noise avoidance and minimization efforts.

#### **Response to Comment 9: Construction impacts**

Caltrans acknowledges the commenter's concern for nighttime construction and impacts to water quality. As discussed in Section 1.3.2.2 of the Final EIR/EA, cofferdams would be used to create dry areas for work within the creek channel for installation and removal of piers. In-water work would occur within the period allowed by the regulatory agencies for protection of aquatic species, from June 1 through October 15. More details about the process and project features that result in avoiding impacts to water quality are available in EIR/EA Section 2.2.2.3, Water Quality and Stormwater Runoff.

With regard to night-time disturbances, as described in Chapter 1, Proposed Project, of the Final EIR/EA, the identified Preferred Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, would require nighttime construction periods in order to meet the objectives of accelerated bridge construction. Nighttime construction impacts are addressed throughout Chapter 2, the environmental consequences chapter. Please see response to Comment 7 above. More details about measures to minimize light and noise impacts are provided in Section 2.1.6 and 2.2.7 of the Final EIR/EA, respectively. For instance, Project Feature VIS-1, Construction lighting limitations, would reduce potential lighting impacts. Nighttime construction noise would be reduced with the implementation of Project Feature NOISE-1, Construction best management practices, which would restrict overly loud construction activities, and Mitigation Measure NOISE-A, Reduce construction noise from auguring or vibratory pile driving with

temporary barriers. “Overly loud” noise activities are those that exceed 86 dBA. Table 1 below is to provide context for 86 dBA.

Table 1. dBA of Routine Equipment within a Household

Device	dBA
Microwave	55 – 59
Printer	58 – 65
Inside car, windows closed, 30 MPH	68 – 73
Kitchen exhaust fan high	69 – 71
Hair dryer	80 – 95
Vacuum Cleaner	84 – 89
Coffee Grinder	84 – 95
Food processor	93 – 100

Activities that will generate high levels of noise will be limited to daytime hours. Both Project Feature NOISE-1 and Mitigation Measure NOISE-A in Section 2.2.7.4 of the EIR/EA list measures that will be used to reduce noise. These measures include sound curtains and using “quiet” air compressors. Refer to Section 2.2.7 of the Final EIR/EA for clarifications to Mitigation Measure NOISE-A. Caltrans will require the contractor to mitigate the noise on the adjacent properties. Per Section 2.2.7 of the EIR/EA, noise associated with construction is controlled by Caltrans Standard Specifications Section 14-8.02, Noise Control, which states:

- Do not exceed 86 dBA at 50 feet from the job site activities from 9:00 p.m. to 6:00 a.m.
- Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.

#### **Response to Comment 10: Construction impacts**

Caltrans notes the commenter’s concern about how construction would impact on biological resources, Lagunitas Creek, and businesses. Please see the response to Comment 7 above. Please see Final EIR/EA Section 2.2.5, Hazardous Waste/Materials, for details on treatment of lead on bridge, and see Section 2.3, Biological Environment, which discloses temporary and permanent impacts to vegetation, endangered species (both aquatic and terrestrial), and non-listed animals, and lists the features and measures to reduce impacts. The extensive list of proposed measures to reduce and avoid impacts to biological resources available in Section 2.3 of the Final EIR/EA and consolidated in Appendix F. Where there is a potential for impact to a protected species, Caltrans has received a Biological Opinion from USFWS on April 27, 2018 and will implement Programmatic Biological Opinion No. 013-9731, which was issued in 2013 by the NMFS for bridge replacement projects. See Table 1-2 in Chapter 1 of the Final EIR/EA for all permits and approvals Caltrans will obtain.

#### **Response to Comment 11: Caltrans has not conducted the proper studies to justify replacement of the Green Bridge and has tricked the community regarding the need for a replacement bridge. Impacts have not been fully analyzed and mitigation has not been provided.**

Please review responses to Comments 2 for Caltrans’ assessment of the retrofit and the full range of alternatives evaluated. Regarding community impacts, see the responses to Comments 4 and 7

for sufficiency of the Final EIR/EA and # 10 above regarding the adequacy of studies and assessment construction impacts. Also see Table N-1 for the responses to **Common Comments “GEN-1, Wasting money,”** and **“ALT-3, Definition of a true retrofit,”** which describes the extensive process of exploring the development of retrofit strategies. Please also see the response to **Common Comment “ALT-7, Size of bridge and visual/aesthetic character,”** which responds to comments regarding the size of the bridge.

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page 1 of 47

IND\_MoseDavi\_G

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**From:** David Moser [REDACTED]  
**Sent:** Friday, June 23, 2017 4:01 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Comments on Draft EIR  
**Attachments:** Bridge DEIR Comments.pdf; 1548\_001.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Attached please find a comment letter regarding the Lagunitas Creek Bridge Draft EIR, and the enclosure referenced in that comment letter.

David Moser  
Point Reyes Station

Moser, David\_G  
page 2 of 47

June 23, 2017

Caltrans District 4  
Attn: Lagunitas Creek Bridge Project, Eric DeNardo  
Office of Environmental Analysis, MS-8B  
111 Grand Ave  
Oakland, CA 94623  
[Lagunitas\\_bridge@dot.ca.gov](mailto:Lagunitas_bridge@dot.ca.gov)

Comments on DEIR – Lagunitas Creek Bridge Project

Dear Caltrans:

This letter presents comments on the Draft EIR/EA (“DEIR”) for the Lagunitas Creek Bridge Project. I own and occupy the property located at 11000 Highway One in Point Reyes Station, adjacent to the bridge.

- 1 First, of the alternatives presented in the DEIR, I strongly oppose all of Caltrans’ bridge replacement alternatives, and fully support the “no action” alternative (also referred to in this process by Caltrans and others as the “no build” alternative).
  - 2 Second, I reiterate a comment I made in writing via comment letter dated June 17, 2015 (more than two years ago) regarding the inherently flawed nature of Caltrans’ process. Caltrans developed this project internally, behind closed doors, without consulting the community. Only after Caltrans decided that the project would be to fully replace the existing bridge did it start to engage the public, through the environmental review process. Caltrans is required by its own procedures and policies to develop a project “in partnership with vested stakeholders in order to ensure that the resulting project constitutes a “good value” and “is in the best interest of the general public. “How Caltrans Builds Projects” (August 2011) [http://www.dot.ca.gov/hq/tpp/index\\_files/How\\_Caltrans\\_Builds\\_Projects\\_HCBP\\_2011a-9-13-11.pdf](http://www.dot.ca.gov/hq/tpp/index_files/How_Caltrans_Builds_Projects_HCBP_2011a-9-13-11.pdf) . What Caltrans should have done many years ago, and certainly two years ago in the face of staunch community criticism during the scoping process for this DEIR, and must do now, is to halt the environmental review process, and begin a process of collaborating with the community on assessing actual seismic safety and other needs, identifying and evaluating potential means of addressing such needs, and developing a new project proposal (or deciding to do nothing at all). There are many legitimate concerns to be addressed, with many different tradeoffs to be evaluated.
  - 3 Caltrans’ failure to develop a project in collaboration with the community, and its decision to instead present an “all or nothing” (i.e., “no action” or “full replacement”) approach, is the exact reason there is now such strong community opposition to this project and such strong distrust of Caltrans’ actions. I again request that Caltrans halt this environmental review process, and begin a new process of collaborating with the community to develop a project, pursuant to its own policies referenced above.
- Third, I attach and incorporate by reference my comment letter of June 17, 2015, as all of those comments are equally applicable to the DEIR.

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4 Fourth, this DEIR identifies numerous significant effects on the quality of the human environment, especially in light of the context and intensity of the proposed action and its effects. As a result, it would be arbitrary and capricious under NEPA for Caltrans to issue a Finding of No Significant Impact. Instead, Caltrans must conclude that the project will have significant effects, and prepare a full Environmental Impact Statement under NEPA.

Fifth, the following are comments on specific sections of the DEIR:

#### Section 1.2 Purpose and Need

- 5
  - The purpose of and need for the project is to make the bridge seismically safe. This is confirmed by the following:
    - In 2007, Caltrans added a work recommendation for the Lagunitas Creek Bridge to its STRAIN (Structure Replacement and Improvement Needs) Report, "to perform the seismic retrofit of the steel truss members." Caltrans' estimated cost was \$205,000, and assigned priority was Priority Level 4. (Caltrans STRAIN Report, May 2017, page 40 of 155.)
    - Caltrans' March 19, 2015 Scoping Meeting handout [http://www.dot.ca.gov/d4/lagunitascreekbridge/images/2015\\_03\\_19\\_Lagunitas\\_Scoping\\_Factsheet.pdf](http://www.dot.ca.gov/d4/lagunitascreekbridge/images/2015_03_19_Lagunitas_Scoping_Factsheet.pdf) stated that the purpose and need of the project "is to create a seismically safe crossing" over Lagunitas Creek. (This handout also requested public comment on the range of reasonable alternatives to be considered.)
    - Section 1.2.1 of the DEIR states that the purpose is to "provide a safe, seismically stable crossing of Lagunitas Creek."
    - At the June 15, 2017 public meeting, Caltrans in its presentation confirmed that the fundamental purpose of the bridge project is "seismic safety."
  - Given the stated need for seismic safety, the purpose and need statements are unduly narrow (and therefore unduly limit the range of alternatives) as they call for a full replacement of the bridge, when in fact there are multiple additional means of achieving seismic safety which do not involve full replacement.

#### Section 1.2.2.1 Live Load

- 6
  - This section states that the bridge is posted for weight limit.
    - As was discussed during the June 15, 2017 public meeting, this is not true. There is no weight limit sign posted on the bridge. To the extent Caltrans is concerned about the effects of heavy trucks using the bridge, it has been negligent in not actually posting weight limits on the bridge.
    - In addition, the DEIR does not discuss the extent to which, if any, there is any need for heavier trucks to utilize the bridge. Thus, the DEIR fails to establish the need to increase the weight-bearing capacity of the bridge

#### Sections 1.3 through 1.6: Project Description and Alternatives

- 7
  - The project Caltrans has proposed to meet the stated purpose and need of "seismic safety" is full replacement of the existing bridge with a wholly new bridge.
  - The DEIR only considers 5 full bridge replacement alternatives (each of which has very significant environmental effects, as evidenced by the length of the DEIR, its

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Appendices, and the associated new technical documents which are summarized in the DEIR, which total over 1,500 pages) and one “no action” alternative. It fails to consider any other means of achieving the stated need of seismic safety.

- CEQA requires that an EIR identify feasible alternatives that could avoid or substantially lessen the project’s significant environmental effects. Public Resources Code (PRC) §§21002, 21100(b)(4), 21150. The California Supreme Court has described the discussion of alternatives as “the core of an EIR.” *Citizens of Goleta Valley v Board of Supervisors* (1990) 52 C3d 553, 564. The CEQA Guidelines require an EIR to describe a reasonable range of alternatives to the proposed project that would feasibly attain most of the project’s basic objectives while reducing or avoiding any of its significant effects. 14 Cal Code of Regulations (CCR) §15126.6(a). The nature of alternatives varies depending on the type of project being analyzed. *Citizens of Goleta Valley* at 566.
- An EIR must evaluate a range of alternatives that are “potentially feasible.” 14 CCR §15126.6(a). “Feasible” means “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.” PRC §21061.1. The scope of alternatives to be reviewed must be considered in light of the nature of the project, the project’s impacts, relevant agency policies, and other material facts. *Mira Mar Mobile Community v. City of Oceanside* (2004) 119 CA4th 477. The range of alternatives examined in an EIR should be designed to foster informed decision-making and public participation. 14 CCR 15126.6(a)-(f).
- NEPA imposes the same obligations to identify and evaluate a reasonable range of alternatives. A NEPA document is required to rigorously explore and objectively evaluate all reasonable alternatives. 40 CFR 1502.14. Reasonable alternatives are those that may be feasibly carried out based on technical, economic, environmental and other factors. An alternative is not infeasible merely because the project proponent does not like it. *Forty Most Asked Questions Concerning CEQ’s National Environmental Policy Act Regulations* (46 Fed. Reg. 18026 (March 23, 1981)), Question 2.a
- Caltrans has steadfastly refused to consider alternatives other than full bridge replacement (and “no action”, which is required by law) from the very beginning of this environmental review process, despite numerous and repeated requests from the public to identify, consider and analyze other alternatives, and despite its own policies and procedures for seismic retrofits, and despite its own seismic analysis which contains a “Recommended Seismic Retrofit”
  - Caltrans’ CEQA Notice of Preparation, dated March 6, 2015 (see DEIR, Appendix L), describes the project as “replace the current bridge,” and states that the only alternatives “under consideration” are full replacement alternatives and no action.
  - Caltrans held a public scoping meeting on March 19, 2015. Its presentation materials at that meeting stated that a “purpose of scoping” is to “identify a reasonable number of viable project alternatives.” Under the heading “How the Public Can Participate,” the presentation materials requested that the public provide written comments on “suggestions for improvements on the alternatives” and “suggestions for new viable alternatives.”  
[http://www.dot.ca.gov/d4/lagunitascreekbridge/images/2015\\_03\\_19\\_Lagunitas\\_Scoping\\_Displays.pdf](http://www.dot.ca.gov/d4/lagunitascreekbridge/images/2015_03_19_Lagunitas_Scoping_Displays.pdf)

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- Caltrans' own "Scoping Summary Report" (9/3/15) (Appendix A to Caltrans' "Community Impact Assessment" <http://www.dot.ca.gov/d4/lagunitascreekbridge/docs/trs-may2017/community-impact-assessment.pdf>) states that scoping purposes include "solicit suggestions for new viable alternatives" (p. 5)
- Public comments were received until June 20, 2015
- Examples of specific comments submitted in writing:
  - The Inverness Association, Inverness Ridge Association, Point Reyes Station Village Association (PRSV), Mainstreet Moms all submitted written comments in June 2015 opposing replacement and requesting that Caltrans consider alternatives to replacement including retrofit of the bridge.
  - PRSV requested Caltrans commission an independent engineering study to evaluate the viability of repairing, restoring, maintaining the current bridge.
  - The Inverness Association comment letter stated: "The Study must fully consider two additional alternatives: (a) repairing, or (b) retrofitting the existing bridge. Caltrans should commission an independent field engineering analysis of the bridge's piles, the possibility of reinforcing the foundation and undertake a cost/effectiveness analysis of both of these additional alternatives."
  - The Inverness Ridge Association comment letter stated: "Caltrans should reconsider alternatives to replacement of the bridge and seek added professional input on the feasibility of retrofitting the existing structure."
  - April 20, 2015 comment letter from North Bay Seismic Design (Alistair Lizaranzu, P.E., structural engineer with bridge seismic design experience). He obtained as-built drawings, then inspected the bridge personally. He stated that he was very surprised to learn that Caltrans was only proposing full bridge replacement alternatives, but zero retrofit alternatives. "[C]onventional Caltrans Retrofit procedures should be able to address the types of deficiencies identified" by Caltrans, his comment letter stated. The comment letter also provided Caltrans with several examples of retrofit options used for other Caltrans bridge retrofit projects.
  - My own comment letter of June 17, 2015 stated that in addition to proposing full replacement alternatives, Caltrans must conduct "a detailed engineering evaluation of the bridge, its risks, and all potential means of appropriately ameliorating any identified risks if necessary." It further stated that in proposing only bridge replacement alternatives and no retrofit alternatives, Caltrans relied only on general statements related to the age of the structure (e.g., "steel portions of the bridge are deteriorating," steel bridges "are susceptible to fatigue") and a 4-page Bridge Inspection Report dated May 7, 2014 (which was based on a brief and superficial visual inspection of only the most easily accessible portions of the bridge). Given the impacts of full replacement on the community and the environment, Caltrans must conduct "a detailed engineering investigation and evaluation of the bridge, a thorough

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assessment of its actual seismic and structural risks, and a feasibility study of all options (including maintenance, repair, retrofit and replacement options ) for addressing any such risks.” The letter also stated: “We request that Caltrans immediately initiate a process, open and transparent to the community, for conducting a comprehensive engineering assessment of the condition of the current bridge and its associated seismic and structural risks. Such an assessment of condition and risks is necessary in order to then assess bridge-specific risks, and conduct a feasibility study of potential alternative means of appropriately ameliorating any identified risks. Following such a feasibility study, we request that Caltrans then initiate a process of “developing a proposed project in partnership with vested stakeholders” as its procedures require. Those stakeholders include the greater Point Reyes Station, Inverness, Inverness Park and Olema communities, the Point Reyes Station Village Association, the entities identified in Caltrans’ scoping notice, adjoining and nearby property owners and businesses, and those persons and entities who have submitted comments.”

- Caltrans’ own “Scoping Summary Report” (9/3/15) states that many members of the public expressed that they wanted more information regarding a retrofit alternative in the form of a study. Commenters also requested that Caltrans provide additional info on the structural vulnerabilities of the current bridge while investigating the possibility of retrofitting. Specific concerns associated with a retrofit included minimizing traffic delays, maintaining existing scale, shorter construction duration, and reduce right of way impacts. The “Scoping Summary Report” also states: “The majority of commenters expressed their preference to evaluate a retrofit alternative.” (*Id.* at p. 15)
- “After reviewing comments and issues, Caltrans held a second public meeting to respond to some concerns through further information on design and construction.” This meeting was held on October 15, 2015. Caltrans Alternatives Analysis Report (April 2017, p. 13)  
[http://www.dot.ca.gov/d4/lagunitascreekbridge/docs/0g642\\_lagunitas-creek\\_altanalysis-report\\_04242017.pdf](http://www.dot.ca.gov/d4/lagunitascreekbridge/docs/0g642_lagunitas-creek_altanalysis-report_04242017.pdf). Additional oral public comments were received at the meeting. Several oral commenters, including me, reiterated our prior requests for a detailed engineering analysis of the specific seismic risks of this bridge, and the identification and evaluation of potential alternatives for reducing those risks to an acceptable level through retrofit. At that public meeting, Caltrans committed to do so. See June 9, 2016 email from David Moser to Jodi Ketelsen of CH2M (lead outside consultant for Caltrans) (this email quotes the Caltrans project website: “ Please note: Caltrans is preparing a technical design study for a retrofit alternative, which is expected to be ready by 2016”; screenshot of the Caltrans website on June 9, 2016 available on request)
- However, rather than conduct the promised detailed engineering analysis of retrofit alternatives, Caltrans instead formed a hand-picked “Stakeholder Working Group” (SWG) and secretly orchestrated their rejection of a bogus “retrofit” design. In late 2015, Caltrans appointed four area residents and 12 government



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agency employees to this SWG, ostensibly to get “community” input even though Caltrans expressly prohibited the public and press from attending SWG meetings (in violation of the Bagley-Keene Open Meeting Act, Calif. Gov’t Code 11120 et seq.) The SWG held a total of three, 2-hour meetings, which occurred in January, February and April, 2016. Caltrans discussed a detailed retrofit alternative with the SWG just once, in the January 2016 meeting. Caltrans told the SWG that “retrofit” would require “piece-by-piece replacement, new foundation and structural supports and overall strengthening to meeting current seismic standards and carry allowable truck weight” which would require three years of construction and a temporary detour bridge. Caltrans SWG Minutes ([http://www.dot.ca.gov/d4/lagunitascreekbridge/docs/swg\\_draft\\_summary\\_jan26\\_2016.pdf](http://www.dot.ca.gov/d4/lagunitascreekbridge/docs/swg_draft_summary_jan26_2016.pdf)) (See also DEIR Section 1.6.2.3, which describes the “retrofit” alternative Caltrans presented to the SWG in January 2016). This “retrofit” description was not based on any detailed evaluation of the specific seismic risks posed by this bridge – Caltrans would not do that until 14 months later when it issued a report entitled “Seismic Evaluation of Lagunitas Creek Bridge” (Caltrans, March 8, 2017) (<http://www.dot.ca.gov/d4/lagunitascreekbridge/docs/lagunitas-creek-bridge-seismic-evaluation.pdf>).

- According to Caltrans, “the SWG determined that they were not supportive of the Retrofit Alternative.” Caltrans Alternatives Analysis Report (April 2017, p. 24). This is the reason Caltrans provides for not analyzing any retrofit alternative in the DEIR. (Id.)
- Caltrans has detailed, written policies and procedures governing seismic evaluation and retrofit of bridges. This is not surprising, given that Caltrans has over 12,000 bridges in the state, the majority of which are over 50 years old and therefore were not designed in accordance with current seismic safety standards.
  - Caltrans’ seismic retrofit standards and practices are detailed in “Memo to Designers (MTD) 20-4” (which is entitled “Seismic Retrofit Guidelines For Bridges In California”) ([www.dot.ca.gov/des/techpubs/mtd.html](http://www.dot.ca.gov/des/techpubs/mtd.html)) (“The Bridge Memo to Designers (MTD) [of which MTD 20-4 is just one part] serves as a supplement to the AASHTO Specifications and the Caltrans’ *Seismic Design Criteria*. MTDs are technical policies and procedures particular to California and assist the Structure Designer in the interpretation and application of structural and seismic design standards.” MTD 1-0 (January 2015) (<http://www.dot.ca.gov/des/techpubs/manuals/bridge-memo-to-designer/page/section-1/1-0.pdf>))
  - Caltrans updated MTD 20-4 in June 2016. The Caltrans MTD website contains this new version of MTD 20-4, and also an Implementation Memo from the State Bridge Engineer (<http://www.dot.ca.gov/des/techpubs/manuals/bridge-memo-to-designer/page/section-20/20-4-memo.pdf>) which provides:
    - MTD 20-4 was revised June 24, 2016, “to provide the latest information on bridge retrofits” (prior version was in 2010)
    - “Caltrans bridge inventory was recently rescreened to identify bridges at risk due to high ground shaking, fault offsets, and liquefaction. Caltrans

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- retrofit strategy for Ordinary Bridges is to do no more than is necessary to prevent collapse.”
- “progress has been made on designing more effective retrofits for a variety of seismic hazards”
- “The updated memo emphasizes that a retrofit must not be done unless it can be demonstrated that the bridge will collapse for the Design Earthquake.” (emphasis added)
- MTD 20-4 (June 2016) provides:  
<http://www.dot.ca.gov/des/techpubs/manuals/bridge-memo-to-designer/page/section-20/20-4.pdf>
  - “It is the designer’s responsibility to accurately assess the performance of the existing structure, to show a collapse mechanism if it exists, and to develop retrofit strategies that ensure the structure meets the no collapse performance standard.” (p. 1)
  - “The goal of this “No Collapse” performance standard is to protect human life and there are no serviceability expectations for retrofitted bridges.” (p.1)
  - “determining collapse is different than simply determining that demand exceeds capacity . . . exceeding a single member capacity may not lead to system collapse. Collapse means that the demand is so large that the bridge will become unseated, that it will break a significant load bearing element, or it will cause some other collapse mechanism that will positively bring down the bridge.” (pp. 1-2)
  - “MTD 20-4 only requires the minimum seismic retrofit to prevent collapse” “Therefore existing bridges are allowed to have behavior that is discouraged for new bridges.” (p. 2)
  - “[B]ecause Caltrans has to prioritize the many life safety concerns on state highways and locally owned bridges, undue conservatism is not appropriate for the seismic retrofit of ordinary bridges.” (p. 3) (note that Caltrans considers the Lagunitas Creek bridge to be an “ordinary bridge”)
  - “an incremental approach is used to determine the level of retrofit necessary to develop a retrofit strategy that achieves the most economical retrofit design while meeting the “No Collapse” performance standard.” (p. 5)
  - “If the diagnostic model indicates that a collapse mechanism exists then the designer must estimate the minimum amount of retrofit required to meet the “No Collapse” performance standard.” (p. 7)
  - “The designer must consider costs when developing a retrofit bridge model. For instance, the abutment and superstructure can sometimes be modified to reduce demands to the columns at considerable savings over a column and foundation retrofit.” (p. 7)
- Caltrans failed to follow its own detailed, written policies and procedures in proposing bridge replacement and preparing the DEIR.
  - Caltrans’ Preliminary Seismic Design Recommendation (July 30, 2010) indicates that Caltrans had internally proposed full bridge replacement no later than July 1,

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2010. (Memorandum from Hossain Salimi, Geotechnical Services, to Minh Ha, Senior Bridge Engineer) (obtained through Public Records Act request).

- Caltrans' internal "full replacement" decision was made without having conducted the seismic analysis required by MTD 20-4. According to Caltrans' Draft Preliminary Foundation Report (December 8, 2016), "No seismic retrofit study has been formally performed. No consideration is given to retrofit of the bridge neither to use of existing pier footings for the currently proposed replacement." (p. 8) The Report also says: "Based on our site visits the bridge appears to be in fair service conditions." (p. 8)  
<http://www.dot.ca.gov/d4/lagunitascreekbridge/docs/trs-may2017/preliminary-foundation-report.pdf> )

- Caltrans' lead project consultant confirmed that was the case
  - Caltrans' lead consultant for this project told me in a phone call she initiated in September 2016 that (a) Caltrans' "retrofit" described to the SWG is "not actually a true retrofit but instead is the same as building a whole new bridge, maybe worse – it's not a retrofit, it's a rebuild" that "didn't meet the laugh test", and (b) the DEIR was at that point almost entirely written, and it might be "tweaked" slightly as a bit of new information is developed." (Personal communication (as documented in contemporaneous typed notes prepared during the phone call), Jodi Ketelsen, CH2M, September 27, 2016)
- The DEIR (April 2017) does not analyze the impacts of any seismic retrofit alternative.
- Remarkably, however, Caltrans did at the last minute prepare a MTD 20-4 seismic evaluation in Spring 2017
  - Caltrans had its Senior Bridge Engineer/Seismic Specialist, Mr. Tariq Masroor, make a presentation to the public on June 15, 2017, during the DEIR public comment period. Mr. Masroor stated that he "only got involved in this project a couple of months ago."
  - Mr. Masroor authored a report entitled *Lagunitas Creek Bridge Seismic Evaluation Report*, dated March 8, 2017 (<http://www.dot.ca.gov/d4/lagunitascreekbridge/docs/lagunitas-creek-bridge-seismic-evaluation.pdf>) (The *Seismic Evaluation* report is included as Attachment A in the Caltrans Alternatives Analysis Report (April 2017) ([http://www.dot.ca.gov/d4/lagunitascreekbridge/docs/0g642\\_lagunitas-creek\\_altanalysis-report\\_04242017.pdf](http://www.dot.ca.gov/d4/lagunitascreekbridge/docs/0g642_lagunitas-creek_altanalysis-report_04242017.pdf)) which is referenced in the DEIR.)
  - The *Seismic Evaluation* report states that "The seismic evaluation was performed to develop the optimum seismic retrofit strategy and associated cost. The structure was evaluated in accordance with Caltrans standard practice and Memo to Designers (MTD) 20-4." (*Id.*, p. 1)
  - The *Seismic Evaluation* report evaluated each structural component of the existing bridge, and their respective "seismic vulnerabilities."
  - Remarkably, the *Seismic Evaluation* report then proposes a "Recommended Seismic Retrofit" (*Id.*, p. 8) which is far different and less extensive than the "replace every piece of the bridge piece-by-piece" bogus "retrofit" that Caltrans presented to the SWG in January 2016, and which is the only "retrofit" option Caltrans considered in the entire DEIR process. Indeed, Caltrans dismissed that

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alternative early in the DEIR process, and did not carry this alternative forward for analysis in the DEIR.

- Strangely, the *Seismic Evaluation* report includes a diagram labeled “Retrofit Alternative – 1”, which the report says “is needed based on the above mentioned seismic vulnerabilities” – yet that diagram is dated October 9, 2015, about 2 ½ years before this *Seismic Evaluation* was prepared.
- Even more remarkable, however, is the fact that the DEIR does not evaluate the “Recommended Seismic Retrofit” recommended by its own Seismic Specialist in the *Seismic Evaluation* report.
  - The DEIR does make mention of a part of the *Seismic Evaluation* report, namely just the report’s conclusions about the existing seismic vulnerabilities of the bridge. DEIR Section 1.6.2.3. It does so in the context of trying to justify after-the-fact its decision in 2016 to not carry forward for analysis in the DEIR the bogus “retrofit” alternative it presented to the SWG some fourteen months before the *Seismic Evaluation* report was prepared.
  - In contrast, the DEIR makes no mention, nor does it provide any analysis, of the “Recommended Seismic Retrofit” contained in the *Seismic Evaluation* report.
- Caltrans’ own March 2017 *Seismic Evaluation* report demonstrates that there is a reasonable, feasible retrofit alternative for achieving the stated purpose and need of seismic safety, which alternative was not evaluated in the DEIR.
- Seismic engineer Alistair Lizaranzu, P.E. has also demonstrated that there are multiple additional reasonable, feasible retrofit alternatives which will achieve the stated purpose and need of seismic safety, and with significantly less environmental effects
  - In April 2015 during the project scoping period, Mr. Lizaranzu submitted seismic retrofit alternatives utilized by Caltrans for other bridge projects, which are suitable for use on the Lagunitas Creek bridge.
  - On May 30, 2017 Mr. Lizaranzu submitted to Caltrans a DEIR comment letter which enclosed seven different suitable, less impactful, seismic retrofit options.
- In addition to seismic retrofit, there are other alternatives which would have far less environmental effects which Caltrans has failed to analyze in the DEIR.
  - MTD 20-4 states its purpose as follows: “The primary performance standard for retrofitting bridges is to prevent the structure from reaching the collapse limit state for the Design Earthquake. The goal of this “No Collapse” performance standard is to protect human life and there are no serviceability expectations for retrofitted bridges.” (MTD 20-4, p. 1) (emphasis added)
  - This laudable goal of “protecting human life” can be achieved equally well by installing earthquake warning lights at each end of the existing bridge, which lights would be connected to the new California Shake Alert system. With a bridge length of 150-feet, vehicles traveling at the speed limit of 35 miles per hour completely cross the bridge in a mere 3 seconds. The Shake Alert system, installed on such a short bridge, would ensure that the bridge is cleared of vehicles prior to any earthquake-caused collapse, thereby protecting human life, and doing so at a small fraction of the cost to taxpayers of the proposed project and with no environmental effects.
- Caltrans should also analyze an even faster accelerated bridge construction alternative, such as that which Caltrans utilized in 2006 in Geyserville. There, a bridge damaged by

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high flows in the Russian River in late 2005 (the very same storm caused Lagunitas Creek to flow over the top of the Lagunitas Creek bridge roadway, at a flow of approximately 17,000 cfs) was completely replaced within four months of contract award to the bridge contractor. This was done in response to community demand, in order to minimize impacts of the project on the community. Caltrans has touted the success of the Geyserville project in numerous articles and presentations. See, e.g.,

[http://aspirebridge.com/magazine/2008Fall/russian\\_fall08.pdf](http://aspirebridge.com/magazine/2008Fall/russian_fall08.pdf)

- 18 ■ Courts routinely reject an EIR's analysis of alternatives when an alternative that would reduce significant impacts and achieve most project objectives is omitted from the analysis and the EIR fails to include a reasonable explanation of the decision to exclude it. See, e.g., *Laurel Heights Improvement Assoc. v. Regents of University of California* (1988) 47 C3d 376; *North Coast Rivers Alliance v. Kawamura* (2015) 243 CA4th 647; *Habitat & Watershed Caretakers v. City of Santa Cruz* (2013) 213 CA4th 1277. An EIR will be found legally inadequate if it contains an overly narrow range of alternatives in light of the nature of the project and its environmental effects. *Watsonville Pilots Assoc. v. City of Watsonville* (2010) 183 CA4th 1059. As detailed through this comment letter, this DEIR suffers from both of these types of fundamental flaws.
- In summary, the DEIR indisputably has failed to consider a reasonable range of alternatives, in violation of both CEQA and NEPA. Caltrans must prepare and circulate for public review and comment a new and revised DEIR which identifies and fully evaluates a reasonable range of alternatives, including but not limited to several true seismic retrofit alternatives as well as the Shake Alert warning light alternative.

#### Section 1.7 Required Permits and Approvals

- 19 ■ Table 1-2 fails to describe all of the permits which the project will require. In addition to those listed, the project will require Incidental Take Authorization under the Marine Mammal Protection Act (sea lions are regularly observed in Lagunitas Creek both downstream and upstream of the bridge), and Rivers and Harbors Act Section 10 permit for construction in navigable waters.

#### Section 1.8 Construction Cost

- 20 ■ The DEIR provides estimated construction costs for 5 full replacement alternatives, but fails to provide an estimated construction cost for either the one retrofit alternative not carried forward for detailed analysis, or any other retrofit alternatives.

#### Section 2.1.2 Community Impacts

- 21 ■ An EIR must identify and describe the significant direct environmental impacts that will result from the project. 14 CCR 15126.2(a). The EIR must be prepared with a sufficient degree of analysis to provide decision-makers with the information needed to make an intelligent judgment concerning the project's impacts. 14 CCR 15151.
- The "Construction Impacts" discussion of the five build alternatives fails to meet these requirements, because the description of impacts is vague and very general in nature.
- A detailed discussion of impacts is improperly deferred to the later development of a "construction management plan", the alleged purpose of which will be "to address community impacts". CEQA prohibits an EIR from deferring the identification of

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- 23 impacts, or measures to mitigate significant impacts. See 14 CCR 15126.4(a)(1)(B). Caltrans has specifically defined the 5 build alternatives, several of which are extremely similar to one another. The construction related impacts are thus foreseeable and quantifiable. As a result, Caltrans must prepare its anticipated "construction management plan" now, and incorporate the resulting analysis of impacts and associated mitigation measures into a new, revised Draft EIR for public review.
- The DEIR states (p. 2-18) that "during most of the construction period" the existing bridge would remain in use. Since the DEIR estimates that the "construction period" would be either one year (for the four "accelerated bridge construction" or "ABC" alternatives) or three years (for the one "conventional construction" alternative), under the DEIR's formulation the bridge could be closed to use for up to 6 months (for the ABC alternatives) or 1.5 years (for the remaining alternative), and thus still be open "during most of the construction period." The failure of the DEIR to quantify, or even estimate, the actual extent of the anticipated bridge closure(s) prevents the public and Caltrans from evaluating the severity of this impact.
  - The DEIR also refers vaguely to "occasional" one-lane traffic restrictions (p. 2-18). The failure of the EIR to quantify how often, and for what periods of time, the bridge will either be closed to traffic (apart from the projected 2-3 week complete closure for the ABC alternatives), or subject to one-lane traffic restrictions, under each of the alternatives precludes an intelligent judgment concerning the traffic-related impacts of each alternative and prevents the public from evaluating such impacts, which are likely to be very significant.
  - 24 ▪ As the community made clear during the public scoping process, traffic impacts are one of the public's "primary concerns" of the project. See Scoping Summary Report, Lagunitas Creek Bridge Project (Caltrans, September 3, 2015)(included as Appendix A in Caltrans' Community Impact Assessment (Caltrans, April 2017) (<http://www.dot.ca.gov/d4/lagunitascreekbridge/docs/trs-may2017/community-impact-assessment.pdf>) Despite this clear articulation of public concern during scoping, Section 2.1.2 fails to provide any quantified analysis of traffic impacts of the different alternatives.
  - 25 ▪ Section 2.1.2 also fails to quantify the effects of bridge closure, traffic delays associated with speed limit restrictions, and one-lane traffic restrictions, on area businesses. The DEIR merely states that businesses in Point Reyes Station would "likely see reduced revenues" during the 2-3 week complete closure involved in the ABC alternatives, without providing any quantification metrics for evaluating the severity of such a revenue reduction. The DEIR also fails to analyze the impacts on Point Reyes Station businesses of bridge closures, speed limit reductions, and one-lane traffic restrictions during the other 49 weeks of the one-year ABC construction period (or the 3 year conventional construction period). Clearly a visually impactful, noisy, dusty, traffic-causing construction project on Highway 1 at this location will affect overall visitor travel to the greater Point Reyes area and specifically to Point Reyes Station and its visitor-dependent businesses for the duration of the one or three year construction period. The DEIR fails to analyze the impacts of this foreseeable visitor reduction on area businesses. These impacts will be significant, and the public must have an opportunity to review and comment on them, thus requiring that Caltrans prepare and circulate for public review a new, revised, Draft EIR.

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- 26 ■ Section 2.1.2 discusses a few specific businesses that could be affected by visual impacts, dust and noise during the entire construction period, but fails to even mention the Marin Sun Farms butchery and restaurant at the intersection of Highway 1 and Sir Francis Drake Boulevard, immediately adjacent to the project.
- 27 ■ The DEIR states that during the 3-year construction period for the conventional construction option, "increased traffic in the project vicinity . . . may influence some regional visitors to delays their visit to the study area or to enter Point Reyes Station less frequently than they would otherwise." (p. 2-21). Yet the DEIR fails to even attempt to quantify or otherwise evaluate the severity of that impact on the community.
- 28 ■ Although the construction impacts for the ABC alternatives would be of shorter duration (1-year) than for the conventional construction alternative (3-years), the traffic related impacts for the ABC alternatives will likely be greater because the ABC alternatives do not involve a temporary bridge, and will involve greater traffic restrictions in terms of bridge closure and one-way traffic limitations. The DEIR fails to analyze these impacts.

**Section 2.1.2.2 Relocation and Real Property Acquisition**

- 29 ■ The DEIR is inconsistent in its descriptions of the impacts of construction on nearby properties. For example, in discussing the 3 homes that share one driveway southeast of the project, p. 2-27 states that the construction process may "potentially change the access", yet p.2-10 states that for those 3 homes the equipment staging, noise, and required change in access may result in changing the use during the construction period "from residential to construction zone" implying that the residents of those 3 homes will not be able to access or use their properties for the entire either 1-year or 3-year construction period.
- 30 ■ The DEIR fails to specifically identify what particular uses are required for each of the nine properties discussed on pp. 2-25 and 2-26, and the DEIR fails to discuss or analyze potential means of minimizing the physical use of and physical impacts on those properties, and how such means would affect the potential for having to relocate the animal hospital or the 3 residences southeast of the bridge. Obtaining a temporary construction easement, and providing appropriate financial compensation in connection with those easements, does not address the need to minimize physical impacts to those properties.
- 31 ■ The DEIR fails to analyze or mitigate physical impacts of construction on adjacent properties, such as fallout of dust (including dust contaminated with lead or other hazardous materials), damage to structures or improvements caused by construction vibrations, etc.

**Section 2.1.3.3 Parks and Recreational Facilities – Environmental Consequences**

- 32 ■ The description of construction impacts is so vague as to preclude an evaluation by the public or Caltrans of impacts. For example, the DEIR states that under the ABC method, construction activities would last up to 1 year, "with most of the noise- and dust-generating activities occurring in the span of a few months." The ABC alternatives are well developed, and a detailed description of the type, extent, and duration of such impacts must be included in the DEIR so that the public can review and comment on them. For example, does a "few months" mean 4, or 6, or 9 months? During what time



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of year (which relates directly to the extent of impacts on park users, who are more numerous during some times of the year as compared to others)? Continuous impact causing activities during those “few months”, or sporadic? Only during the week, or on weekends (when there are more users) too?

#### Section 2.1.5 Traffic

- 33  The DEIR says that during construction, traffic could continue to use the bridge but at greatly reduced speeds (15 to 20 mph), and that a 3-way stop would be required at the intersection of SR1 and Sir Francis Drake Boulevard (p. 2-60 to 2-61). Yet the DEIR fails to analyze the impact of those measures on traffic flow. Instead, it merely offers conclusory statements unsupported by facts or analysis, to the effect that “traffic across the bridge would flow with minimal congestion or delays outside of weekend tourist traffic.” With 687 vehicles per hour crossing the bridge on weekday afternoons (p. 2-62), that amounts to one car having to make a full stop every 5.2 seconds, instead of being able to travel unimpeded across the bridge. The DEIR fails to assess the impacts of this traffic measure on travel time, noise in the immediate vicinity, and air pollution in the immediate vicinity. There is also no discussion of where the 3-way stop would be located (e.g., where precisely will southbound traffic be required to stop? If immediately south of the bridge, traffic will then back up onto the bridge.), or how that would affect traffic flow.
- 34  The DEIR states that one-way reversing traffic control will be required “on the bridge” (p. 2-61), but fails to state how often, and for what durations. The DEIR also projects that associated traffic queues will dissipate except on weekends, but that conclusion assumes that the one-way reversing traffic is taking place on a highway that otherwise has through traffic – which will not be the case with a 3-way stop. There is no discussion in the DEIR about how the 3-way stop will affect the operations of one-way reversing traffic flow.
- 35  The DEIR improperly defers development of avoidance and mitigation measures to a future Traffic Management Plan (TMP). As stated in AMM TRANS-1, the TMP would include avoidance and minimization measures to address the potential issues in Table 2.1.5-1, but that table only pertains to issues associated with the 3-week total closure of Highway 1, and not the traffic impacts that would occur during the entire 1 year of construction for the ABC alternatives. Also, the DEIR fails to specify any performance standards for the deferred avoidance and mitigation measures that purportedly be developed in a future TMP. 14 CCR 15126.4(a)(1)(B).
- 36  The DEIR fails to determine or specify whether the described traffic impacts will be significant, or whether the proposed mitigation measures will reduce the impacts to a less than significant level, and therefore does not comply with CEQA. (This fundamental flaw in the DEIR is present not only in this Traffic section, but throughout all of the impact discussions. Accordingly, this portion of this comment applies to every impact discussion section in the DEIR, and will not be repeated in this comment letter.)

#### 2.1.6 Visual/Aesthetics

- 37  Page 2-81 states that the existing piers in the creek would be removed. None of the project descriptions in Section 1.3 discuss removal of the existing piers, nor does the DEIR analyze the impacts of removing the piers. The Seismic Evaluation (March 2017)

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assumes that each of the 4 piers consists of 13-pile-group deep foundations, and that the piles are likely 12-inch-diameter circular timber piles with an estimated depth of 30'. Removal of the existing piers will have significant impacts on water quality in Lagunitas Creek, biological resources including multiple endangered species, and noise impacts, and other significant impacts are likely as well. The timber piles may well have been chemically treated prior to installation, and their removal after 80+ years may cause significant environmental harm. These are new, significant, undisclosed impacts that must be addressed in a new DEIR that must in turn be circulated for public review and comment. Public Resources Code §21092.1, 14 Cal. Code of Regulations §15088.5. See Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova (2007) 40 C4th 412, 447.

#### 2.2.1 Hydrology

- 38

▪ Section 2.2.2.1 discusses the federal Clean Water Act, including Section 404 which prohibits the discharge of dredge or fill material into a water of the United States without a permit from the U.S. Army Corps of Engineers. This section fails to discuss the applicability of Section 10 of the federal Rivers and Harbors Act. Lagunitas Creek at the location of the project site is subject to the ebb and flow of the tide, has been used in the past to transport items of commerce, and is currently used in commerce in the form of commercial kayak tours which transit through the project area to areas well upstream of the bridge. As a result, Lagunitas Creek at the project site constitutes navigable water for Section 10 purposes. This section also fails discuss the applicability of the Lake and Streambed Alteration Agreement requirement of California Fish and Game Code Section 1600 et. seq. Caltrans will be required to notify the California Department of Fish and Wildlife and secure an Agreement, because the project will disturb the bed and bank of a river, lake or stream and will divert the flow of Lagunitas Creek.
- 39

▪ Section 2.2.2.3 states that the exiting piers would be removed (p. 2-130). However, the “construction impacts” discussion (beginning on p. 2-130) fails to mention or analyze the impacts associated with removal of the four existing piers. The Seismic Evaluation (March 2017) assumes that each of the 4 piers consists of 13-pile-group deep foundations, and that the piles are likely 12-inch-diameter circular timber piles with an estimated depth of 30'. Removal of the existing piers will have significant impacts on water quality in Lagunitas Creek, biological resources including multiple endangered species, and noise impacts, and other significant impacts are likely as well. The timber piles may well have been chemically treated prior to installation, and their removal after 80+ years may cause significant environmental harm. These are new, significant, undisclosed impacts that must be addressed in a new DEIR that must in turn be circulated for public review and comment. Public Resources Code §21092.1, 14 Cal. Code of Regulations §15088.5. See Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova (2007) 40 C4th 412, 447.
- 40

▪ AMM WATER-1 (p. 2-134) improperly defers development of stormwater pollution control measures to the later development of a SWPPP, and merely identifies general “strategies” rather than required performance standards for future mitigation measures, in violation of CEQA requirements. 14 CCR 15126.4(a)(1)(B).
- 41

▪ AMM WATER-2 states that “permanent stormwater treatment measures will be constructed on- or offsite.” However, the DEIR fails to provide any information about

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where and how such permanent treatment measures will be constructed, and what the impacts of their construction will be. This measure states that the “preferred treatment” is either a basin or swale, which would have to be constructed on either public parkland property or private property, yet the DEIR provides no information about where such a basin or swale will be constructed, or what size it will be. This measure says that soil may have to be imported in order to construct such a basin or swale, yet the DEIR fails to discuss the amount of soil that will be necessary, or the impacts of transporting or placing the soil for the basin or swale. This measure improperly defers development of stormwater treatment measures to the “design phase”, and fails to provide any performance standards for such measures. 14 CCR 15126.4(a)(1)(B)

- AMM WATER-3 improperly defers development of stormwater pollution control measures to the later development of a SWPPP, and merely identifies general “strategies” rather than required performance standards for future mitigation measures, in violation of CEQA requirements. 14 CCR 15126.4(a)(1)(B).
- As noted previously, this discussion of impacts fails to determine whether the anticipated impacts of the alternatives are significant, and whether the proposed AMM WATER mitigation measures mitigate the impacts to a less than significant impact, as required by CEQA.

#### Section 2.2.5 Hazardous Materials/Waste

- The DEIR notes in general the potential for significant hazardous material releases and contamination as a result of the project, but completely fails to analyze or evaluate this potentially significant impact to the community and the environment. The DEIR states that Caltrans has not performed any soil or groundwater testing, or evaluated the existing bridge structures for asbestos or lead-based paint (p. 2-153). “Site specific investigations would be required for the potential contaminants of concerns to be fully evaluated and quantified.” “Potential hazardous materials impacts . . . would occur over the construction period (i.e., 1 year). The existence or significance of any hazards associated with [aerially deposited lead] ADL, [naturally occurring asbestos] NOA, asbestos and lead in bridge structures, and lead and hexavalent chromium in yellow thermoplastic and yellow paint are unknown and would be assessed further through sampling.” (p. 2-161). Caltrans must conduct such site specific testing and investigations now, and then analyze potential hazardous material contamination which may occur as a result of bridge demolition, and determine whether such impacts can be mitigated to a less than significant level. For example, the existing steel truss may be coated in multiple layers of lead based paint, which could contaminate Lagunitas Creek during demolition, affecting both people who recreate in the creek, and multiple endangered aquatic species which live in the creek. Similarly, the bridge structure may contain asbestos which could be released into the air during demolition, and adversely affect local residents and visitors. These are new, significant, undisclosed impacts that must be addressed in a new DEIR that must in turn be circulated for public review and comment. Public Resources Code §21092.1, 14 Cal. Code of Regulations §15088.5.
- As noted previously, the existing bridge piles may contain hazardous materials which could be released into Lagunitas Creek during removal. The DEIR must analyze the potential hazardous material impacts of the removal of such piles. These are new, significant, undisclosed impacts that must be addressed in a new DEIR that must in turn



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be circulated for public review and comment. Public Resources Code §21092.1, 14 Cal. Code of Regulations §15088.5.

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- AMM HAZ-5 discusses the future preparation of two plans (Health and Safety Plan, and Lead Compliance Plan) to prevent exposure of construction workers to hazardous materials. But the DEIR fails to address, or mitigate, the potential exposure of adjacent residents, pedestrians and bicyclists to the very same hazardous materials. See also pp. 2-159 and 2-160, which discuss potential exposures to construction workers, but fail to discuss potential exposure – or evaluate the impacts of such exposure – to adjacent residents, pedestrians and bicyclists.

#### Section 2.2.7 Noise

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- Section 2.2.7.2 fails to identify, or analyze the noise impacts on, the Marin Sun Farms restaurant, located at the southwest corner of the Highway 1 and Sir Francis Drake Boulevard intersection.
- Mitigation measures AMM NOISE-1 is flawed in that it fails to define what “overly loud” activities constitute (either by describing the type of activity, or the specific decibel level that is considered “overly loud”). It is further flawed in that it only restricts by time (7 am to 8 pm) such undefined “overly loud” activities “where feasible”. In order to constitute appropriate mitigation, this measure must define “overly loud”, and must specify the factors that determine whether the time restriction is “feasible” or not. As written, there is no way for the public to know what activities will be restricted to those hours.

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- Mitigation measure NOISE-A is so vague and ambiguous as to not constitute a legitimate mitigation measure. Lead agencies must avoid vague and incomplete mitigation measures. *Federation of Hillside & Canyon Associations v. City of Los Angeles* (2000) 83 CA4th 1252, 1260. EIR mitigation measures are legally inadequate if they are so undefined that it is impossible to gauge their effectiveness. *Preserve Wild Santee v. City of Santee* (2012) 210 CA4th 260, 281. Here, this measure merely says Caltrans will implement “a measure”, or “measures”, “such as” the ones described below to reduce construction noise. It then vaguely identifies several general potential measures, such as earth mounds and noise curtains. While the EIR does forecast specific noise levels at specific locations due to different types of anticipated construction activities, it fails to even attempt to specify reductions in noise level that are desired, and that could be achieved through the use of specific sound blocking methods. Since Caltrans knows exactly what noise levels are likely to occur at specific locations, it must in the Draft EIR identify the specific measures it will employ, at specific locations, to achieve a specific reduction in noise. This requires that Caltrans substantially revise the Noise analysis and Noise mitigation section, and re-issue a new Draft EIR for public review and comment which contains this necessary information.

#### Section 2.3.1.2 Biological Environment/Environmental Consequences

49

- Page 2-209 states that permanent effects to wildlife corridors and migration routes “would be minimized, per agency requirements.” This statement reflects a failure of the DEIR to analyze the impacts of the project on wildlife corridors and migration routes, and also constitutes an unlawful deferral of mitigation. Caltrans has an obligation under CEQA to identify and analyze the impacts of the project, and to mitigate impacts through

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specific measures in order to reduce impacts to a less-than-significant level. It cannot simply rely on potential future measures imposed by other regulatory agencies in later, post-CEQA permitting processes.

- Mitigation measures AMM BIO-1: Re-vegetation is so vague and ambiguous as to not constitute a legitimate mitigation measure (see authorities cited above). This measure makes vague reference to some future “planting plan”, which will merely use “appropriate methods and plant species” to revegetate temporarily disturbed areas (which will be approximately 0.50 acre of very sensitive habitat, used and occupied by threatened and endangered species). The DEIR must instead present a detailed revegetation plan which specifies which species will be replanted, what size plants will be used in the replanting, the spacing and density of the plantings, the irrigation and other plant care methods that will be used to ensure the survival of the plantings, and the performance standards that will be employed to determine whether the revegetation effort is a success (and mandatory measures for additional replantings if the performance standard is not met). The public must have an opportunity to review a detailed planting plan as part of the DEIR process. As a result, Caltrans must re-issue a new Draft EIR which includes this information, for public review and comment.
- Mitigation measure AMM BIO-4: Tree Replacement suffers from the same defects as noted above. In addition, this mitigation measure improperly defers mitigation to later determinations by other resource agencies, without specifying any substantive standards. This DEIR must specify a mitigation ratio for tree replacement that reduces tree impacts to a less than significant level. It must also commit to replacing trees on-site, in the areas of project disturbance, instead of saying that tree replacements would occur “onsite if feasible.”

#### Section 2.3.2 Wetlands and Waters of the U.S.

- This section fails to discuss the applicability, and permitting requirements, under Section 10 of the Rivers and Harbors Act of 1899. The Rivers and Harbors Act is administered by the U. S. Army Corps of Engineers.

#### Section 2.3.2.3 Environmental Consequences

- The DEIR states that the project will likely qualify for Nationwide Permit 14 from the Army Corps of Engineers. Nationwide permits may only be used for projects that will have minimal environmental impacts. As this DEIR demonstrates, this project will have more than minimal impacts, hence an Individual Section 404 permit will be required.
- Page 2-221 states that pursuant to Regulatory Guidance Letter (RGL) 90-08, the Army Corps is not expected to regulate the piles as fill. That is incorrect. RGL 90-08 expired in 1993. Pursuant to RGL 05-06 (December 7, 2005), the Corps does not consider RGL 90-08 to continue to apply to the Section 404 regulatory program. See <http://www.usace.army.mil/Portals/2/docs/civilworks/RGLS/rgl05-06.pdf> (“Any expired RGL not listed is considered inappropriate for current program execution;” RGL 90-08 is not listed in the Attachment to RGL 05-06).

#### Section 2.3.2.4 Avoidance, Minimization and/or Mitigation Measures



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- 55
- AMM BIO-5 suffers from the same flaws as does AMM BIO-1, which flaws are identified above and apply equally to this mitigation measure.
  - Mitigation Measure BIO-A: this measure suffers from the same flaws as do AMM BIO-1 and AMM BIO-4, which flaws are identified above and apply equally to this mitigation measure. In addition, this measure proposes “onsite” mitigation in the form of “large in-stream woody debris”, but fails to specify the type or amount or location of such woody debris, the installation of which is likely to have its own environmental impacts, and may increase flooding potential on adjacent lands during high stream flows which are common each winter. Recent fish habitat improvement projects upstream on Lagunitas Creek, and elsewhere in the region, have focused on the installation of large in-stream woody debris, and were the subject of extensive environmental review processes. In contrast, this mitigation measure contains no analysis whatsoever of the proposed in-stream large woody debris proposal. This measure also improperly defers the development of a “detailed instream habitat enhancement” plan to some unspecified later date. The details and performance of such a plan must be specified in the Draft EIR.
- 56

#### Section 2.3.4.1 Regulatory Setting

- 57
- The bullet-point list of federal laws and regulations relevant to wildlife fails to include the Endangered Species Act, the Bald and Golden Eagle Protection Act, and the Marine Mammal Protection Act.

#### Section 2.3.4.2 Affected Environment

- 58
- I have personally observed and photographed, on multiple occasions, either northern green sturgeon or white sturgeon in Lagunitas Creek within the BSA.
  - I have personally observed and photographed, on multiple occasions, California sea lions adjacent to and upstream of the bridge.
  - The large eucalyptus tree located approximately 150-feet east of the bridge contains an active red-tailed hawk nest which is used each year. This year (2017) the nesting pair of hawks appear to have fledged two chicks. The DEIR fails to address noise impacts on this or other nesting bird species in the area. It is well documented that noise can cause nesting efforts to fail.

#### Section 2.3.4.4 Avoidance, Minimization and/or Mitigation Measures

- 59
- This section fails to identify any measures to avoid, minimize or mitigate impacts to western pond turtle and Tomales roach; instead, it merely states that “Caltrans will implement reasonable and prudent measures to minimize and avoid potential disturbance of WPT and Tomales roach, through measures developed to avoid take of threatened and endangered species.” What does that even mean? It is unlawful under CEQA to fail to mitigate identified significant impacts, and to defer until some future time the development of mitigation measures. Caltrans must develop appropriate mitigation measures, then recirculate a revised DEIR to the public for review and comment so that the public has an opportunity to review and provide feedback on the proposed mitigation measures for these two species.

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- AMM BIO-7: as noted above, a large eucalyptus tree located on the south bank of Lagunitas Creek approximately 150' east of the bridge contains an active red-tailed hawk nest which is used every year, including 2017 (photographs are available).
- AMM BIO-10: this measure states that construction work will be minimized "to the maximum extent practicable." This vague and ambiguous statement does not provide the level of specificity required of mitigation measures under CEQA. Caltrans is certainly capable of defining construction work schedules, and the practicability circumstances that would justify night work. Such information must be included in a revised AMM BIO-10, that is recirculated to the public in a revised DEIR for review and comment.
- The last paragraph on the bottom of p. 2-250 (continuing onto p. 2-251) states that Caltrans will mitigate certain aquatic impacts through placement of large in-stream woody debris, and that this will require "the Caltrans Biologist to develop the detailed instream habitat enhancement in coordination with CDFW." This constitutes an unlawful deferral of mitigation, as Caltrans here as failed to identify either the specific mitigation measures it will implement, or suitable performance standards.\

Section 2.3.5.3 Environmental Consequences

61

- Page 2-269 states that Alternative 2a would have permanent direct impacts to Lagunitas Creek habitat for multiple species "from the support piers." This presumably is a reference to the four new support piers that would be required. But this analysis fails to analyze the impacts on these species of the removal of the existing four support piers, and hence also fails to mitigate such impacts. Such analysis must include not only disturbance to the creek associated with the removal process, but also the potential that pier removal will spread subsurface contamination into Lagunitas Creek to the detriment of these species. Note that the Regional Water Quality Control Board already identified this issue during the project Scoping process in 2015.
- Page 2-270 fails to identify or analyze the impacts on Lagunitas Creek aquatic species of the proposed removal of the existing four piers in Lagunitas Creek, and hence also fails to mitigate such impacts. Note that the Regional Water Quality Control Board already identified this issue during the project Scoping process in 2015.

Section 2.3.5.4 Avoidance, Minimization and/or Mitigation Measures

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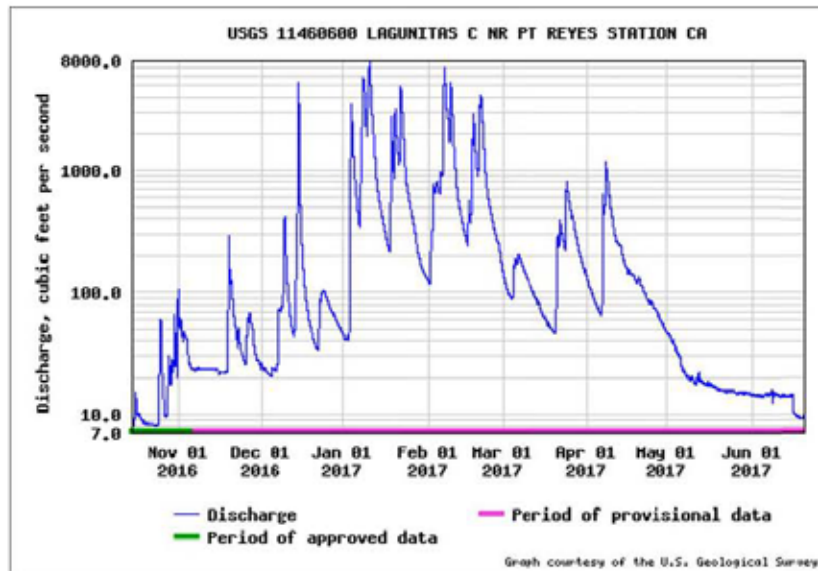
- The first paragraph of this section fails to state that Caltrans will also require a Biological Opinion and associated Incidental Take Statement from USFWS
- AMM BIO-15 fails to actually impose mitigation measures or performance standards, but instead calls for Caltrans to later develop a "detailed Dewatering and Species Rescue Plan". This constitutes the unlawful deferral of mitigation in violation of CEQA.
- Mitigation Measure BIO-B: this measure calls for Caltrans to enhance streambed within the BSA by placing large woody debris along the banks of the creek within the BSA. However, it fails to specify how much woody debris will be placed, what size the woody debris will be, how such woody debris will affect erosion within the creek channel, how such woody debris will affect flooding conditions upstream, or how such woody debris will be anchored to withstand the routine high flows that occur each rainy season (i.e., multiple flow periods each winter that reach levels between 2,000 cfs and 8,000 cfs or higher; the flow during the flooding event of late December 2005 reached 17,000 cfs). Below is a graph of water flows in Lagunitas Creek just upstream of the Lagunitas Creek

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bridge during the 2016-17 rainy season as one example:

[https://waterdata.usgs.gov/ca/nwis/uv?cb\\_00060=on&cb\\_00065=on&format=gif\\_default&period=7&site\\_no=11460600](https://waterdata.usgs.gov/ca/nwis/uv?cb_00060=on&cb_00065=on&format=gif_default&period=7&site_no=11460600)



- Mitigation Measure BIO-B makes reference to a “habitat mitigation planting plan” that apparently will not be written until some unknown time in the future. While this Measure specifies a mitigation ratio of 3:1, this Measure fails to specify how that ratio will be calculated (is it based on acreage disturbed? Number of individual plants removed?), what species and sizes of plants will be utilized (does Caltrans intend to remove mature riparian vegetation and “replace” it through seeding or the planting of very small and immature plants?), how the planting will be done (seeding, plug planting, planting of potted plants and if so of what size, any protective matting to prevent erosion), when the planting will be done (the Measure says “within one year of completion of construction”, but since construction will be completed by October 30, planting should occur immediately thereafter, as the best time in northern California to conduct plantings is during the fall, before the onset of winter rains), or what steps will be taken to ensure the plantings take hold (such as irrigation for several years until plants are established). All of the information necessary to create a mitigation planting plan is readily available. Caltrans’ failure to develop and include a planting plan in the DEIR constitutes unlawful deferral of mitigation, and deprives the public of an opportunity to review and comment on the planting plan, which is a critical element of project mitigation. Caltrans is obligated to prepare a detailed planting plan, with performance standards, and include that in a newly issued Revised Draft EIR which it must circulate to the public for review and comment. As the project moves from the Final EIR to permitting by state and federal resource agencies, the planting plan can then be revised as necessary to satisfy the requirements of such agencies, so long as the resulting final planting plan is no less stringent than the planting plan contained in the Draft EIR.



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- Mitigation Measure BIO-C: this measure says Caltrans has the option of mitigating for permanent impacts to red-legged frogs by either purchasing mitigation bank credits at a 3:1 ratio, or mitigating onsite. However, this Measure does not specify what onsite mitigation would consist of, saying only that mitigation “will be refined” during Section 7 formal consultation with USFWS. CEQA requires that the DEIR specify the mitigation necessary to reduce impacts to a less than significant level, or at least identify specific performance standards that will at a minimum be met through mitigation later developed through permitting with other agencies. This Measure does neither, and constitutes an illegal deferral of mitigation in violation of CEQA.
- 64
- Mitigation Measure BIO-D: this Measure again refers to the future development of a “Habitat Mitigation Planting Plan.” As noted above, this Plan must be developed now, and be included in a Revised Draft EIR which must be circulated to the public for review and comment, otherwise the public has no opportunity to evaluate or comment on this critical mitigation component. Also, this Measure says this Plan would be implemented within one year of construction completion, which is too long. With construction concluding by October 30, planting can and should occur immediately thereafter to take advantage of winter rains, but in no event should planting occur later than the following spring. This Measure also says plantings will be monitored for “a minimum of 1 year”, but standard planting mitigation standards in California require quantified success criteria (e.g., percentage of survival, and percentage of ground cover) which are monitored over a period of at least 5 years, with specified remedies which must be implemented if the success criteria are not met.
- 65
- The DEIR fails to identify or analyze the impacts of the project on marine mammals, namely the California sea lion, which the DEIR acknowledges to be present within the BSA, and which this author has observed many times in Lagunitas Creek upstream of the bridge. In addition, the DEIR fails to discuss permitting requirements under the federal Marine Mammal Protection Act.
  - The DEIR fails to identify or analyze the impacts of the project on river otters, which reside in Lagunitas Creek within the BSA and both upstream and downstream of the bridge.

#### Section 3.2.2.2

- 66
- Page 3-6 states that Caltrans will later “coordinate” with other state and federal resource agencies “to determine the mitigation ratio for native and non-native riparian tree replacement, for a less than significant impact on the riparian vegetation.” As noted multiple times above, this constitutes an unlawful deferral of mitigation under CEQA, as the DEIR fails to establish specific, detailed mitigation requirements, or any mitigation performance standards.

#### Section 3.2.2.8 Transportation and Traffic During Construction

- 67
- This section describes traffic impacts during construction to be less than significant, however this discussion is inconsistent with the traffic impacts discussion earlier in the document, which describes (albeit ambiguously) at least two months (and possibly many more months) of one way alternating traffic using a signal and/or flaggers, reduced speed limits, and a temporary 3-way stop sign at the intersection of Highway One and Sir Francis Drake Boulevard, all of which will have very significant local traffic impacts,

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which in turn will likely have significant, detrimental impacts on both residents, and on local businesses which will likely suffer from a significant decrease in business as drivers elect not to suffer through traffic delays to reach their businesses.

#### Section 3.2.3.1 Biological Resources

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- Based on the vague and ambiguous mitigation measures noted above, and the unlawful deferral of mitigation, the conclusion in this section that “impacts to wetlands would be less than significant” is not supported by substantial evidence, is arbitrary and capricious, and constitutes a prejudicial abuse of discretion.
- Based on the vague and ambiguous mitigation measures noted above, and the unlawful deferral of mitigation, the conclusion in this section that impacts to aquatic habitat and threatened or endangered species will be “less than significant” is not supported by substantial evidence, is arbitrary and capricious, and constitutes a prejudicial abuse of discretion.
- Based on the vague and ambiguous mitigation measures noted above, and the unlawful deferral of mitigation, the conclusion in this section that impacts to western pond turtle and Tomales roach will be “less than significant” is not supported by substantial evidence, is arbitrary and capricious, and constitutes a prejudicial abuse of discretion.
- This section states that noise impacts will be severe, and likely cannot be reduced to a less than significant level. Accordingly, noise impacts should be addressed not in this section, but instead in Section 3.2.4 Unavoidable Significant Environmental Effects

#### Section 3.2.4.1 Visual/Aesthetic Resources

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- This section explains that Alternatives 4a and 4b would result in significant impacts that cannot be reduced to less than significant. This discussion, and also the discussion of visual impacts earlier in the DEIR, must be amended to reflect the fact that Alternatives 4a and 4b are very likely the only replacement alternatives which Caltrans can obtain approvals for from other state and federal regulatory agencies. As Chapter 2 of the EIR explains, but not in the context of visual impacts, the Army Corps of Engineers and the Regional Water Quality Control Board are prohibited by law from granting a permit authorizing the placement of new piles in the creek (which are necessary for any of the 3-span alternatives) if there is a less environmentally damaging practicable alternative or “LEDPA.” The DEIR itself clearly demonstrates that there is a LEDPA, which are the two full-span alternatives (4a and 4b) which do not require any pilings in the creek. Moreover, these and other state and federal regulatory agencies have previously instructed Caltrans to avoid any pilings or other fill in the creek – they did so during the 2015 scoping period (as reflected in the Scoping Summary contained within the Community Impact Analysis prepared by Caltrans and referenced in the DEIR), and during a January 2017 meeting between Caltrans and multiple state and federal agencies (as reflected in Caltrans written minutes of that meeting).

#### Section 3.2.4.2 Land Use and Planning

- The same comment immediately above applies equally to this section, which explains that Alternatives 4a and 4b would be inconsistent with the Marin County LCP, Coastal Act Section 30251, and the Point Reyes Station Community Plan.

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#### Section 3.3 Mitigation Measures

- Section 3.3 repeats many of the mitigation measures set forth earlier in the document. All of the comments above on such mitigation measures apply equally to the brief discussion of those same mitigation measures in Section 3.3.

#### Section 4.4.3 Public Meeting

- At the June 15, 2017 public meeting, Caltrans presented extensive new information, both orally in the form of a spoken meeting presentation (made by several representatives of Caltrans) and in the form of slides projected onto a screen. The slides were not made available to the public until they were posted – without any notice to the public – to Caltrans’ project website on the afternoon of Monday, June 19. Caltrans used a court reporter to prepare a written transcript of the public meeting, but Caltrans confirmed by email on June 20, 2017 that the transcript (which will contain Caltrans’ new information that was presented orally) was not available, and would only be made available to the public “as soon as we can” (email from Eric DeNardo, Caltrans Office of Environmental Analysis, to David Moser). As a result, none of the new information presented by Caltrans at the June 15, 2017 meeting was available for sufficient review and comment by the public.

#### Recirculation of new, revised, Draft EIR

- As explained in detail above, the DEIR is woefully deficient, and not in compliance with CEQA or NEPA, in many specific respects, including but by no means limited to the DEIR’s failure to analyze a reasonable range of alternatives (as proven by the DEIR’s failure to analyze the “Recommended Seismic Retrofit” developed by its own Seismic Specialist, as well as other seismic retrofit options submitted to Caltrans through public comments in both April 2015 and May 2017).
- Caltrans has also added significant new information, through its oral and visual presentations at the June 15, 2017 public meeting, which the public at large has not had an adequate opportunity to review and comment on. (Only a subset of the interested community attended the public meeting, Caltrans did not publish the new visually-presented information to its website until June 19, 2017 and did so without any public notice informing the public of its availability, and Caltrans failed to publish the promised court-reporter transcript of its oral presentation before the close of the comment period on June 24, 2017).
- Caltrans cannot simply remedy all of the DEIR flaws in the Final EIR without first providing the public an opportunity to review and comment on all newly added information. If significant new information is added to an EIR after the public review period, but before final certification of the EIR, the lead agency is required to issue a new notice and recirculate the EIR for public review and comment. PRC 21092.1, 14 CCR 15088.5. *See Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* (2007) 40 CA4th 412. Recirculation is required when the addition of new information deprives the public of a meaningful opportunity to comment on substantial adverse project impacts or feasible mitigation measures or alternatives that are not adopted. *Laurel Heights Improvement Assoc. v. Regents of University of California* (1993) 6 C4th 1112. As explained in detail above, numerous environmental effects of the proposed

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project are analyzed inadequately, or not at all. Those impacts are significant, and the public must be provided an opportunity to review and comment on them.

- Recirculation is also required when a Draft EIR is so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. 14 CCR 15088.5.

Sincerely,

*David Moser*

David Moser  
[REDACTED]

Enc: June 17, 2015 Comment Letter



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Delineation of this letter is not required since this was a part of the Scoping Summary.

David and Barbara Moser

and

June 17, 2015

California Department of Transportation  
Office of Environmental Analysis  
Attn: Oliver Iberien  
P.O. Box 23660  
Oakland, CA 94623

Lagunitas Creek Bridge

Dear Caltrans:

We are co-owners of the property and residence which immediately abuts the south-east end of the Lagunitas Creek Bridge in Point Reyes Station, CA. These comments are submitted in response to Caltrans' California Environmental Quality Act (CEQA) Scoping Notice concerning its proposal to replace the current bridge. In short, we of course want the bridge to be seismically safe. But rather than conduct a detailed engineering evaluation of the bridge and a detailed assessment of its seismic and structural risks, Caltrans has instead merely assumed that because it is an older bridge, it must be replaced. That is no doubt an easier path for Caltrans. But the consequences of Caltrans' replacement proposal will be devastating for local residents, visitors, local businesses and the environment. As a result, a detailed engineering evaluation of the bridge, its risks, and all potential means of appropriately ameliorating any identified risks is necessary. Once that information is available, Caltrans must then work with vested stakeholders to develop a proposed project. Only then will it be appropriate for Caltrans to begin the process of assessing the environmental impacts of that new proposed project.

1. The process employed here by Caltrans to date has been backwards, and contrary to its own mandatory requirements. Caltrans developed this proposed project internally and behind closed doors, with no public or community involvement. Then, in March 2015 Caltrans announced the project it had decided upon (complete bridge replacement, including construction of a new temporary one-lane bridge, with one-way controlled traffic for three years) and only then sought public input - input related not to the development of the project concept, but limited instead merely to the environmental impacts of the project Caltrans crafted unilaterally. What Caltrans is instead required to do is to develop the project "in partnership with vested stakeholders" and to ensure the proposed project constitutes a "good value" and "is in the best interest of the general



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public.” How Caltrans Builds Projects, (August 2011) ([http://www.dot.ca.gov/hq/oppd/proj\\_book/HCBP\\_2011a-9-13-11.pdf](http://www.dot.ca.gov/hq/oppd/proj_book/HCBP_2011a-9-13-11.pdf)). Until such time as Caltrans *develops* a proposed project *in partnership with vested stakeholders*, the CEQA environmental process is premature.

2. It is inappropriate to use an environmental review process to develop a project description. The purpose of CEQA is to analyze the environmental impacts of a proposed project, and the environmental impacts of reasonable alternatives to that proposed project. The CEQA process is not designed to, and is not capable of, evaluating seismic safety of the current bridge, evaluating the structural integrity or degree of corrosion of the current bridge, evaluating structural risks, identifying and analyzing engineering alternatives for addressing risks, or assessing cost implications, etc. All of those issues must be analyzed first, as part of the mandatory Caltrans process of *developing* a proposed project *in partnership with vested stakeholders*. Once Caltrans develops a proposed project using that approach, then and only then is the CEQA environmental review process appropriate.

3. Not only has Caltrans failed to develop the proposed project in partnership with vested stakeholders, it has completely failed to make the case that bridge replacement is necessary or appropriate. Based on the extremely limited information about the current condition of the bridge and associated structural and seismic risks which Caltrans provided at its March 19, 2015 scoping meeting and on its project website, it appears that Caltrans has simply failed to perform a comprehensive assessment of the bridge, its specific risks, and the range of potential means of ameliorating any such risks.

- In the meager documents provided to the public, Caltrans simply notes that “steel portions of the bridge are deteriorating,” but Caltrans fails to say to what degree, and fails to analyze the extent to which the current state of deterioration, and future expected deterioration, affects the structural and seismic integrity of the bridge.
- Caltrans’ materials assert that the observed deterioration “reduces original design strength of the bridge,” but Caltrans fails to state what the original design strength is, and to what degree it has been reduced and whether any such reduction is significant or requires remediation.
- Caltrans’ materials state that “the bridge was not originally designed to meet current standards for earthquake resistance,” but Caltrans fails to acknowledge that that statement says nothing about what the actual earthquake resistance of this specific bridge is, and fails to acknowledge that that statement applies to any of the thousands of California highway bridges built more than 20 years ago.
- Caltrans’ materials dismiss the notion of retrofitting the bridge, asserting that doing so would require a “significant amount of steel” be added, the additional weight of which would decrease the weight capacity of the bridge “which is already less than what is considered standard for modern bridges.” But Caltrans fails to identify how much steel would have to be added, how much weight that amount of additional steel would involve, what the current weight capacity of the bridge is, whether the current weight capacity and the post-retrofit capacity

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would somehow render the bridge unsafe or unusable, or what the “standard” is for “modern bridges.”

- Caltrans’ materials state that steel bridges “are susceptible to fatigue” and have a “finite lifespan.” It asserts that there is a “certain point after which it is not cost-effective to retrofit the bridge.” Those very general statements are no doubt true. But Caltrans fails to address whether this particular bridge is so “fatigued” that it is at the end of its “lifespan”. Caltrans also fails to provide any cost-benefit analysis that demonstrates that it is in fact not cost-effective to retrofit the bridge, if indeed any retrofit is actually needed to remediate specific risks.
- Caltrans’ materials state that the depth and type of piles used for supporting the current bridge were not documented at the time of construction. So rather than actually investigate the depth and type of the existing piles, certainly a feasible endeavor for a bridge of such modest size, Caltrans just claims it is “impossible to determine the ability of the current foundation to withstand seismic activity.” It is certainly not “impossible” to do so, Caltrans just doesn’t want to do so.
- Caltrans’ “Bridge Inspection Report” (dated May 7, 2014) indicates that this inspection was quick (performed in a single day) and superficial. The Report itself is only 4 pages long. The inspectors did not even inspect the substructure under Pier 3 “due to the substantial depth of the water in Span 2 side.” The inspection of the superstructure “was limited to the deck, rails and left steel truss from the left sidewalk.” In short, it was a rather quick and easy inspection only of those portions of the bridge that were very easily observable. The Report goes on to state that “this structure qualifies for an in-depth Steel investigation because it possesses” certain “fracture critical or fatigue prone details.” There is no indication whether that recommended in-depth investigation was ever performed. Notably the only new Work Recommendation in the Report is a recommendation to spend \$2,600 to repair a hole in the timber flooring at the left sidewalk. The Work Recommendations in the report make no mention of the need for any repairs or retrofitting, much less replacing the entire bridge.

4. Caltrans’ own procedures require it to prepare a Project Initiation Document (PID). According to Caltrans policy, the PID is written to inform stakeholders and decision-makers of the key issues with the proposed project. The PID must provide “an analysis of major issues such as constructability, traffic operations, community involvement, etc. There is no indication in the Caltrans materials provided to date that Caltrans has prepared the required PID. We request that Caltrans prepare and distribute (by posting it to the project website) a PID for this project.

5. A comprehensive engineering evaluation of the specific conditions and risks of this bridge and maintenance/retrofit options is not only required by Caltrans own procedures, it is required due to the impacts on the community and general public of Caltrans’ bridge replacement proposal. Caltrans’ proposal – including the construction of a temporary one-lane bridge and the use of one-way controlled traffic over that temporary bridge for three years – would have devastating impacts on the community and general public. There is no indication that Caltrans has conducted any evaluation of potential traffic impacts, and associated economic impacts, of its proposal. The following are several

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reasons why it must do so, as part of the process of developing a new project proposal in partnership with vested stakeholders:

- The Lagunitas Creek Bridge provides access to the commercial center of Point Reyes Station for residents of Inverness, Inverness Park and Olema. One-way controlled traffic will severely restrict their daily access.
- The National Park Service reports that over 2.6 million recreation visits were made to the Point Reyes National Seashore in 2013, an increase of about 30% compared to 2010. <http://www.nps.gov/pore/learn/management/statistics.htm>. A very large percentage of those visitors cross the Lagunitas Creek Bridge on their way to or from the National Seashore. One-way controlled traffic will severely restrict their access to the National Seashore, and the commercial center of Point Reyes Station.
- Just a couple of years ago, Marin County installed one-way controlled traffic on Sir Francis Drake Boulevard between Tocaloma and Olema for many months due to a road slideout and road repair. Traffic backups during high traffic periods were extraordinary. Caltrans must consult with Marin County to obtain its traffic data related to that road repair project, and all information in the possession of the County regarding the impacts of the one-way traffic restriction on community residents, visitors, and local businesses.
- Traffic in the immediate vicinity of the Lagunitas Creek Bridge is already excessive under normal, uncontrolled, two-way traffic conditions. For example, on President's Day Weekend in February 2015, traffic on Sir Francis Drake Boulevard at the intersection immediately south of the Bridge was backed up to Inverness Park. Installing one-way controlled traffic, for a period of three years, will create massive traffic jams and delays not only on holidays and summer weekends, but also during peak traffic times on a daily basis. This will cause extraordinary impacts on both community residents and visitors. Word of such delays will also quickly spread in the Bay Area media, resulting in a sharp reduction in visitors to the region over the three year period, which will inflict enormous economic harm to area businesses that are dependent in large part on visitor spending.

6. Rather than conduct a detailed evaluation of the bridge condition and its current structural and seismic risks, it appears that Caltrans has instead merely assumed that because the bridge is old, it must be replaced rather than repaired/retrofitted. While it may well be easier to simply replace the bridge in its entirety rather than seriously evaluate the bridge and then repair and/or retrofit it to the extent necessary to address specific problems and risks, the impacts of Caltrans' proposed replacement project on community members, visitors, local businesses, taxpayers and the environment clearly warrant a detailed engineering investigation and evaluation of the bridge, a thorough assessment of its actual seismic and structural risks, and a feasibility study of all options (including maintenance, repair, retrofit and replacement options) for addressing any such risks.

7. We request that Caltrans immediately initiate a process, open and transparent to the community, for conducting a comprehensive engineering assessment of the condition of

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the current bridge and its associated seismic and structural risks. Such an assessment of condition and risks is necessary in order to then assess bridge-specific risks, and conduct a feasibility study of potential alternative means of appropriately ameliorating any identified risks. Following such a feasibility study, we request that Caltrans then initiate a process of “developing a proposed project in partnership with vested stakeholders” as its procedures require. Those stakeholders include the greater Point Reyes Station, Inverness, Inverness Park and Olema communities, the Point Reyes Station Village Association, the entities identified in Caltrans’ scoping notice, adjoining and nearby property owners and businesses, and those persons and entities who have submitted comments.

8. Only after the process of developing a project proposal is complete will it then be appropriate to begin the CEQA process of assessing the environmental impacts of that proposal.

Thank you for the opportunity to comment, and we look forward to working with Caltrans on this matter.

Very truly yours,



David and Barbara Moser

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Duplicate letter

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**From:** David Moser [REDACTED]  
**Sent:** Friday, June 23, 2017 6:11 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Duplicate comment letter - no attachment

Earlier today I submitted a comment letter by email in the form of a PDF attachment. Just in case there was a problem receiving or opening the attachment, I have cut and paste all of the text from that PDF into this email (below).

June 23, 2017

Caltrans District 4  
Attn: Lagunitas Creek Bridge Project, Eric DeNardo  
Office of Environmental Analysis, MS-8B  
111 Grand Ave  
Oakland, CA 94623  
[Lagunitas\\_bridge@dot.ca.gov](mailto:Lagunitas_bridge@dot.ca.gov)

Comments on DEIR – Lagunitas Creek Bridge Project

Dear Caltrans:

This letter presents comments on the Draft EIR/EA ("DEIR") for the Lagunitas Creek Bridge Project. I own and occupy the property located at 11000 Highway One in Point Reyes Station, adjacent to the bridge.

First, of the alternatives presented in the DEIR, I strongly oppose all of Caltrans' bridge replacement alternatives, and fully support the "no action" alternative (also referred to in this process by Caltrans and others as the "no build" alternative).

Second, I reiterate a comment I made in writing via comment letter dated June 17, 2015 (more than two years ago) regarding the inherently flawed nature of Caltrans' process. Caltrans developed this project internally, behind closed doors, without consulting the community. Only after Caltrans decided that the project would be to fully replace the existing bridge did it start to engage the public, through the environmental review process. Caltrans is required by its own procedures and policies to develop a project "in partnership with vested stakeholders in order to ensure that the resulting project constitutes a "good value" and "is in the best interest of the general public. "How Caltrans Builds Projects" (August 2011) [http://www.dot.ca.gov/hq/tpp/index\\_files/How\\_Caltrans\\_Builds\\_Projects\\_HCBP\\_2011a-9-13-11.pdf](http://www.dot.ca.gov/hq/tpp/index_files/How_Caltrans_Builds_Projects_HCBP_2011a-9-13-11.pdf). What Caltrans should have done many years ago, and certainly two years ago in the face of staunch community criticism during the scoping process for this DEIR, and must do now, is to halt the environmental review process, and begin a process of collaborating with the community on assessing actual seismic safety and other needs, identifying and evaluating potential means of addressing such needs, and developing a new project proposal (or deciding to do nothing at all). There are many legitimate concerns to be addressed, with many different tradeoffs to be evaluated. Caltrans' failure to develop a project in collaboration with the community, and its decision to instead present an "all or nothing" (i.e., "no action" or "full replacement") approach, is the exact reason there is now such strong community opposition to this project and such strong distrust of Caltrans' actions. I again request that Caltrans halt this environmental review process, and begin a new process of collaborating with the community to develop a project, pursuant to its own policies referenced above.

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Third, I attach and incorporate by reference my comment letter of June 17, 2015, as all of those comments are equally applicable to the DEIR.

Fourth, this DEIR identifies numerous significant effects on the quality of the human environment, especially in light of the context and intensity of the proposed action and its effects. As a result, it would be arbitrary and capricious under NEPA for Caltrans to issue a Finding of No Significant Impact. Instead, Caltrans must conclude that the project will have significant effects, and prepare a full Environmental Impact Statement under NEPA.

Fifth, the following are comments on specific sections of the DEIR:

**Section 1.2 Purpose and Need**

- ✖ The purpose of and need for the project is to make the bridge seismically safe. This is confirmed by the following:
  - In 2007, Caltrans added a work recommendation for the Lagunitas Creek Bridge to its STRAIN (Structure Replacement and Improvement Needs) Report, "to perform the seismic retrofit of the steel truss members." Caltrans' estimated cost was \$205,000, and assigned priority was Priority Level 4. (Caltrans STRAIN Report, May 2017, page 40 of 155.)
  - Caltrans' March 19, 2015 Scoping Meeting handout [http://www.dot.ca.gov/d4/lagunitascreekbridge/images/2015\\_03\\_19\\_Lagunitas\\_Scoping\\_Factsheet.pdf](http://www.dot.ca.gov/d4/lagunitascreekbridge/images/2015_03_19_Lagunitas_Scoping_Factsheet.pdf) stated that the purpose and need of the project "is to create a seismically safe crossing" over Lagunitas Creek. (This handout also requested public comment on the range of reasonable alternatives to be considered.)
  - Section 1.2.1 of the DEIR states that the purpose is to "provide a safe, seismically stable crossing of Lagunitas Creek."
  - At the June 15, 2017 public meeting, Caltrans in its presentation confirmed that the fundamental purpose of the bridge project is "seismic safety."
- ✖ Given the stated need for seismic safety, the purpose and need statements are unduly narrow (and therefore unduly limit the range of alternatives) as they call for a full replacement of the bridge, when in fact there are multiple additional means of achieving seismic safety which do not involve full replacement.

**Section 1.2.2.1 Live Load**

- ✖ This section states that the bridge is posted for weight limit.
  - As was discussed during the June 15, 2017 public meeting, this is not true. There is no weight limit sign posted on the bridge. To the extent Caltrans is concerned about the effects of heavy trucks using the bridge, it has been negligent in not actually posting weight limits on the bridge.
  - In addition, the DEIR does not discuss the extent to which, if any, there is any need for heavier trucks to utilize the bridge. Thus, the DEIR fails to establish the need to increase the weight-bearing capacity of the bridge

**Sections 1.3 through 1.6: Project Description and Alternatives**

- ✖ The project Caltrans has proposed to meet the stated purpose and need of "seismic safety" is full replacement of the existing bridge with a wholly new bridge.
- ✖ The DEIR only considers 5 full bridge replacement alternatives (each of which has very significant environmental effects, as evidenced by the length of the DEIR, its Appendices, and the associated new technical documents which are summarized in the DEIR, which total over 1,500 pages) and one "no action" alternative. It fails to consider any other means of achieving the stated need of seismic safety.
- ✖ CEQA requires that an EIR identify feasible alternatives that could avoid or substantially lessen the project's significant environmental effects. Public Resources Code (PRC) §§21002, 21100(b)(4), 21150. The California Supreme Court has described the discussion of alternatives as "the core of an EIR." *Citizens of Goleta Valley v Board of Supervisors* (1990) 52 C3d 553, 564. The CEQA Guidelines require an EIR to describe a reasonable range of alternatives to the proposed project that would feasibly attain most of the project's basic objectives while



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reducing or avoiding any of its significant effects. 14 Cal Code of Regulations (CCR) §15126.6(a). The nature of alternatives varies depending on the type of project being analyzed. *Citizens of Goleta Valley* at 566.

- ✧ An EIR must evaluate a range of alternatives that are “potentially feasible.” 14 CCR §15126.6(a). “Feasible” means “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.” PRC §21061.1. The scope of alternatives to be reviewed must be considered in light of the nature of the project, the project’s impacts, relevant agency policies, and other material facts. *Mira Mar Mobile Community v. City of Oceanside* (2004) 119 CA4th 477. The range of alternatives examined in an EIR should be designed to foster informed decision-making and public participation. 14 CCR 15126.6(a)-(f).
- ✧ NEPA imposes the same obligations to identify and evaluate a reasonable range of alternatives. A NEPA document is required to rigorously explore and objectively evaluate all reasonable alternatives. 40 CFR 1502.14. Reasonable alternatives are those that may be feasibly carried out based on technical, economic, environmental and other factors. An alternative is not infeasible merely because the project proponent does not like it. *Forty Most Asked Questions Concerning CEQ’s National Environmental Policy Act Regulations* (46 Fed. Reg. 18026 (March 23, 1981)), Question 2.a
- ✧ Caltrans has steadfastly refused to consider alternatives other than full bridge replacement (and “no action”, which is required by law) from the very beginning of this environmental review process, despite numerous and repeated requests from the public to identify, consider and analyze other alternatives, and despite its own policies and procedures for seismic retrofits, and despite its own seismic analysis which contains a “Recommended Seismic Retrofit”
  - Caltrans’ CEQA Notice of Preparation, dated March 6, 2015 ([see](#) DEIR, Appendix L), describes the project as “replace the current bridge,” and states that the only alternatives “under consideration” are full replacement alternatives and no action.
  - Caltrans held a public scoping meeting on March 19, 2015. Its presentation materials at that meeting stated that a “purpose of scoping” is to “identify a reasonable number of viable project alternatives.” Under the heading “How the Public Can Participate,” the presentation materials requested that the public provide written comments on “suggestions for improvements on the alternatives” and “suggestions for new viable alternatives.” [http://www.dot.ca.gov/d4/lagunitascreekbridge/images/2015\\_03\\_19\\_Lagunitas\\_Scoping\\_Displays.pdf](http://www.dot.ca.gov/d4/lagunitascreekbridge/images/2015_03_19_Lagunitas_Scoping_Displays.pdf)
  - Caltrans’ own “Scoping Summary Report” (9/3/15) (Appendix A to Caltrans’ “Community Impact Assessment” <http://www.dot.ca.gov/d4/lagunitascreekbridge/docs/trs-may2017/community-impact-assessment.pdf>) states that scoping purposes include “solicit suggestions for new viable alternatives” (p. 5)
  - Public comments were received until June 20, 2015
  - Examples of specific comments submitted in writing:
    - ✧ The Inverness Association, Inverness Ridge Association, Point Reyes Station Village Association (PRSVA), Mainstreet Moms all submitted written comments in June 2015 opposing replacement and requesting that Caltrans consider alternatives to replacement including retrofit of the bridge.
    - ✧ PRSVA requested Caltrans commission an independent engineering study to evaluate the viability of repairing, restoring, maintaining the current bridge.
    - ✧ The Inverness Association comment letter stated: “The Study must fully consider two additional alternatives: (a) repairing, or (b) retrofitting the existing bridge. Caltrans should commission an independent field engineering analysis of the bridge’s piles, the possibility of reinforcing the foundation and undertake a cost/effectiveness analysis of both of these additional alternatives.”
    - ✧ The Inverness Ridge Association comment letter stated: “Caltrans should reconsider alternatives to replacement of the bridge and seek added professional input on the feasibility of retrofitting the existing structure.”
    - ✧ April 20, 2015 comment letter from North Bay Seismic Design (Alistair Lizaranzu, P.E., structural engineer with bridge seismic design experience). He obtained as-built drawings, then inspected the bridge personally. He stated that he was very surprised to learn that Caltrans was only proposing full bridge replacement alternatives, but zero retrofit alternatives. “[C]onventional

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Caltrans Retrofit procedures should be able to address the types of deficiencies identified” by Caltrans, his comment letter stated. The comment letter also provided Caltrans with several examples of retrofit options used for other Caltrans bridge retrofit projects.

- ✍ My own comment letter of June 17, 2015 stated that in addition to proposing full replacement alternatives, Caltrans must conduct “a detailed engineering evaluation of the bridge, its risks, and all potential means of appropriately ameliorating any identified risks if necessary.” It further stated that in proposing only bridge replacement alternatives and no retrofit alternatives, Caltrans relied only on general statements related to the age of the structure (e.g., “steel portions of the bridge are deteriorating,” steel bridges “are susceptible to fatigue”) and a 4-page Bridge Inspection Report dated May 7, 2014 (which was based on a brief and superficial visual inspection of only the most easily accessible portions of the bridge). Given the impacts of full replacement on the community and the environment, Caltrans must conduct “a detailed engineering investigation and evaluation of the bridge, a thorough assessment of its actual seismic and structural risks, and a feasibility study of all options (including maintenance, repair, retrofit and replacement options ) for addressing any such risks.” The letter also stated: “We request that Caltrans immediately initiate a process, open and transparent to the community, for conducting a comprehensive engineering assessment of the condition of the current bridge and its associated seismic and structural risks. Such an assessment of condition and risks is necessary in order to then assess bridge-specific risks, and conduct a feasibility study of potential alternative means of appropriately ameliorating any identified risks. Following such a feasibility study, we request that Caltrans then initiate a process of “developing a proposed project in partnership with vested stakeholders” as its procedures require. Those stakeholders include the greater Point Reyes Station, Inverness, Inverness Park and Olema communities, the Point Reyes Station Village Association, the entities identified in Caltrans’ scoping notice, adjoining and nearby property owners and businesses, and those persons and entities who have submitted comments.”
- ✍ Caltrans’ own “Scoping Summary Report” (9/3/15) states that many members of the public expressed that they wanted more information regarding a retrofit alternative in the form of a study. Commenters also requested that Caltrans provide additional info on the structural vulnerabilities of the current bridge while investigating the possibility of retrofitting. Specific concerns associated with a retrofit included minimizing traffic delays, maintaining existing scale, shorter construction duration, and reduce right of way impacts. The “Scoping Summary Report” also states: “The majority of commenters expressed their preference to evaluate a retrofit alternative.” (Id. at p. 15)
- “After reviewing comments and issues, Caltrans held a second public meeting to respond to some concerns through further information on design and construction.” This meeting was held on October 15, 2015. Caltrans Alternatives Analysis Report (April 2017, p. 13) [http://www.dot.ca.gov/d4/lagunitascreekbridge/docs/0g642\\_lagunitas-creek\\_altanalysis-report\\_04242017.pdf](http://www.dot.ca.gov/d4/lagunitascreekbridge/docs/0g642_lagunitas-creek_altanalysis-report_04242017.pdf). Additional oral public comments were received at the meeting. Several oral commenters, including me, reiterated our prior requests for a detailed engineering analysis of the specific seismic risks of this bridge, and the identification and evaluation of potential alternatives for reducing those risks to an acceptable level through retrofit. At that public meeting, Caltrans committed to do so. See June 9, 2016 email from David Moser to Jodi Ketelsen of CH2M (lead outside consultant for Caltrans) (this email quotes the Caltrans project website: “ Please note: Caltrans is preparing a technical design study for a retrofit alternative, which is expected to be ready by 2016”; screenshot of the Caltrans website on June 9, 2016 available on request)
- However, rather than conduct the promised detailed engineering analysis of retrofit alternatives, Caltrans instead formed a hand-picked “Stakeholder Working Group” (SWG) and secretly orchestrated their rejection of a bogus “retrofit” design. In late 2015, Caltrans appointed four area residents and 12 government agency employees to this SWG, ostensibly to get “community” input even though Caltrans expressly prohibited the public and press from attending SWG meetings (in violation of the Bagley-Keene Open Meeting Act, Calif. Gov’t Code 11120 et seq.) The SWG held a total of three, 2-hour



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- meetings, which occurred in January, February and April, 2016. Caltrans discussed a detailed retrofit alternative with the SWG just once, in the January 2016 meeting. Caltrans told the SWG that “retrofit” would require “piece-by-piece replacement, new foundation and structural supports and overall strengthening to meeting current seismic standards and carry allowable truck weight” which would require three years of construction and a temporary detour bridge. Caltrans SWG Minutes ([http://www.dot.ca.gov/d4/lagunitascreekbridge/docs/swg\\_draft\\_summary\\_jan26\\_2016.pdf](http://www.dot.ca.gov/d4/lagunitascreekbridge/docs/swg_draft_summary_jan26_2016.pdf)) (See also DEIR Section 1.6.2.3, which describes the “retrofit” alternative Caltrans presented to the SWG in January 2016). This “retrofit” description was not based on any detailed evaluation of the specific seismic risks posed by this bridge – Caltrans would not do that until 14 months later when it issued a report entitled “Seismic Evaluation of Lagunitas Creek Bridge” (Caltrans, March 8, 2017) (<http://www.dot.ca.gov/d4/lagunitascreekbridge/docs/lagunitas-creek-bridge-seismic-evaluation.pdf>).
- According to Caltrans, “the SWG determined that they were not supportive of the Retrofit Alternative.” Caltrans Alternatives Analysis Report (April 2017, p. 24). This is the reason Caltrans provides for not analyzing any retrofit alternative in the DEIR. (*Id.*)
  - ✖ Caltrans has detailed, written policies and procedures governing seismic evaluation and retrofit of bridges. This is not surprising, given that Caltrans has over 12,000 bridges in the state, the majority of which are over 50 years old and therefore were not designed in accordance with current seismic safety standards.
    - Caltrans’ seismic retrofit standards and practices are detailed in “Memo to Designers (MTD) 20-4” (which is entitled “Seismic Retrofit Guidelines For Bridges In California”) ([www.dot.ca.gov/des/techpubs/mtd.html](http://www.dot.ca.gov/des/techpubs/mtd.html)) (“The *Bridge Memo to Designers* (MTD) [of which MTD 20-4 is just one part] serves as a supplement to the AASHTO Specifications and the Caltrans’ *Seismic Design Criteria*. MTDs are technical policies and procedures particular to California and assist the Structure Designer in the interpretation and application of structural and seismic design standards.” MTD 1-0 (January 2015) (<http://www.dot.ca.gov/des/techpubs/manuals/bridge-memo-to-designer/page/section-1/1-0.pdf>))
    - Caltrans updated MTD 20-4 in June 2016. The Caltrans MTD website contains this new version of MTD 20-4, and also an Implementation Memo from the State Bridge Engineer (<http://www.dot.ca.gov/des/techpubs/manuals/bridge-memo-to-designer/page/section-20/20-4-memo.pdf>) which provides:
      - ✖ MTD 20-4 was revised June 24, 2016, “to provide the latest information on bridge retrofits” (prior version was in 2010)
      - ✖ “Caltrans bridge inventory was recently rescreened to identify bridges at risk due to high ground shaking, fault offsets, and liquefaction. Caltrans retrofit strategy for Ordinary Bridges is to do no more than is necessary to prevent collapse.”
      - ✖ “progress has been made on designing more effective retrofits for a variety of seismic hazards”
      - ✖ “The updated memo emphasizes that a retrofit must not be done unless it can be demonstrated that the bridge will collapse for the Design Earthquake.” (emphasis added)
    - MTD 20-4 (June 2016) provides: (<http://www.dot.ca.gov/des/techpubs/manuals/bridge-memo-to-designer/page/section-20/20-4.pdf>)
      - ✖ “It is the designer’s responsibility to accurately assess the performance of the existing structure, to show a collapse mechanism if it exists, and to develop retrofit strategies that ensure the structure meets the no collapse performance standard.” (p. 1)
      - ✖ “The goal of this “No Collapse” performance standard is to protect human life and there are no serviceability expectations for retrofitted bridges.” (p.1)
      - ✖ “determining collapse is different than simply determining that demand exceeds capacity . . . exceeding a single member capacity may not lead to system collapse. Collapse means that the demand is so large that the bridge will become unseated, that it will break a significant load bearing element, or it will cause some other collapse mechanism that will positively bring down the bridge.” (pp. 1-2)
      - ✖ “MTD 20-4 only requires the minimum seismic retrofit to prevent collapse” “Therefore existing bridges are allowed to have behavior that is discouraged for new bridges.” (p. 2)

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- ✍ [B]ecause Caltrans has to prioritize the many life safety concerns on state highways and locally owned bridges, undue conservatism is not appropriate for the seismic retrofit of ordinary bridges.” (p. 3) (note that Caltrans considers the Lagunitas Creek bridge to be an “ordinary bridge”)
- ✍ “an incremental approach is used to determine the level of retrofit necessary to develop a retrofit strategy that achieves the most economical retrofit design while meeting the “No Collapse” performance standard.” (p. 5)
- ✍ “If the diagnostic model indicates that a collapse mechanism exists then the designer must estimate the minimum amount of retrofit required to meet the “No Collapse” performance standard.” (p. 7)
- ✍ “The designer must consider costs when developing a retrofit bridge model. For instance, the abutment and superstructure can sometimes be modified to reduce demands to the columns at considerable savings over a column and foundation retrofit.” (p. 7)
- ✍ Caltrans failed to follow its own detailed, written policies and procedures in proposing bridge replacement and preparing the DEIR.
  - Caltrans’ Preliminary Seismic Design Recommendation (July 30, 2010) indicates that Caltrans had internally proposed full bridge replacement no later than July 1, 2010. (Memorandum from Hossain Salimi, Geotechnical Services, to Minh Ha, Senior Bridge Engineer) (obtained through Public Records Act request).
  - Caltrans’ internal “full replacement” decision was made without having conducted the seismic analysis required by MTD 20-4. According to Caltrans’ Draft Preliminary Foundation Report (December 8, 2016), “No seismic retrofit study has been formally performed. No consideration is given to retrofit of the bridge neither to use of existing pier footings for the currently proposed replacement.” (p. 8) The Report also says: “Based on our site visits the bridge appears to be in fair service conditions.” (p. 8) <http://www.dot.ca.gov/d4/lagunitascreekbridge/docs/trs-may2017/preliminary-foundation-report.pdf> )
- ✍ Caltrans’ lead project consultant confirmed that was the case
  - Caltrans’ lead consultant for this project told me in a phone call she initiated in September 2016 that (a) Caltrans’ “retrofit” described to the SWG is “not actually a true retrofit but instead is the same as building a whole new bridge, maybe worse – it’s not a retrofit, it’s a rebuild” that “didn’t meet the laugh test”, and (b) the DEIR was at that point almost entirely written, and it might be “tweaked” slightly as a bit of new information is developed.” (Personal communication (as documented in contemporaneous typed notes prepared during the phone call), Jodi Ketelsen, CH2M, September 27, 2016)
- ✍ The DEIR (April 2017) does not analyze the impacts of any seismic retrofit alternative.
- ✍ Remarkably, however, Caltrans did at the last minute prepare a MTD 20-4 seismic evaluation in Spring 2017
  - Caltrans had its Senior Bridge Engineer/Seismic Specialist, Mr. Tariq Masroor, make a presentation to the public on June 15, 2017, during the DEIR public comment period. Mr. Masroor stated that he “only got involved in this project a couple of months ago.”
  - Mr. Masroor authored a report entitled *Lagunitas Creek Bridge Seismic Evaluation Report*, dated March 8, 2017 (<http://www.dot.ca.gov/d4/lagunitascreekbridge/docs/lagunitas-creek-bridge-seismic-evaluation.pdf> ) (The *Seismic Evaluation* report is included as Attachment A in the Caltrans Alternatives Analysis Report (April 2017) ([http://www.dot.ca.gov/d4/lagunitascreekbridge/docs/0642\\_lagunitas-creek\\_altanalysis-report\\_04242017.pdf](http://www.dot.ca.gov/d4/lagunitascreekbridge/docs/0642_lagunitas-creek_altanalysis-report_04242017.pdf) ) which is referenced in the DEIR.)
  - The *Seismic Evaluation* report states that “The seismic evaluation was performed to develop the optimum seismic retrofit strategy and associated cost. The structure was evaluated in accordance with Caltrans standard practice and Memo to Designers (MTD) 20-4.” (*Id.*, p. 1)
  - The *Seismic Evaluation* report evaluated each structural component of the existing bridge, and their respective “seismic vulnerabilities.”
  - Remarkably, the *Seismic Evaluation* report then proposes a “Recommended Seismic Retrofit” (*Id.*, p. 8) which is far different and less extensive than the “replace every piece of the bridge piece-by-piece” bogus “retrofit” that Caltrans presented to the SWG in January 2016, and which is the only “retrofit” option Caltrans considered in the entire DEIR process. Indeed, Caltrans dismissed that alternative early in the DEIR process, and did not carry this alternative forward for analysis in the DEIR.

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- Strangely, the *Seismic Evaluation* report includes a diagram labeled “Retrofit Alternative – 1”, which the report says “is needed based on the above mentioned seismic vulnerabilities” – yet that diagram is dated October 9, 2015, about 2 1/2 years before this *Seismic Evaluation* was prepared.
- ✗ Even more remarkable, however, is the fact that the DEIR does not evaluate the “Recommended Seismic Retrofit” recommended by its own Seismic Specialist in the *Seismic Evaluation* report.
  - The DEIR does make mention of a part of the *Seismic Evaluation* report, namely just the report’s conclusions about the existing seismic vulnerabilities of the bridge. DEIR Section 1.6.2.3. It does so in the context of trying to justify after-the-fact its decision in 2016 to not carry forward for analysis in the DEIR the bogus “retrofit” alternative it presented to the SWG some fourteen months before the Seismic Evaluation report was prepared.
  - In contrast, the DEIR makes no mention, nor does it provide any analysis, of the “Recommended Seismic Retrofit” contained in the *Seismic Evaluation* report.
- ✗ Caltrans’ own March 2017 *Seismic Evaluation* report demonstrates that there is a reasonable, feasible retrofit alternative for achieving the stated purpose and need of seismic safety, which alternative was not evaluated in the DEIR.
- ✗ Seismic engineer Alistair Lizaranzu, P.E. has also demonstrated that there are multiple additional reasonable, feasible retrofit alternatives which will achieve the stated purpose and need of seismic safety, and with significantly less environmental effects
  - In April 2015 during the project scoping period, Mr. Lizaranzu submitted seismic retrofit alternatives utilized by Caltrans for other bridge projects, which are suitable for use on the Lagunitas Creek bridge.
  - On May 30, 2017 Mr. Lizaranzu submitted to Caltrans a DEIR comment letter which enclosed seven different suitable, less impactful, seismic retrofit options.
- ✗ In addition to seismic retrofit, there are other alternatives which would have far less environmental effects which Caltrans has failed to analyze in the DEIR.
  - MTD 20-4 states its purpose as follows: “The primary performance standard for retrofitting bridges is to prevent the structure from reaching the collapse limit state for the Design Earthquake. The goal of this “No Collapse” performance standard is to protect human life and there are no serviceability expectations for retrofitted bridges.” (MTD 20-4, p. 1) (emphasis added)
  - This laudable goal of “protecting human life” can be achieved equally well by installing earthquake warning lights at each end of the existing bridge, which lights would be connected to the new California Shake Alert system. With a bridge length of 150-feet, vehicles traveling at the speed limit of 35 miles per hour completely cross the bridge in a mere 3 seconds. The Shake Alert system, installed on such a short bridge, would ensure that the bridge is cleared of vehicles prior to any earthquake-caused collapse, thereby protecting human life, and doing so at a small fraction of the cost to taxpayers of the proposed project and with no environmental effects.
- ✗ Caltrans should also analyze an even faster accelerated bridge construction alternative, such as that which Caltrans utilized in 2006 in Geyserville. There, a bridge damaged by high flows in the Russian River in late 2005 (the very same storm caused Lagunitas Creek to flow over the top of the Lagunitas Creek bridge roadway, at a flow of approximately 17,000 cfs) was completely replaced within four months of contract award to the bridge contractor. This was done in response to community demand, in order to minimize impacts of the project on the community. Caltrans has touted the success of the Geyserville project in numerous articles and presentations. See, e.g., [http://aspirebridge.com/magazine/2008Fall/russian\\_fall08.pdf](http://aspirebridge.com/magazine/2008Fall/russian_fall08.pdf)
- ✗ Courts routinely reject an EIR’s analysis of alternatives when an alternative that would reduce significant impacts and achieve most project objectives is omitted from the analysis and the EIR fails to include a reasonable explanation of the decision to exclude it. See, e.g., *Laurel Heights Improvement Assoc. v. Regents of University of California* (1988) 47 Cal3d 376; *North Coast Rivers Alliance v. Kawamura* (2015) 243 CA4th 647; *Habitat & Watershed Caretakers v. City of Santa Cruz* (2013) 213 CA4th 1277. An EIR will be found legally inadequate if it contains an overly narrow range of alternatives in light of the nature of the project and its environmental effects. *Watsonville Pilots Assoc. v. City of Watsonville* (2010) 183 CA4th 1059. As detailed through this comment letter, this DEIR suffers from both of these types of fundamental flaws.
- ✗ In summary, the DEIR indisputably has failed to consider a reasonable range of alternatives, in violation of both CEQA and NEPA. Caltrans must prepare and circulate for public review and comment a new and revised DEIR



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which identifies and fully evaluates a reasonable range of alternatives, including but not limited to several true seismic retrofit alternatives as well as the Shake Alert warning light alternative.

#### Section 1.7 Required Permits and Approvals

- ✖ Table 1-2 fails to describe all of the permits which the project will require. In addition to those listed, the project will require Incidental Take Authorization under the Marine Mammal Protection Act (sea lions are regularly observed in Lagunitas Creek both downstream and upstream of the bridge), and Rivers and Harbors Act Section 10 permit for construction in navigable waters.

#### Section 1.8 Construction Cost

- ✖ The DEIR provides estimated construction costs for 5 full replacement alternatives, but fails to provide an estimated construction cost for either the one retrofit alternative not carried forward for detailed analysis, or any other retrofit alternatives.

#### Section 2.1.2 Community Impacts

- ✖ An EIR must identify and describe the significant direct environmental impacts that will result from the project. 14 CCR 15126.2(a). The EIR must be prepared with a sufficient degree of analysis to provide decision-makers with the information needed to make an intelligent judgment concerning the project's impacts. 14 CCR 15151.
- ✖ The "Construction Impacts" discussion of the five build alternatives fails to meet these requirements, because the description of impacts is vague and very general in nature.
- ✖ A detailed discussion of impacts is improperly deferred to the later development of a "construction management plan", the alleged purpose of which will be "to address community impacts". CEQA prohibits an EIR from deferring the identification of impacts, or measures to mitigate significant impacts. See 14 CCR 15126.4(a)(1)(B). Caltrans has specifically defined the 5 build alternatives, several of which are extremely similar to one another. The construction related impacts are thus foreseeable and quantifiable. As a result, Caltrans must prepare its anticipated "construction management plan" now, and incorporate the resulting analysis of impacts and associated mitigation measures into a new, revised Draft EIR for public review.
- ✖ The DEIR states (p. 2-18) that "during most of the construction period" the existing bridge would remain in use. Since the DEIR estimates that the "construction period" would be either one year (for the four "accelerated bridge construction" or "ABC" alternatives) or three years (for the one "conventional construction" alternative), under the DEIR's formulation the bridge could be closed to use for up to 6 months (for the ABC alternatives) or 1.5 years (for the remaining alternative), and thus still be open "during most of the construction period." The failure of the DEIR to quantify, or even estimate, the actual extent of the anticipated bridge closure(s) prevents the public and Caltrans from evaluating the severity of this impact.
- ✖ The DEIR also refers vaguely to "occasional" one-lane traffic restrictions (p. 2-18). The failure of the EIR to quantify how often, and for what periods of time, the bridge will either be closed to traffic (apart from the projected 2-3 week complete closure for the ABC alternatives), or subject to one-lane traffic restrictions, under each of the alternatives precludes an intelligent judgment concerning the traffic-related impacts of each alternative and prevents the public from evaluating such impacts, which are likely to be very significant.
- ✖ As the community made clear during the public scoping process, traffic impacts are one of the public's "primary concerns" of the project. See Scoping Summary Report, Lagunitas Creek Bridge Project (Caltrans, September 3, 2015)(included as Appendix A in Caltrans' Community Impact Assessment (Caltrans, April 2017) (<http://www.dot.ca.gov/d4/lagunitascreekbridge/docs/trs-may2017/community-impact-assessment.pdf> ) Despite this clear articulation of public concern during scoping, Section 2.1.2 fails to provide any quantified analysis of traffic impacts of the different alternatives.
- ✖ Section 2.1.2 also fails to quantify the effects of bridge closure, traffic delays associated with speed limit restrictions, and one-lane traffic restrictions, on area businesses. The DEIR merely states that businesses in Point Reyes Station would "likely see reduced revenues" during the 2-3 week complete closure involved in the ABC alternatives, without providing any quantification metrics for evaluating the severity of such a revenue reduction. The DEIR also fails to analyze the impacts on Point Reyes Station businesses of bridge closures, speed limit reductions, and one-lane traffic restrictions during the other 49 weeks of the one-year ABC construction

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period (or the 3 year conventional construction period). Clearly a visually impactful, noisy, dusty, traffic-causing construction project on Highway 1 at this location will affect overall visitor travel to the greater Point Reyes area and specifically to Point Reyes Station and its visitor-dependent businesses for the duration of the one or three year construction period. The DEIR fails to analyze the impacts of this foreseeable visitor reduction on area businesses. These impacts will be significant, and the public must have an opportunity to review and comment on them, thus requiring that Caltrans prepare and circulate for public review a new, revised, Draft EIR.

- ✍ Section 2.1.2 discusses a few specific businesses that could be affected by visual impacts, dust and noise during the entire construction period, but fails to even mention the Marin Sun Farms butchery and restaurant at the intersection of Highway 1 and Sir Francis Drake Boulevard, immediately adjacent to the project.
- ✍ The DEIR states that during the 3-year construction period for the conventional construction option, “increased traffic in the project vicinity . . . may influence some regional visitors to delays their visit to the study area or to enter Point Reyes Station less frequently than they would otherwise.” (p. 2-21). Yet the DEIR fails to even attempt to quantify or otherwise evaluate the severity of that impact on the community.
- ✍ Although the construction impacts for the ABC alternatives would be of shorter duration (1-year) than for the conventional construction alternative (3-years), the traffic related impacts for the ABC alternatives will likely be greater because the ABC alternatives do not involve a temporary bridge, and will involve greater traffic restrictions in terms of bridge closure and one-way traffic limitations. The DEIR fails to analyze these impacts.

#### Section 2.1.2.2 Relocation and Real Property Acquisition

- ✍ The DEIR is inconsistent in its descriptions of the impacts of construction on nearby properties. For example, in discussing the 3 homes that share one driveway southeast of the project, p. 2-27 states that the construction process may “potentially change the access”, yet p.2-10 states that for those 3 homes the equipment staging, noise, and required change in access may result in changing the use during the construction period “from residential to construction zone” implying that the residents of those 3 homes will not be able to access or use their properties for the entire either 1-year or 3-year construction period.
- ✍ The DEIR fails to specifically identify what particular uses are required for each of the nine properties discussed on pp. 2-25 and 2-26, and the DEIR fails to discuss or analyze potential means of minimizing the physical use of and physical impacts on those properties, and how such means would affect the potential for having to relocate the animal hospital or the 3 residences southeast of the bridge. Obtaining a temporary construction easement, and providing appropriate financial compensation in connection with those easements, does not address the need to minimize physical impacts to those properties.
- ✍ The DEIR fails to analyze or mitigate physical impacts of construction on adjacent properties, such as fallout of dust (including dust contaminated with lead or other hazardous materials), damage to structures or improvements caused by construction vibrations, etc.

#### Section 2.1.3.3 Parks and Recreational Facilities – Environmental Consequences

- ✍ The description of construction impacts is so vague as to preclude an evaluation by the public or Caltrans of impacts. For example, the DEIR states that under the ABC method, construction activities would last up to 1 year, “with most of the noise- and dust-generating activities occurring in the span of a few months.” The ABC alternatives are well developed, and a detailed description of the type, extent, and duration of such impacts must be included in the DEIR so that the public can review and comment on them. For example, does a “few months” mean 4, or 6, or 9 months? During what time of year (which relates directly to the extent of impacts on park users, who are more numerous during some times of the year as compared to others)? Continuous impact causing activities during those “few months”, or sporadic? Only during the week, or on weekends (when there are more users) too?

#### Section 2.1.5 Traffic

- ✍ The DEIR says that during construction, traffic could continue to use the bridge but at greatly reduced speeds (15 to 20 mph), and that a 3-way stop would be required at the intersection of SR1 and Sir Francis Drake

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Boulevard (p. 2-60 to 2-61). Yet the DEIR fails to analyze the impact of those measures on traffic flow. Instead, it merely offers conclusory statements unsupported by facts or analysis, to the effect that “traffic across the bridge would flow with minimal congestion or delays outside of weekend tourist traffic.” With 687 vehicles per hour crossing the bridge on weekday afternoons (p. 2-62), that amounts to one car having to make a full stop every 5.2 seconds, instead of being able to travel unimpeded across the bridge. The DEIR fails to assess the impacts of this traffic measure on travel time, noise in the immediate vicinity, and air pollution in the immediate vicinity. There is also no discussion of where the 3-way stop would be located (e.g., where precisely will southbound traffic be required to stop? If immediately south of the bridge, traffic will then back up onto the bridge.), or how that would affect traffic flow.

- ✍ The DEIR states that one-way reversing traffic control will be required “on the bridge” (p. 2-61), but fails to state how often, and for what durations. The DEIR also projects that associated traffic queues will dissipate except on weekends, but that conclusion assumes that the one-way reversing traffic is taking place on a highway that otherwise has through traffic – which will not be the case with a 3-way stop. There is no discussion in the DEIR about how the 3-way stop will affect the operations of one-way reversing traffic flow.
- ✍ The DEIR improperly defers development of avoidance and mitigation measures to a future Traffic Management Plan (TMP). As stated in AMM TRANS-1, the TMP would include avoidance and minimization measures to address the potential issues in Table 2.1.5-1, but that table only pertains to issues associated with the 3-week total closure of Highway 1, and not the traffic impacts that would occur during the entire 1 year of construction for the ABC alternatives. Also, the DEIR fails to specify any performance standards for the deferred avoidance and mitigation measures that purportedly be developed in a future TMP. 14 CCR 15126.4(a)(1)(B).
- ✍ The DEIR fails to determine or specify whether the described traffic impacts will be significant, or whether the proposed mitigation measures will reduce the impacts to a less than significant level, and therefore does not comply with CEQA. (This fundamental flaw in the DEIR is present not only in this Traffic section, but throughout all of the impact discussions. Accordingly, this portion of this comment applies to every impact discussion section in the DEIR, and will not be repeated in this comment letter.)

2.1.6 Visual/Aesthetics

- ✍ Page 2-81 states that the existing piers in the creek would be removed. None of the project descriptions in Section 1.3 discuss removal of the existing piers, nor does the DEIR analyze the impacts of removing the piers. The Seismic Evaluation (March 2017) assumes that each of the 4 piers consists of 13-pile-group deep foundations, and that the piles are likely 12-inch-diameter circular timber piles with an estimated depth of 30'. Removal of the existing piers will have significant impacts on water quality in Lagunitas Creek, biological resources including multiple endangered species, and noise impacts, and other significant impacts are likely as well. The timber piles may well have been chemically treated prior to installation, and their removal after 80+ years may cause significant environmental harm. These are new, significant, undisclosed impacts that must be addressed in a new DEIR that must in turn be circulated for public review and comment. Public Resources Code §21092.1, 14 Cal. Code of Regulations §15088.5. See *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* (2007) 40 C4th 412, 447.

2.2.1 Hydrology

- ✍ Section 2.2.2.1 discusses the federal Clean Water Act, including Section 404 which prohibits the discharge of dredge or fill material into a water of the United States without a permit from the U.S. Army Corps of Engineers. This section fails to discuss the applicability of Section 10 of the federal Rivers and Harbors Act. Lagunitas Creek at the location of the project site is subject to the ebb and flow of the tide, has been used in the past to transport items of commerce, and is currently used in commerce in the form of commercial kayak tours which transit through the project area to areas well upstream of the bridge. As a result, Lagunitas Creek at the project site constitutes navigable water for Section 10 purposes. This section also fails to discuss the applicability of the Lake and Streambed Alteration Agreement requirement of California Fish and Game Code Section 1600 et. seq. Caltrans will be required to notify the California Department of Fish and Wildlife and secure an Agreement, because the project will disturb the bed and bank of a river, lake or stream and will divert the flow of Lagunitas Creek.

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- ✖ Section 2.2.2.3 states that the exiting piers would be removed (p. 2-130). However, the “construction impacts” discussion (beginning on p. 2-130) fails to mention or analyze the impacts associated with removal of the four existing piers. The Seismic Evaluation (March 2017) assumes that each of the 4 piers consists of 13-pile-group deep foundations, and that the piles are likely 12-inch-diameter circular timber piles with an estimated depth of 30’. Removal of the existing piers will have significant impacts on water quality in Lagunitas Creek, biological resources including multiple endangered species, and noise impacts, and other significant impacts are likely as well. The timber piles may well have been chemically treated prior to installation, and their removal after 80+ years may cause significant environmental harm. These are new, significant, undisclosed impacts that must be addressed in a new DEIR that must in turn be circulated for public review and comment. Public Resources Code §21092.1, 14 Cal. Code of Regulations §15088.5. See Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova (2007) 40 C4th 412, 447.
- ✖ AMM WATER-1 (p. 2-134) improperly defers development of stormwater pollution control measures to the later development of a SWPPP, and merely identifies general “strategies” rather than required performance standards for future mitigation measures, in violation of CEQA requirements. 14 CCR 15126.4(a)(1)(B).
- ✖ AMM WATER-2 states that “permanent stormwater treatment measures will be constructed on- or offsite.” However, the DEIR fails to provide any information about where and how such permanent treatment measures will be constructed, and what the impacts of their construction will be. This measure states that the “preferred treatment” is either a basin or swale, which would have to be constructed on either public parkland property or private property, yet the DEIR provides no information about where such a basin or swale will be constructed, or what size it will be. This measure says that soil may have to be imported in order to construct such a basin or swale, yet the DEIR fails to discuss the amount of soil that will be necessary, or the impacts of transporting or placing the soil for the basin or swale. This measure improperly defers development of stormwater treatment measures to the “design phase”, and fails to provide any performance standards for such measures. 14 CCR 15126.4(a)(1)(B)
- ✖ AMM WATER-3 improperly defers development of stormwater pollution control measures to the later development of a SWPPP, and merely identifies general “strategies” rather than required performance standards for future mitigation measures, in violation of CEQA requirements. 14 CCR 15126.4(a)(1)(B).
- ✖ As noted previously, this discussion of impacts fails to determine whether the anticipated impacts of the alternatives are significant, and whether the proposed AMM WATER mitigation measures mitigate the impacts to a less than significant impact, as required by CEQA.

Section 2.2.5 Hazardous Materials/Waste

- ✖ The DEIR notes in general the potential for significant hazardous material releases and contamination as a result of the project, but completely fails to analyze or evaluate this potentially significant impact to the community and the environment. The DEIR states that Caltrans has not performed any soil or groundwater testing, or evaluated the existing bridge structures for asbestos or lead-based paint (p. 2-153). “Site specific investigations would be required for the potential contaminants of concerns to be fully evaluated and quantified.” “Potential hazardous materials impacts . . . would occur over the construction period (i.e., 1 year). The existence or significance of any hazards associated with [aerially deposited lead] ADL, [naturally occurring asbestos] NOA, asbestos and lead in bridge structures, and lead and hexavalent chromium in yellow thermoplastic and yellow paint are unknown and would be assessed further through sampling.” (p. 2-161). Caltrans must conduct such site specific testing and investigations now, and then analyze potential hazardous material contamination which may occur as a result of bridge demolition, and determine whether such impacts can be mitigated to a less than significant level. For example, the existing steel truss may be coated in multiple layers of lead based paint, which could contaminate Lagunitas Creek during demolition, affecting both people who recreate in the creek, and multiple endangered aquatic species which live in the creek. Similarly, the bridge structure may contain asbestos which could be released into the air during demolition, and adversely affect local residents and visitors. These are new, significant, undisclosed impacts that must be addressed in a new DEIR that must in turn be circulated for public review and comment. Public Resources Code §21092.1, 14 Cal. Code of Regulations §15088.5.
- ✖ As noted previously, the existing bridge piles may contain hazardous materials which could be released into Lagunitas Creek during removal. The DEIR must analyze the potential hazardous material impacts of the removal of such piles. These are new, significant, undisclosed impacts that must be addressed in a new DEIR that must in

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turn be circulated for public review and comment. Public Resources Code §21092.1, 14 Cal. Code of Regulations §15088.5.

- ✗ AMM HAZ-5 discusses the future preparation of two plans (Health and Safety Plan, and Lead Compliance Plan) to prevent exposure of construction workers to hazardous materials. But the DEIR fails to address, or mitigate, the potential exposure of adjacent residents, pedestrians and bicyclists to the very same hazardous materials. See also pp. 2-159 and 2-160, which discuss potential exposures to construction workers, but fail to discuss potential exposure – or evaluate the impacts of such exposure – to adjacent residents, pedestrians and bicyclists.

#### Section 2.2.7 Noise

- ✗ Section 2.2.7.2 fails to identify, or analyze the noise impacts on, the Marin Sun Farms restaurant, located at the southwest corner of the Highway 1 and Sir Francis Drake Boulevard intersection.
- ✗ Mitigation measures AMM NOISE-1 is flawed in that it fails to define what “overly loud” activities constitute (either by describing the type of activity, or the specific decibel level that is considered “overly loud”). It is further flawed in that it only restricts by time (7 am to 8 pm) such undefined “overly loud” activities “where feasible”. In order to constitute appropriate mitigation, this measure must define “overly loud”, and must specify the factors that determine whether the time restriction is “feasible” or not. As written, there is no way for the public to know what activities will be restricted to those hours.
- ✗ Mitigation measure NOISE-A is so vague and ambiguous as to not constitute a legitimate mitigation measure. Lead agencies must avoid vague and incomplete mitigation measures. *Federation of Hillside & Canyon Associations v. City of Los Angeles* (2000) 83 CA4th 1252, 1260. EIR mitigation measures are legally inadequate if they are so undefined that it is impossible to gauge their effectiveness. *Preserve Wild Santee v. City of Santee* (2012) 210 CA4th 260, 281. Here, this measure merely says Caltrans will implement “a measure”, or “measures”, “such as” the ones described below to reduce construction noise. It then vaguely identifies several general potential measures, such as earth mounds and noise curtains. While the EIR does forecast specific noise levels at specific locations due to different types of anticipated construction activities, it fails to even attempt to specify reductions in noise level that are desired, and that could be achieved through the use of specific sound blocking methods. Since Caltrans knows exactly what noise levels are likely to occur at specific locations, it must in the Draft EIR identify the specific measures it will employ, at specific locations, to achieve a specific reduction in noise. This requires that Caltrans substantially revise the Noise analysis and Noise mitigation section, and re-issue a new Draft EIR for public review and comment which contains this necessary information.

#### Section 2.3.1.2 Biological Environment/Environmental Consequences

- ✗ Page 2-209 states that permanent effects to wildlife corridors and migration routes “would be minimized, per agency requirements.” This statement reflects a failure of the DEIR to analyze the impacts of the project on wildlife corridors and migration routes, and also constitutes an unlawful deferral of mitigation. Caltrans has an obligation under CEQA to identify and analyze the impacts of the project, and to mitigate impacts through specific measures in order to reduce impacts to a less-than-significant level. It cannot simply rely on potential future measures imposed by other regulatory agencies in later, post-CEQA permitting processes.
- ✗ Mitigation measures AMM BIO-1: Re-vegetation is so vague and ambiguous as to not constitute a legitimate mitigation measure (see authorities cited above). This measure makes vague reference to some future “planting plan”, which will merely use “appropriate methods and plant species” to revegetate temporarily disturbed areas (which will be approximately 0.50 acre of very sensitive habitat, used and occupied by threatened and endangered species). The DEIR must instead present a detailed revegetation plan which specifies which species will be replanted, what size plants will be used in the replanting, the spacing and density of the plantings, the irrigation and other plant care methods that will be used to ensure the survival of the plantings, and the performance standards that will be employed to determine whether the revegetation effort is a success (and mandatory measures for additional replantings if the performance standard is not met). The public must have an opportunity to review a detailed planting plan as part of the DEIR process. As a result, Caltrans must re-issue a new Draft EIR which includes this information, for public review and comment.



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- ✖ Mitigation measure AMM BIO-4: Tree Replacement suffers from the same defects as noted above. In addition, this mitigation measure improperly defers mitigation to later determinations by other resource agencies, without specifying any substantive standards. This DEIR must specify a mitigation ratio for tree replacement that reduces tree impacts to a less than significant level. It must also commit to replacing trees on-site, in the areas of project disturbance, instead of saying that tree replacements would occur "onsite if feasible."

Section 2.3.2 Wetlands and Waters of the U.S.

- ✖ This section fails to discuss the applicability, and permitting requirements, under Section 10 of the Rivers and Harbors Act of 1899. The Rivers and Harbors Act is administered by the U. S. Army Corps of Engineers.

Section 2.3.2.3 Environmental Consequences

- ✖ The DEIR states that the project will likely qualify for Nationwide Permit 14 from the Army Corps of Engineers. Nationwide permits may only be used for projects that will have minimal environmental impacts. As this DEIR demonstrates, this project will have more than minimal impacts, hence an Individual Section 404 permit will be required.
- ✖ Page 2-221 states that pursuant to Regulatory Guidance Letter (RGL) 90-08, the Army Corps is not expected to regulate the piles as fill. That is incorrect. RGL 90-08 expired in 1993. Pursuant to RGL 05-06 (December 7, 2005), the Corps does not consider RGL 90-08 to continue to apply to the Section 404 regulatory program. See <http://www.usace.army.mil/Portals/2/docs/civilworks/RGLS/rgl05-06.pdf> ("Any expired RGL not listed is considered inappropriate for current program execution;" RGL 90-08 is not listed in the Attachment to RGL 05-06).

Section 2.3.2.4 Avoidance, Minimization and/or Mitigation Measures

- ✖ AMM BIO-5 suffers from the same flaws as does AMM BIO-1, which flaws are identified above and apply equally to this mitigation measure.
- ✖ Mitigation Measure BIO-A: this measure suffers from the same flaws as do AMM BIO-1 and AMM BIO-4, which flaws are identified above and apply equally to this mitigation measure. In addition, this measure proposes "onsite" mitigation in the form of "large in-stream woody debris", but fails to specify the type or amount or location of such woody debris, the installation of which is likely to have its own environmental impacts, and may increase flooding potential on adjacent lands during high stream flows which are common each winter. Recent fish habitat improvement projects upstream on Lagunitas Creek, and elsewhere in the region, have focused on the installation of large in-stream woody debris, and were the subject of extensive environmental review processes. In contrast, this mitigation measure contains no analysis whatsoever of the proposed in-stream large woody debris proposal. This measure also improperly defers the development of a "detailed instream habitat enhancement" plan to some unspecified later date. The details and performance of such a plan must be specified in the Draft EIR.

Section 2.3.4.1 Regulatory Setting

- ✖ The bullet-point list of federal laws and regulations relevant to wildlife fails to include the Endangered Species Act, the Bald and Golden Eagle Protection Act, and the Marine Mammal Protection Act.

Section 2.3.4.2 Affected Environment

- ✖ I have personally observed and photographed, on multiple occasions, either northern green sturgeon or white sturgeon in Lagunitas Creek within the BSA.
- ✖ I have personally observed and photographed, on multiple occasions, California sea lions adjacent to and upstream of the bridge.
- ✖ The large eucalyptus tree located approximately 150-feet east of the bridge contains an active red-tailed hawk nest which is used each year. This year (2017) the nesting pair of hawks appear to have fledged two chicks. The DEIR fails to address noise impacts on this or other nesting bird species in the area. It is well documented that noise can cause nesting efforts to fail.

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Section 2.3.4.4 Avoidance, Minimization and/or Mitigation Measures

- ✖ This section fails to identify any measures to avoid, minimize or mitigate impacts to western pond turtle and Tomales roach; instead, it merely states that "Caltrans will implement reasonable and prudent measures to minimize and avoid potential disturbance of WPT and Tomales roach, through measures developed to avoid take of threatened and endangered species." What does that even mean? It is unlawful under CEQA to fail to mitigate identified significant impacts, and to defer until some future time the development of mitigation measures. Caltrans must develop appropriate mitigation measures, then recirculate a revised DEIR to the public for review and comment so that the public has an opportunity to review and provide feedback on the proposed mitigation measures for these two species.
- ✖ AMM BIO-7: as noted above, a large eucalyptus tree located on the south bank of Lagunitas Creek approximately 150' east of the bridge contains an active red-tailed hawk nest which is used every year, including 2017 (photographs are available).
- ✖ AMM BIO-10: this measure states that construction work will be minimized "to the maximum extent practicable." This vague and ambiguous statement does not provide the level of specificity required of mitigation measures under CEQA. Caltrans is certainly capable of defining construction work schedules, and the practicability circumstances that would justify night work. Such information must be included in a revised AMM BIO-10, that is recirculated to the public in a revised DEIR for review and comment.
- ✖ The last paragraph on the bottom of p. 2-250 (continuing onto p. 2-251) states that Caltrans will mitigate certain aquatic impacts through placement of large in-stream woody debris, and that this will require "the Caltrans Biologist to develop the detailed instream habitat enhancement in coordination with CDFW." This constitutes an unlawful deferral of mitigation, as Caltrans here as failed to identify either the specific mitigation measures it will implement, or suitable performance standards.\

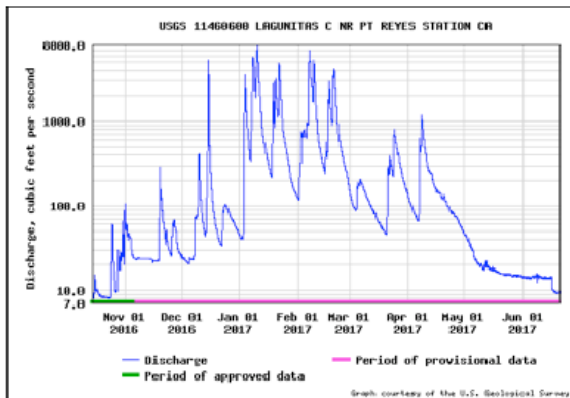
Section 2.3.5.3 Environmental Consequences

- ✖ Page 2-269 states that Alternative 2a would have permanent direct impacts to Lagunitas Creek habitat for multiple species "from the support piers." This presumably is a reference to the four new support piers that would be required. But this analysis fails to analyze the impacts on these species of the removal of the existing four support piers, and hence also fails to mitigate such impacts. Such analysis must include not only disturbance to the creek associated with the removal process, but also the potential that pier removal will spread subsurface contamination into Lagunitas Creek to the detriment of these species. Note that the Regional Water Quality Control Board already identified this issue during the project Scoping process in 2015.
- ✖ Page 2-270 fails to identify or analyze the impacts on Lagunitas Creek aquatic species of the proposed removal of the existing four piers in Lagunitas Creek, and hence also fails to mitigate such impacts. Note that the Regional Water Quality Control Board already identified this issue during the project Scoping process in 2015.

Section 2.3.5.4 Avoidance, Minimization and/or Mitigation Measures

- ✖ The first paragraph of this section fails to state that Caltrans will also require a Biological Opinion and associated Incidental Take Statement from USFWS
- ✖ AMM BIO-15 fails to actually impose mitigation measures or performance standards, but instead calls for Caltrans to later develop a "detailed Dewatering and Species Rescue Plan". This constitutes the unlawful deferral of mitigation in violation of CEQA.
- ✖ Mitigation Measure BIO-B: this measure calls for Caltrans to enhance streambed within the BSA by placing large woody debris along the banks of the creek within the BSA. However, it fails to specify how much woody debris will be placed, what size the woody debris will be, how such woody debris will affect erosion within the creek channel, how such woody debris will affect flooding conditions upstream, or how such woody debris will be anchored to withstand the routine high flows that occur each rainy season (i.e., multiple flow periods each winter that reach levels between 2,000 cfs and 8,000 cfs or higher; the flow during the flooding event of late December 2005 reached 17,000 cfs). Below is a graph of water flows in Lagunitas Creek just upstream of the Lagunitas Creek bridge during the 2016-17 rainy season as one example:  
[https://waterdata.usgs.gov/ca/nwis/uv?cb\\_00060=on&cb\\_00065=on&format=gif\\_default&period=7&site\\_no=11460600](https://waterdata.usgs.gov/ca/nwis/uv?cb_00060=on&cb_00065=on&format=gif_default&period=7&site_no=11460600)

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- ✗ Mitigation Measure BIO-B makes reference to a “habitat mitigation planting plan” that apparently will not be written until some unknown time in the future. While this Measure specifies a mitigation ratio of 3:1, this Measure fails to specify how that ratio will be calculated (is it based on acreage disturbed? Number of individual plants removed?), what species and sizes of plants will be utilized (does Caltrans intend to remove mature riparian vegetation and “replace” it through seeding or the planting of very small and immature plants?), how the planting will be done (seeding, plug planting, planting of potted plants and if so of what size, any protective matting to prevent erosion), when the planting will be done (the Measure says “within one year of completion of construction”, but since construction will be completed by October 30, planting should occur immediately thereafter, as the best time in northern California to conduct plantings is during the fall, before the onset of winter rains), or what steps will be taken to ensure the plantings take hold (such as irrigation for several years until plants are established). All of the information necessary to create a mitigation planting plan is readily available. Caltrans’ failure to develop and include a planting plan in the DEIR constitutes unlawful deferral of mitigation, and deprives the public of an opportunity to review and comment on the planting plan, which is a critical element of project mitigation. Caltrans is obligated to prepare a detailed planting plan, with performance standards, and include that in a newly issued Revised Draft EIR which it must circulate to the public for review and comment. As the project moves from the Final EIR to permitting by state and federal resource agencies, the planting plan can then be revised as necessary to satisfy the requirements of such agencies, so long as the resulting final planting plan is no less stringent than the planting plan contained in the Draft EIR.
- ✗ Mitigation Measure BIO-C: this measure says Caltrans has the option of mitigating for permanent impacts to red-legged frogs by either purchasing mitigation bank credits at a 3:1 ratio, or mitigating onsite. However, this Measure does not specify what onsite mitigation would consist of, saying only that mitigation “will be refined” during Section 7 formal consultation with USFWS. CEQA requires that the DEIR specify the mitigation necessary to reduce impacts to a less than significant level, or at least identify specific performance standards that will at a minimum be met through mitigation later developed through permitting with other agencies. This Measure does neither, and constitutes an illegal deferral of mitigation in violation of CEQA.
- ✗ Mitigation Measure BIO-D: this Measure again refers to the future development of a “Habitat Mitigation Planting Plan.” As noted above, this Plan must be developed now, and be included in a Revised Draft EIR which must be circulated to the public for review and comment, otherwise the public has no opportunity to evaluate or comment on this critical mitigation component. Also, this Measure says this Plan would be implemented within one year of construction completion, which is too long. With construction concluding by October 30, planting can and should occur immediately thereafter to take advantage of winter rains, but in no event should planting occur later than the following spring. This Measure also says plantings will be monitored for “a minimum of 1 year”, but standard planting mitigation standards in California require quantified success criteria (e.g., percentage of survival, and percentage of ground cover) which are monitored over a period of at least 5 years, with specified remedies which must be implemented if the success criteria are not met.
- ✗ The DEIR fails to identify or analyze the impacts of the project on marine mammals, namely the California sea lion, which the DEIR acknowledges to be present within the BSA, and which this author has observed many

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times in Lagunitas Creek upstream of the bridge. In addition, the DEIR fails to discuss permitting requirements under the federal Marine Mammal Protection Act.

- ✍ The DEIR fails to identify or analyze the impacts of the project on river otters, which reside in Lagunitas Creek within the BSA and both upstream and downstream of the bridge.

#### Section 3.2.2.2

- ✍ Page 3-6 states that Caltrans will later “coordinate” with other state and federal resource agencies “to determine the mitigation ratio for native and non-native riparian tree replacement, for a less than significant impact on the riparian vegetation.” As noted multiple times above, this constitutes an unlawful deferral of mitigation under CEQA, as the DEIR fails to establish specific, detailed mitigation requirements, or any mitigation performance standards.

#### Section 3.2.2.8 Transportation and Traffic During Construction

- ✍ This section describes traffic impacts during construction to be less than significant, however this discussion is inconsistent with the traffic impacts discussion earlier in the document, which describes (albeit ambiguously) at least two months (and possibly many more months) of one way alternating traffic using a signal and/or flaggers, reduced speed limits, and a temporary 3-way stop sign at the intersection of Highway One and Sir Francis Drake Boulevard, all of which will have very significant local traffic impacts, which in turn will likely have significant, detrimental impacts on both residents, and on local businesses which will likely suffer from a significant decrease in business as drivers elect not to suffer through traffic delays to reach their businesses.

#### Section 3.2.3.1 Biological Resources

- ✍ Based on the vague and ambiguous mitigation measures noted above, and the unlawful deferral of mitigation, the conclusion in this section that “impacts to wetlands would be less than significant” is not supported by substantial evidence, is arbitrary and capricious, and constitutes a prejudicial abuse of discretion.
- ✍ Based on the vague and ambiguous mitigation measures noted above, and the unlawful deferral of mitigation, the conclusion in this section that impacts to aquatic habitat and threatened or endangered species will be “less than significant” is not supported by substantial evidence, is arbitrary and capricious, and constitutes a prejudicial abuse of discretion.
- ✍ Based on the vague and ambiguous mitigation measures noted above, and the unlawful deferral of mitigation, the conclusion in this section that impacts to western pond turtle and Tomales roach will be “less than significant” is not supported by substantial evidence, is arbitrary and capricious, and constitutes a prejudicial abuse of discretion.
- ✍ This section states that noise impacts will be severe, and likely cannot be reduced to a less than significant level. Accordingly, noise impacts should be addressed not in this section, but instead in Section 3.2.4 Unavoidable Significant Environmental Effects

#### Section 3.2.4.1 Visual/Aesthetic Resources

- ✍ This section explains that Alternatives 4a and 4b would result in significant impacts that cannot be reduced to less than significant. This discussion, and also the discussion of visual impacts earlier in the DEIR, must be amended to reflect the fact that Alternatives 4a and 4b are very likely the only replacement alternatives which Caltrans can obtain approvals for from other state and federal regulatory agencies. As Chapter 2 of the EIR explains, but not in the context of visual impacts, the Army Corps of Engineers and the Regional Water Quality Control Board are prohibited by law from granting a permit authorizing the placement of new piles in the creek (which are necessary for any of the 3-span alternatives) if there is a less environmentally damaging practicable alternative or “LEDPA.” The DEIR itself clearly demonstrates that there is a LEDPA, which are the two full-span alternatives (4a and 4b) which do not require any pilings in the creek. Moreover, these and other state and federal regulatory agencies have previously instructed Caltrans to avoid any pilings or other fill in the creek – they did so during the 2015 scoping period (as reflected in the Scoping Summary contained within the Community Impact Analysis prepared by Caltrans and referenced in the DEIR), and during a January 2017

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meeting between Caltrans and multiple state and federal agencies (as reflected in Caltrans written minutes of that meeting).

Section 3.2.4.2 Land Use and Planning

- ✍ The same comment immediately above applies equally to this section, which explains that Alternatives 4a and 4b would be inconsistent with the Marin County LCP, Coastal Act Section 30251, and the Point Reyes Station Community Plan.

Section 3.3 Mitigation Measures

- ✍ Section 3.3 repeats many of the mitigation measures set forth earlier in the document. All of the comments above on such mitigation measures apply equally to the brief discussion of those same mitigation measures in Section 3.3.

Section 4.4.3 Public Meeting

- ✍ At the June 15, 2017 public meeting, Caltrans presented extensive new information, both orally in the form of a spoken meeting presentation (made by several representatives of Caltrans) and in the form of slides projected onto a screen. The slides were not made available to the public until they were posted – without any notice to the public – to Caltrans’ project website on the afternoon of Monday, June 19. Caltrans used a court reporter to prepare a written transcript of the public meeting, but Caltrans confirmed by email on June 20, 2017 that the transcript (which will contain Caltrans’ new information that was presented orally) was not available, and would only be made available to the public “as soon as we can” (email from Eric DeNardo, Caltrans Office of Environmental Analysis, to David Moser). As a result, none of the new information presented by Caltrans at the June 15, 2017 meeting was available for sufficient review and comment by the public.

Recirculation of new, revised, Draft EIR

- ? As explained in detail above, the DEIR is woefully deficient, and not in compliance with CEQA or NEPA, in many specific respects, including but by no means limited to the DEIR’s failure to analyze a reasonable range of alternatives (as proven by the DEIR’s failure to analyze the “Recommended Seismic Retrofit” developed by its own Seismic Specialist, as well as other seismic retrofit options submitted to Caltrans through public comments in both April 2015 and May 2017).
- ? Caltrans has also added significant new information, through its oral and visual presentations at the June 15, 2017 public meeting, which the public at large has not had an adequate opportunity to review and comment on. (Only a subset of the interested community attended the public meeting, Caltrans did not publish the new visually-presented information to its website until June 19, 2017 and did so without any public notice informing the public of its availability, and Caltrans failed to publish the promised court-reporter transcript of its oral presentation before the close of the comment period on June 24, 2017).
- ? Caltrans cannot simply remedy all of the DEIR flaws in the Final EIR without first providing the public an opportunity to review and comment on all newly added information. If significant new information is added to an EIR after the public review period, but before final certification of the EIR, the lead agency is required to issue a new notice and recirculate the EIR for public review and comment. PRC 21092.1, 14 CCR 15088.5. See Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova (2007) 40 CA4th 412. Recirculation is required when the addition of new information deprives the public of a meaningful opportunity to comment on substantial adverse project impacts or feasible mitigation measures or alternatives that are not adopted. *Laurel Heights Improvement Assoc. v. Regents of University of California* (1993) 6 C4th 1112. As explained in detail above, numerous environmental effects of the proposed project are analyzed inadequately, or not at all. Those impacts are significant, and the public must be provided an opportunity to review and comment on them.
- ? Recirculation is also required when a Draft EIR is so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. 14 CCR 15088.5.

Sincerely,

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David Moser

David Moser  


Enc: June 17, 2015 Comment Letter

## **Response to Moser\_David\_G**

### **Response to Comment 1: Oppose Build Alternatives, support the No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-1, Support for the No-Build Alternative."**

### **Response to Comment 2: Project development is a flawed process**

Caltrans has indeed followed the key steps in the reference document, *How Caltrans Builds Projects*, found on the Caltrans website ([http://www.dot.ca.gov/hq/tpp/index\\_files/How\\_Caltrans\\_Builds\\_Projects\\_HCBP\\_2011a-9-13-11.pdf](http://www.dot.ca.gov/hq/tpp/index_files/How_Caltrans_Builds_Projects_HCBP_2011a-9-13-11.pdf)), states on page 11: "Draft [Environmental Documents] are circulated for public comment via a formal process such as a public meeting." In regard to working in collaboration with the community, Caltrans performed multiple outreach actions. Caltrans held several public meetings: one for the scoping period (March 19, 2015), a subsequent meeting to keep the public informed of project developments (October 14, 2015), and two during the public review period of the Draft EIR/EA (April 26 through June 23, 2017). Furthermore, Caltrans distributed three newsletters (March 2016, June 2016, and April 2017) over the course of the Alternatives Analysis period.

### **Response to Comment 3: Halt environmental review process and begin new process**

Caltrans notes the commenter's interest in halting the process and beginning a new process. Please see the response to Comment 2 above, which describes Caltrans' actions in engaging the community during the Alternatives development and analysis process. Caltrans has held extra meetings, engaged community representatives, and provided broad public access to information and input via website, emails, and newsletters.

There were many publicly influenced changes to the project, including the following:

- 1) Request for shorter construction period resulted in development of the ABC methods, which would have a construction duration of less than 1 year.
- 2) Concerns for business impact resulted in further reducing staging areas on private property.
- 3) Safe Routes to School led to expanding project to include: a) extending the culvert, b) pedestrian crosswalk crossing at Sir Francis Drake Boulevard, and c) extending and widening the shoulder north towards Third Street.
- 4) Reducing the width of bridge where possible led to one sidewalk only on the west side of bridge. Concern over scale and safety resulted in further narrowing bridge to 11-foot lanes (not 12-foot) and 5-foot shoulders (not 8-foot), both of which require Caltrans to get approval for a design exception.
- 5) Flooding issues led to agreeing to consider design modifications that would allow the bridge to be raised in the future as a measure towards climate adaptation.
- 6) Request for more bridge investigations revealed worse corrosion than expected.

### **Response to Comment 4: Identification of significant effects and preparation of an Environmental Impact Statement**

Caltrans originally read the commenter's June 17, 2015, letter during the scoping period and incorporated this input into the Scoping Summary Report found on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). There were common themes raised in both letters are, which are therefore, addressed in this letter.



Caltrans prepared the EIR/EA, which identifies both adverse and beneficial project effects on the quality of the human and natural environment, in compliance with CEQA and NEPA. One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an Environmental Impact Statement (EIS), or a lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project) *as a whole* has the potential to “significantly affect the quality of the human environment.” The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require Caltrans to identify each “significant effect on the environment” resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an Environmental Impact Report (EIR) must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list a number of mandatory findings of significance, which also require the preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. Chapter 3 discusses the effects of this project and CEQA significance.

Per CEQA guidance, Caltrans elected to prepare an EIR, in which significant impact may be anticipated. An EIR combined with an EA provides a comprehensive evaluation, when the project has the potential for significant impacts. An EA is prepared under NEPA when it is expected that significant impact may occur and to determine whether environmental impact statement (EIS)-level documentation is necessary. While there are some alternatives that would result in unavoidable significant impacts, such as visual impacts of Alternatives 4a and 4b, which include a full-span steel truss, however, others, including the Preferred Alternative (Alternative 3a: Three-Span Concrete Bridge, ABC, Longitudinal Move-in), would have considerably less impacts. Under NEPA, if, during the preparation of the EA, considering the entirety of project effects on the environment, the project is determined to result in an overall significant impact, then Caltrans would prepare an EIS. If the entirety of adverse effects of the selected alternative, including the consideration of avoidance, minimization, and mitigation measures, does not result in an overall significant impact on the environment, Caltrans can issue a Finding of No Significant Impacts based on the findings in the EA. Caltrans has reviewed the revisions and edits to the Final EIR/EA and has identified Alternative 3a as the Preferred Alternative; Caltrans finds that impacts have been reduced and measures to mitigate impacts have been enhanced, and that there are no new impacts that warrant an addendum or recirculation of the Draft EIR/EA or the development of an EIS.

#### **Response to Comment 5: Purpose and need is too narrow**

The project purpose is to provide a safe, seismically stable crossing of Lagunitas Creek on SR 1, which is different than the commenters’ articulation of “seismic safety.” The purpose and need is not unduly narrow as to not support a range of alternatives to be evaluated. The purpose and need statement does not “call for a full replacement of the bridge.” Caltrans seismic and structural engineers evaluated a full and reasonable range of alternatives, including retrofit alternatives. This is presented in the Lagunitas Creek Bridge Alternatives Analysis report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). Please see the responses to **Common Comments “PN-1, Project need is too narrow”** and **“ALT-4, Full range of alternatives,”** in Table N-1 at the beginning of this appendix.

### **Response to Comment 6: Live load**

The commenter is correct that the bridge is not currently posted for weight limits and this statement has been corrected in the Final EIR/EA. Please see the responses to **Common Comments “PN-2, Live load limits.”**

### **Response to Comment 7: Project description and alternatives**

See the responses to Comments 3 and 5 above regarding the purpose of the project and inclusion of the community in the development and review of the range of alternatives considered.

### **Response to Comment 8: Range of alternatives**

Caltrans notes that the commenter is concerned that the range of alternatives for the Lagunitas Creek Bridge Project has not been exhaustive and rigorously reviewed. In response to this concern, Caltrans has provided an Addendum (June 2018) to the Lagunitas Creek Bridge Alternatives Analysis Technical Report (April 2017), which is available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The addendum provides a full chronicle of studies and retrofit strategies, as well as more details about how the retrofit performs against those alternative that were carried forward for further review. In addition, please see Table N-1 for the response to **Common Comment “ALT-3, Definition of a true retrofit,”** which provides more description of the rigorous review of retrofit strategies applied and describes how applying the “no collapse” criteria requires extensive effort that makes retrofitting the bridge an infeasible alternative, consistent with the definition found in 14 California Code of Regulations and 15126.6(a) and thresholds of 40 CFR 1502.14.

### **Response to Comment 9: Second public meeting and seismic risks**

The commenter notes that Caltrans committed to performing a detailed engineering analysis of the seismic risks of the existing bridge. Caltrans Structural Design, Division of Engineering Services prepared the *Lagunitas Creek Bridge Replacement - Additional Studies Memorandum*, dated December 7, 2016, which included a background of decisions leading to preliminary determinations for replacement bridge alternatives. It also included a scope of work to further examine the existing conditions to test earlier determinations or refine a retrofit option. The results of these studies, as presented in *Lagunitas Creek Bridge, Revised Seismic Design Recommendations* (December 2016) and the *Lagunitas Creek Bridge, Draft Preliminary Foundation report* (December 2016), and the *Investigation of Corrosion of the Lagunitas Creek Bridge No. 27 0023, California Route 1, PM 28.51* (December 2016), which are available on the project website: <http://www.dot.ca.gov/d4/lagunitascreekbridge/>.

### **Response to Comment 10: Engineering analysis of retrofit, Stakeholder Working Group**

Please see Response to Comment 9 above that demonstrates the studies were conducted and made available.

The commenter expressed doubt about how the Stakeholder Working Group (SWG) was formed and alternatives are “rejected.” Regarding the identification of a group of community liaisons, the members of the SWG were identified with assistance from the West Marin Supervisor’s office, (Steve Kinsey), which collected information from those most active and engaged in the community, with the criteria that they live and/or work in the region, are active participants in local community organizations, and can represent and communicate with larger portions of the community. In addition, after every SWG meeting, Caltrans provided a newsletter to all residents by using a U.S. Post Office Every Day Direct Mail method to “blanket” residents in the region, as well as to people who had provided their mailing address to Caltrans to stay informed on this project. These newsletters, reporting on the status and findings of the SWG, were also posted on the project website for convenient access, as were the SWG meeting minutes. The process and



outcomes of each meeting were readily available and accessible. The public was encouraged to participate through the articles in the newsletters, as well as by the representatives themselves, who solicited input into the process. However, the SWG and public input is only one input on the range of bridge alternatives. The Caltrans Project Development Team, a multidiscipline team of professional experts, is tasked with balancing technical engineering with public input and environmental analyses to decide which alternatives are carried forward for further review.

#### **Response to Comment 11: Retrofit alternative description**

Caltrans notes the comment regarding the description of the Retrofit Alternative. Please see the response to Comments 8 above. The Advanced Planning Study (APS) Retrofit Alternative was developed by the Office of Structural Design Division of Engineering Services, based on Caltrans typical practice, engineering experience, and best professional judgment for a bridge of this age and condition. The Structure Maintenance and Investigations, Bridge Maintenance meeting was convened to review the updated data, which resulted in recommending a replacement alternative (Structure, Maintenance & Investigations Bridge Maintenance Strategy Fact Sheet, Br. No 27 0023 Lagunitas Creek, August 4, 2016). However, the retrofit APS was reconsidered in light of studies identified in the response to Comment 9 above and then revisited again in response to Mr. Lizaranzu's (of North Bay Seismic Design) suggestion. (See **Lizaranzu, Alistair\_C** for the responses to Mr. Lizaranzu's May 30, 2017, letter.) However, the severity of the corrosion condition of the fracture-critical steel truss superstructure was confirmed by Caltrans Office of Structural Materials report, *Investigation of Corrosion of the Lagunitas Creek Bridge No. 27 0023, California Route 1 PM 28.51*, which must be addressed in the development of alternatives. Mr. Lizaranzu admits that when the corrosion is insurmountable a replacement should be considered.

#### **Response to Comment 12: Dismissal of the Retrofit Alternative**

There were several factors that influenced which alternatives were carried forward for additional environmental study in the Draft EIR/EA. Please see the response to Comment 8 above. The SWG was one source of input, and included public input into the range of alternatives to be evaluated to meet the project's purpose and need. However, the major underpinning for the Retrofit Alternative not being carried forward for full evaluation is documented in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website: <http://www.dot.ca.gov/d4/lagunitascreekbridge/>), in addition to the expertise as described in response to Comment 10 above and the structure maintenance and investigations strategy meeting cited in the response to Comment 11 above.

#### **Response to Comment 13: Caltrans procedure and policies**

Caltrans notes the comment regarding Caltrans procedures and policies. Relevant Memorandums to Designers (MTDs), including MTD 20-4 and the Seismic Design Criteria (SDC), were followed to develop Caltrans Retrofit Alternative. Please see Section 1.2.2, Project Need, in the Final EIR/EA, and the responses to **Common Comments "ALT-3, Definition of a true retrofit,"** and **"ALT-5, Less Intrusive retrofit,"** in Table N-1 in the introduction to this appendix. Caltrans Retrofit Alternative is treated as one alternative with multiple options for retrofitting the substructure, but due to the extensive corrosion on the steel truss, a detour bridge and support structure would be required and would result in similar environmental impact regardless of the methods used to retrofit the substructure elements (i.e., piers and abutments). While other methods can be applied, Caltrans is most comfortable with retrofitting the piers and abutments with new piles extended well beyond the liquefaction zone material, which is the most well-tested option that is commonly used for retrofitting these types of bridge foundations, where capacity and condition of existing timber piles are not known. Regardless of which substructure retrofit option is considered, the decision to not carry the retrofit further is not uniquely driven by

the substructure retrofit. As stated in the response to **Common Comment “ALT-3, Definition of a true retrofit,”** a limiting factor (among others) is the extensive corrosion of the steel truss and the associated environmental impacts to retrofit the steel truss, as well as consideration that the retrofit bridge travel-way would be further narrowed by the installation of barrier rails to deflect vehicles from colliding with the steel truss, which is an event that may result in bridge failure with the Retrofit Alternative. A narrower bridge would result in lowering the safety of the roadway across the bridge.

**Response to Comment 14: True retrofit**

Please see the responses Comment 8 above and to **Common Comment “ALT-3, Definition of a true retrofit”** in Table N-1.

**Response to Comment 15: Seismic retrofit alternative analysis**

Caltrans acknowledges that the EIR/EA did not carry the retrofit alternative (Alternative 6) into the Final EIR/EA for further environmental evaluation; however, EIR/EA Section 1.7, Alternatives Considered but Withdrawn from Further Consideration Prior to the Draft EIR/EA, summarizes why this alternative was analyzed but not carried forward, as do the responses above to Comments 8 and 13 and the response to **Common Comment “ALT-3, Definition of a true retrofit”** in Table N-1.

**Response to Comment 16: Consider California ShakeAlert system alternative**

The primary purpose of the Retrofit Alternative is to avoid collapse of the bridge. Strategies for retrofit portions of the bridge, such as those proposed by North Bay Seismic Design (see responses to Mr. Lizaranzu’s letters A, B, and C), also agree with the complex nature of replacing the corroded steel truss members and agree, to full steel-truss replacement as part of a full bridge retrofit option. Retrofitting the bridge to meet the “no collapse” criteria requires reinforcing not only the piers and abutments but also the steel truss. See the responses to Comments 10 and 11 above for more information on why the retrofit was not carried further into the EIR/EA evaluation. Caltrans included both three-span and full-span steel-truss alternatives in the EIR/EA.

Caltrans is familiar with the California ShakeAlert System. Please refer to Table N-1 for the response to **Common Comment “ALT-6, Consider seismic safety flashing lights,”** for description of applicability and functionality of the suggested system.

**Response to Comment 17: Consider faster accelerated bridge construction method**

The bridge on Highway 128 that the commenter references was damaged in winter of 2005 and was completely closed to traffic in January 2006 for the duration of emergency replacement construction. This resulted in detours of approximately 16 miles for the nearby community members. The new bridge in Geyserville was designed with the same principles being incorporated in Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, such as post-tensioning beams and pre-cast concrete bridge sections. The key difference is that the construction contractor was able to build the Highway 128 bridge while the bridge was completely closed and with a long detour provided during construction, whereas the Lagunitas Creek Bridge would be kept in service for the majority of the construction period, except for a 2- to 3-week bridge closure with a maximum 9-mile detour.

For the Lagunitas Creek Bridge, a key objective voiced by the community was to minimize disturbance to the existing through traffic on SR 1. For this reason, alternatives in the EIR/EA do incorporate many of the concepts of the bridge construction on Highway 128 over the Russian River in Geyserville and would meet a similar construction duration with the application of the ABC construction methods. The Highway 128 bridge construction duration might have been slightly shorter because traffic was not a constraint for that project. Caltrans acknowledges the

critical link the Lagunitas Creek Bridge provides for the local and regional community, for the local economy, and for emergency service providers. However, given those constraints, Chapter 1 of the Final EIR/EA has been refined to provide more details as to when and for how long construction activities would occur. The more detailed construction narrative explains that actual replacement of the bridge using pre-cast or pre-assembly longitudinal move-in construction would be concentrated into approximately a 5-month period, during most of which the bridge would remain open, except for the 2- to 3-week closure, with some additional preparation and finishing activities occurring before and after that period.

**Response to Comment 18: Range of alternatives**

Caltrans is aware of and is following CEQA and NEPA requirements on alternatives analyses. Under both CEQA and NEPA, the Lead Agency may, as part of the scoping process, make an initial determination as to which alternatives are reasonable and prudent and merit in-depth consideration and which alternatives do not.

The entire administrative record for the Lagunitas Creek Bridge Project, not only the EIR/EA, may be reviewed to assess the degree of discussion any particular alternative deserves, based on its feasibility and the stage in the decision-making process at which it is brought to the Lead Agency's attention. Alternatives that have been brought to Caltrans have been reviewed, considered, and addressed through this process. For instance, a retrofit was developed and analyzed by Caltrans multiple times (see responses to Comments 8 and 11 above). Caltrans PDT reviewed a reasonable range of alternatives that considered a range of retrofit strategies and replacement alternatives and considered comparative environmental impacts when identifying which alternatives to carry forward.

Please also see the response to Comment 16 above regarding the applicability of the ShakeAlert system.

**Response to Comment 19: Required permits and approvals**

The Natural Environment Study (NES) prepared for the Lagunitas Creek Bridge Project considers the Marine Mammal Protection Act (MMPA) and is available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). As the commenter correctly states, Section 10 of the Rivers and Harbors Act applies, and the U.S. Army Corps of Engineers (USACE) will regulate activities under both Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899. The USACE permit section in Table 1-2 in the Final EIR/EA has been corrected to indicate that the permit issued will cover both Section 404 and Section 10 activities.

As indicated in Final EIR/EA Section 2.3.4, AMM-BIO-6, Caltrans will prepare a hydroacoustic analysis for Lagunitas Creek during the final design phase and once detailed information about the pile type and size is available, to identify appropriate zones of influences and corresponding exclusion zones for pinnipeds such as seals and sea lions based on NMFS guidance. Caltrans will coordinate with NMFS and, depending on the findings, determine whether an Incidental Harassment Authorization under the MMPA is warranted.

**Response to Comment 20: Construction cost**

A cost estimate was not provided for the Retrofit Alternative because it was not carried forward for full evaluation in the Draft EIR/EA. However, preliminary costs were prepared for the Preliminary Study Reports that were completed for each alternative (prepared in spring 2016, with 2015 dollar values, and costs may have changed since); the Retrofit Alternative, at an estimated \$16 million, was projected to cost over 47 percent more than the least costly alternative

(\$11.05 million), which is the Preferred Alternative (Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in).

**Response to Comment 21: Sufficiency of community impacts analysis**

This environmental document was prepared in accordance with federal and state regulations. The EIR/EA complies with CEQA and NEPA and is consistent with the Caltrans Standard Environmental Reference (SER) (found at <http://www.dot.ca.gov/ser/envhand.htm>), which receives routine audits and reviews by FHWA. As directed by the SER, Caltrans coordinates with the agencies with jurisdiction over resources evaluated in the EIR/EA and works closely with these agencies to gather data about the existing environment to serve as the baseline. The studies prepared for the Lagunitas Creek Bridge Project were completed in accordance with regulatory agencies' requirements and professional standards and, therefore, provide the level of detail that is sufficient and provide the information necessary to allow informed decision-making about the environmental impacts of the project.

The AMMs, mitigation measures and project features developed for construction impacts are consistent with professional standard practices for Caltrans infrastructure projects and include as much detail as is possible at this stage of development. Caltrans has disclosed all known environmental impacts, modified the proposed project in response to community concerns, and extended the public review period to the maximum allowed time under CEQA. This document was prepared in good faith.

**Response to Comment 22: Deferring the identification of impacts through Construction Management Plan**

The Construction Management Plan is developed prior to construction by the contractor (consistent with the construction manual found at <http://www.dot.ca.gov/hq/construc/constmanual/>) and approved by Caltrans, and it is an expected part of initiating construction consistent with professional standard practices for Caltrans infrastructure projects. It describes in detail how the contractor will stage, sequence, and implement the project and implement all project features and avoidance, minimization, and mitigation measures described in the EIR/EA. The Construction Management Plan is the packaging of commitments and requirements that the contractor will carry out, which carries forward the EIR/EA project features and minimization and mitigation measures, as outlined in Chapter 2 and Appendix F. In addition, it will include the Mitigation Monitoring and Reporting Plan (which will be issued with the Notice of Declaration) in compliance with CEQA.

The EIR/EA refers to the Construction Management Plan to assure the public that the measures identified in the document will be adhered to by the contractor. For instance, as stated in the Executive Summary section of the EIR/EA, "A construction management plan would be developed in advance of construction. It would address circulation and detour planning; community information; best management practices for maintaining dust, noise and visual disturbance; and guidance on maintaining regulatory commitments," and would be consistent with professional standard practices for Caltrans infrastructure projects and include as much detail as is possible at this stage of development. The EIR/EA provides reference to the Construction Management Plan to inform the public and stakeholders about how several of the measures that address construction-related impacts would be implemented and managed by the contractor.

**Response to Comment 23: Durations for construction activities**

While the commenter refers to a sentence in EIR/EA Section 2.1.2.1, Community Character and Cohesion, transportation impacts during construction are discussed in more detail in

Section 2.1.5.3 of the EIR/EA. But construction activities, duration, and phases are found in Section 1.4, which has been expanded in the Final EIR/EA to provide more detail. Chapter 1 of the Final EIR/EA includes a comparative construction schedule. As shown in Figure 1-16, Comparative Construction Schedule for Conventional versus ABC Methods, in the Final EIR/EA, most of the heavy construction activities would occur over an approximately 5-month period and the closure would result in a 2- to 3-week closure period.

**Response to Comment 24: Traffic impacts**

Regarding the duration and frequency of one-lane traffic restrictions, please read the response to Comment 23 above for schedule of construction and see Section 2.1.5.3 of the EIR/EA for the traffic analysis of construction-related traffic impacts. Exact durations and frequency are not available at the current level of project development, but the use of managed one-lane traffic restriction would occur during non-peak periods (non-peak periods are weekends, which is defined as Friday afternoon through Sunday afternoon) when impacts of delays on the community and travelers would be minimized.

**Response to Comment 25: Traffic impact on businesses**

The project design and construction plan seeks to minimize economic loss, and therefore the Preferred Alternative 3a, Three-span, Concrete Bridge ABC Longitudinal Move-in, is also the least impactful in terms of duration of construction, temporary access easements on private property, traffic impacts, and visual disturbance. Caltrans has heard from the public and business community that there is a short period after Labor Day that will minimize impacts on tourism-dependent businesses. Therefore, bridge closure will likely occur after Labor Day weekend.

Please see above for the responses to Comment 23 for construction schedule details and Comment 24 for more information about bridge closure. Section 2.1.2.1 of the EIR/EA discloses the range of possible impacts on the community, tourism, and businesses, including indirect impacts of traffic delays, and Section 2.1.5.3 discloses associated traffic impacts of the bridge closure and one-way managed traffic lanes. No recirculation of the EIR/EA is necessary.

Additionally, economic analysis is provided in Section 2.1.2.1 of the Final EIR/EA, which includes the consideration of factors such as traffic, noise, dust, and visual disturbance that may influence the patronage to local businesses (and specifically the animal hospital). Because a quantitative economic impact to local businesses cannot be determined until after construction (and after obtaining financial data from businesses), the analysis included in Section 2.1.2.1 is qualitative in nature. This analysis meets the requirements of NEPA.

As noted in Chapter 3 of the Final EIR/EA, unlike NEPA, the focus of the analysis under CEQA shall be on the physical changes caused by the economic or social chain of cause and effect. Economic or social effects of a project shall not be treated as significant effects on the environment.

**Response to Comment 26: Marin Sun Farms**

The Marin Sun Farms butchery and restaurant, located approximately 300 feet south of the intersection of SR 1 and Sir Francis Drake Boulevard, is primarily open Friday through Sunday afternoon and evenings, when two-way traffic would be preserved for all the Build Alternatives. No unique adverse effects were identified for this specific business beyond those impacts that are listed for all businesses and residents within approximately 100 to 200 feet of the construction area (please see the construction subsection of Section 2.1.2.1, Community Impacts, of the EIR/EA).

### **Response to Comment 27: Traffic impacts to tourism**

Construction projects occur throughout the California State Highway and Freeway systems, and traffic implications are managed to minimize congestion and delays to the extent possible. Roadway and bridge maintenance is an inevitable necessity to preserve continued accessibility and connectivity. This is particularly true for SR 1 due to its position along the coastal environment of California, in an area which has proven to have unstable soils during strong weather events. SR 1 serves not only the local and regional economy, but is a substantial tourist route. Additional detail on tourism in this region has been added to Section 1.2.2 in the Final EIR/EA. Furthermore, the traffic analysis used data that spanned 10 years of traffic counts (2000-2013 for both weekday and weekend peak periods, thereby considering traffic associated with tourism in during low- and high-prosperous times. This data provides both the affected environment for the basis for modeling short-term project-associated impacts and provides an understanding for long-term traffic volumes. Further detail on how many tourists would avoid this area during construction would be highly speculative; however, the project features focus on minimizing impacts even when detailed projections cannot be made.

### **Response to Comment 28: Traffic impacts from ABC**

Section 2.1.5.3 of the EIR/ EA analyzes traffic impacts of the closure and the associated detour for the ABC method: “Along the detour, temporary signalization of one-way traffic control (and/or the use of flaggers) would be implemented. Delays resulting from the signalization would depend on the signal phasing setup and account for access to and from Sir Francis Drake Boulevard and Platform Bridge Road, which may require additional stopped time or signal phasing. Caltrans completed a preliminary operational analysis of implementing a one-way signal system (Caltrans 2017).<sup>1</sup> Traffic operations for the project were analyzed using the Synchro/Sim Traffic 8.0 software program. It was determined that the peak traffic period during typical weekday is from 2:00 p.m. to 3:00 p.m. and the signal cycle would be from 2 to 3 minutes. Based on the traffic volumes and signal cycle, the average delay per vehicle would be approximately 5 minutes, or Level of Service A, during weekday traffic, excluding Friday to Sunday travel patterns.”

As stated in response to Comment 25 above, bridge closure will likely occur after Labor Day weekend, when peak tourist season has passed, and one-way traffic limitations will be limited to Monday through Thursday which may result in approximately 5 minutes of impact.

### **Response to Comment 29: Residential property access**

Since the issuance of the Draft EIR/EA, Caltrans engineers have refined the staging areas to further minimize impacts on private property. The sentence that the commenter is referring to in Section 2.1.1.4 has been refined to “The equipment staging, noise, and change in access may result in temporarily changing the use where staging occurs from residential to construction zone.” This specifically refers to the area of temporary construction easement needed. Caltrans will maintain access to each property at all times (both for driveways and parking) throughout the construction period in order to allow continued use of residential properties. Caltrans’ Right-of-Way department will work with the contractor and the property owners to preserve access to and from SR 1 throughout construction. Please see Table N-1 for the responses to **Common Comments “CST-2, Closure timing – don’t impact tourism season,” and “CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots.”**

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<sup>1</sup> Caltrans. 2017. *Traffic Operations Report*. Memorandum from Einar Acuna, Senior Transportation Electrical Engineer, District 4 Signal Operations, to Prakash Sivagnanasundaran, Project Manager, Project Management-North. February 13.

**Response to Comment 30: Use of adjacent properties**

Please refer to the response to Comment 29 above.

The EIR/EA evaluates construction effects on the adjacent and affected properties during construction. The EIR/EA includes a list of measures to reduce and/or mitigate the physical impacts on properties based on the impact type: for instance, impacts on properties are discussed in Section 2.1.1, Land Use; Section 2.1.2.1, Community Character and Cohesion; and Section 2.1.2.2, Relocation and Property Acquisition. Additionally, in Section 2.2.7, Noise, sensitive receptors are identified and projected noise is described, including the full array of mitigation measures, and air quality best management practice to reduce dust are listed in Section 2.2.6.3 of the EIR/EA.

**Response to Comment 31: Indirect impacts to adjacent properties**

The protection of adjacent residents, pedestrians, and bicyclists from dust is addressed in air quality best management practice to reduce dust, which are listed in Section 2.2.6.3 of the Final EIR/EA. The potential for exposure of adjacent residents, pedestrians, and bicyclists to hazardous materials is discussed in Section 2.2.5 of the Final EIR/EA. Protection from exposure to hazardous materials will be addressed in the Health and Safety Plan and Lead Compliance Plan, referenced in Project Feature HAZ-8. This would occur after publication of the Final EIR/EA but prior to construction. The project has specifically avoided the consideration of hammer pile driving, which may have had the potential for vibration impacts. For more information on vibration during construction, please review Section 2.2.7 and Table N-1 for the response to **Common Comments “NOI-1, Noise impacts.”**

**Response to Comment 32: Duration and timing of construction impacts**

See response to Comment 23 above. Duration of construction activities is provided in Chapter 1 of the Final EIR/EA, and the impacts of construction activities are evaluated in Chapter 2 for each resource. Chapter 2 also identifies project features and measures that avoid, minimize, and mitigate impacts, as well as the duration, type, and intensity of impacts. Dust management measures are outlined in Section 2.2.6.4 of the Air Quality analysis, and noise abatement measures are outlined in Section 2.2.7.4 of the Final EIR/EA. These measures equally benefit park users, and, during construction, the eastern-most access point will be closed.

**Response to Comment 33: Traffic impacts of slower speeds**

Please see Section 2.1.5.3 in the Final EIR/EA, which provides an analysis of the project construction impacts on traffic, and please see the response to **Common Comment “CST-5, Traffic impact of construction,”** in Table N-1 in the introduction to this appendix for a summary of the delays associated with closing one lane on the existing bridge during normal peak flows. However, this traffic management strategy will be restricted to Monday through Thursday to accommodate safe construction working conditions. Traffic during construction will be managed consistent with the California Manual on Uniform Traffic Control Devices (FHWA’s MUTCD 2009, including Revision 1 and 2, as amended for use in California), Chapter 5, Manual of Traffic Controls, 1996 (Revision 2), which references Part 6, Temporary Traffic Control, Chapter 6a of FHWA’s MUTCD (found at <http://www.dot.ca.gov/trafficops/camutcd/traffic-manual.html>). The Manual provides fundamental principles of temporary traffic control and the requirements of temporary traffic control plans and advance warnings, it directs how detours and diversions are established and how flaggers manage traffic control, and it provides instructions on specific traffic control methods and applications thereof. The manual also addresses management of multimodal considerations, including commercial and personal vehicles, pedestrians, and bicyclists during construction.



As described in the response to Comment 23 above, while the ABC method associated with the Preferred Alternative (Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in) is anticipated to be complete within 1 year, the majority of construction would occur within a period of approximately 5 months, including the 2- to 3-week bridge closure.

See Section 2.1.5.3 of the transportation analysis in the Final EIR/EA for detailed analysis of the traffic flow at SR 1 at the Sir Francis Drake Boulevard intersection during the bridge closure. During periods of one-way traffic flow, there would be lower volume and slower speeds, resulting in a reduction of noise associated with traffic; therefore, this is not the focus of the construction noise analysis in Section 2.2.7.3. Air emissions associated with construction were modeled using a spreadsheet tool designed to estimate emissions through all phases of a roadway construction project based on the project size, duration of construction activities, and level of daily construction activities. The analysis and measures to address these emissions are addressed in Section 2.3.6.3 and 2.3.6.4, respectively.

#### **Response to Comment 34: Traffic at three-way stop during construction**

Please see the response to Comment 33 above. Also, see Section 2.1.5.3, of the transportation analysis in the Final EIR/EA for discussion of when one-way traffic control would be allowed and an evaluation of traffic performance during those periods.

#### **Response to Comment 35: Traffic Management Plan**

Please see the responses above to Comment 32 about the duration of construction and Comments 33 and 34 concerning traffic impacts and traffic management during construction in accordance with California Manual on Uniform Traffic Control Devices (FHWA's MUTCD 2009, including Revision 1 and 2, as amended for use in California), Chapter 5, Manual of Traffic Controls, 1996 (Revision 2). The manual directs Caltrans to develop a Traffic Management Plan (TMP) after completion of the environmental phase of a project.

TMPs are required by FHWA per 23 CFR 630, subpart J ([http://www.dot.ca.gov/trafficops/tm/docs/TMP\\_Guidelines.pdf](http://www.dot.ca.gov/trafficops/tm/docs/TMP_Guidelines.pdf)). A TMP consists of strategies to manage the work zone impacts of a project. Its scope, content, and degree of detail may vary based upon the California work zone policy, and the State's understanding of the expected work zone impacts of the project. For eligible projects (as defined in §630.1010), the State shall develop a TMP that consists of a Temporary Traffic Control (TTC) plan and that addresses both Transportation Operations (TO) and Public Information (PI) components. States are encouraged to consider TO and PI issues for all projects. As indicated in the Final EIR/EA, Project Feature TRANS-1, Construction Traffic Management Plan, would involve development of a TMP ahead of construction that would address the management of traffic flow to avoid peak periods consistent with the Manual of Traffic Controls, which includes established best management practices and performance measures. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CST-5, Traffic impact of construction,"** which provides a summary of the delays associated with closure of one lane on the existing bridge during normal peak flows and outlines Caltrans' estimate of delays, which are expected to be under 5 minutes.

#### **Response to Comment 36: Determining traffic impact**

Please refer to Chapter 3 of the Final EIR/EA for traffic and other CEQA conclusions. Caltrans practice (as described in the SER and AO) is to separate CEQA conclusions into a separate chapter. This information is found in Section 2.1.5.3; also see Section 3.2.2.8 of the Final EIR/EA, which is dedicated to CEQA determinations of significance.



**Response to Comment 37: Removal of piers**

Yes, the existing piers would be removed, as noted in EIR/EA Section 1.3.2.3, by first installing cofferdams, then dewatering within the cofferdam before removing the piers and pilings 3 feet below surface as well as that associated contaminants, and thereby avoiding affecting waters. In addition, the Construction Impacts subsections in Section 2.2.2.3 review the impacts of increased sedimentation, material handling, and spill prevention measures. These potential impacts would be avoided through the implementation of the Stormwater Pollution Prevention Plan (SWPPP), which is outlined in Project Feature WATER-3.

**Response to Comment 38: Permits and approvals**

Please see the response to Comment 19 above. The commenter correctly states that tidal waters are under USACE jurisdiction not only under Section 404 of the Clean Water Act but also under Section 10 of the Rivers and Harbors Act of 1899. The Clean Water Act Section 404 Waters of the U.S. described in Section 2.3 of the EIR/EA, and the impacts to those waters (as described in the EIR/EA), also include the Rivers and Harbors Act Section 10 navigable waters, with the exception of wetlands at the culvert, which would not be considered as Section 10 waters. The discussion of impacts to and permitting of fill in waters of the U.S. that are tidal as identified in Section 2.3 cover those waters that are also jurisdictional under Section 10 of the Rivers and Harbors Act. Table 1-2 and Section 2.3.2.1 have been corrected to indicate the USACE permit that will be obtained and more properly referred to as a Section 404/Section 10 permit. With respect to the Lake and Streambed Alteration Agreement, the Draft EIR/EA discusses the applicability of Section 1602 in Table S-2 and Table 1-2, and states that this agreement will be obtained from the California Department of Fish and Wildlife (CDFW). The effects of this requirement on waters of the U.S. and state is discussed under Biological Resources, Section 2.3.2.4.

**Response to Comment 39: Pier removal**

Please see the response to Comment 37 above.

**Response to Comment 40: Stormwater pollution control measures**

The stormwater impacts do not reach the threshold of significant, and the SWPPP is required under Section 402. The performance standards are discussed in the Caltrans SWPPP guidance pursuant to the Construction General Permit and the Caltrans Municipal Separate Storm Sewer System (MS4) Permit, which includes measures to protect against, prevent, and minimize stormwater and non-stormwater discharges and consists of the most current collection of best management practices that is actively maintained and updated by Caltrans and water quality experts. The Regional Water Quality Control Board (RWQCB) also has the authority to review and comment on the proposed SWPPP.

**Response to Comment 41: Permanent stormwater treatment measures**

As stated in Section 2.2.2.3, the project's new impervious surface area would be less than one-tenth of an acre, the treatment would require a smaller area. The Project Feature WATER-2 (previously referred to as AMM WATER-2) provides clear constraint that the treatment would occur within Caltrans right-of-way, the area of which is covered within the area of disturbance described in the EIR/EA. And, through a Section 401 certification, the San Francisco Bay RWQCB has the authority to require permanent stormwater treatment as a condition. The RWQCB prefers bioretention for treatment technology, such as by creating swales with subsurface gravel lining to allow infiltration of stormwater. Caltrans first considers placement of a swale or basin elements onsite. Such an element must not be placed within a jurisdictional wetland or water of the U.S. If it is infeasible to achieve placement onsite, then locations outside

of the project limits, though within Caltrans right-of-way, must be investigated. If still infeasible or impractical, then partnering with a municipality or other agency would be the final consideration. It should be noted that, because there will be a 401 certification, the RWQCB must concur with any permanent stormwater treatment strategy.

**Response to Comment 42: SWPPP**

Please see the response to Comment 40 above.

**Response to Comment 43: Water quality impact determination**

This project impacts on water quality do not rise to the threshold of significant. As stated above in the responses to Comments 38, 40, and 41, all measures for protecting water quality (Project Features WATER-1, -2, and -3) would be subject to permitting under Sections 401 and 404 of the Clean Water Act and would require USACE and RWQCB approval. Adhering to these permitting requirements, and as described in the project description and with the features described, water quality impacts would be substantially avoided. Caltrans practice (as described in the SER and AO) is to separate CEQA conclusions into a separate chapter. CEQA determinations are found in Chapter 3 of the Final EIR/EA.

**Response to Comment 44: Hazardous materials**

As established in the Caltrans Environmental Handbook, Chapter 10, Hazardous Materials, Hazardous Waste, and Contamination, it is Caltrans standard practice to screen properties and sites that may be included in the transportation project for current or past activities that involve or involved hazardous materials or generated hazardous wastes, or properties with known contamination. Each potentially contaminated property identified is further evaluated through the preparation of an Initial Site Assessment (Phase I). Then, properties identified in the ISA as having recognized environmental conditions or activity use limitations related to contamination require the preparation of a Preliminary Site Investigation (Phase II). The Draft EIR/EA screened 0.25-mile radius from the project boundary for known and potential hazardous materials release sites, and as stated in Section 2.2.5, the assessment identified no sites within the project area. Therefore, a Phase I assessment was not required.

Although preparation of Phase I or Phase II assessments is not required, compliance with interagency agreements and the Standard Specifications would reduce, avoid, and/or minimize exposure to workers and the environment. Following is more information about how Caltrans will manage aerially deposited lead (ADL), asbestos, naturally occurring asbestos (NOA), lead on the bridge, and yellow thermoplastic and yellow paint.

On July 1, 2016, Caltrans entered into a Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils with the Department of Toxic Substance and Control. Section IV, Requirements for Managing ADL-Contaminated Soils, 4.13, states that for each project that has the potential to excavate ADL-contaminated soil, Caltrans shall conduct sampling and analysis to adequately characterize the soils containing ADL in the areas of planned excavation along the project route. Pursuant to California Code of Regulations, Title 22, Section 662262.11, Caltrans is required to perform hazardous waste characterization of any soil to be disposed of at a landfill and a sampling analysis must be conducted in accordance with the appropriate methods specified in the USEPA SW-856. For more information, the Agreement is found at <http://www.dot.ca.gov/env/hazwaste/docs/dtsc-ct-adlfinal-063016.pdf>.

Caltrans Standard Specification Section 14-11.13, Disturbance of Existing Paint Systems on Bridges, establishes protocol for any work that disturbs the existing paint system on bridges. As required by this section, potentially hazardous debris produced when the existing paint is disturbed must be contained. Prior to disturbance of the paint, Caltrans is required to submit a

Debris Containment and Collection Plan, which must identify materials, equipment and methods to be used when the existing paint is disturbed; containment systems must be ventilated, vacuum-shrouded surface preparation equipment and drapes and ground covers or equivalent containment system if authorized; components that provide ventilation and visibility for worker safety; identify the laboratory that will perform the analyses; identify waste transporter that will haul the debris; and include the name and location of the disposal facility that will accept the hazardous waste. Section 59-2.01C(2) states that the containment system must contain water, resulting debris, and visible dust produced when the existing paint system is disturbed. The completed Debris Containment and Collection Plan is reviewed and approved by Caltrans resident engineer in accordance with state and federal regulations. This activity must also be addressed in the Lead Compliance Plan.

Project Feature HAZ-1 through HAZ-3 set forth measures related to asbestos that Caltrans would implement. These include asbestos survey, sample for NOA and contaminants in soil and creek, and measures to protect against NOA and contaminants. In addition, Caltrans Standard Specification, Section 14-11.02, Discovery of Unanticipated Asbestos and Hazardous Substances, states that upon the discovery of unanticipated asbestos or a hazardous substance, work must be stopped immediately and the engineer notified if the substances are believed to be asbestos or a hazardous substance; its presence is not described in the contract; or the substance has not been made harmless. Work would resume after the unanticipated asbestos and/or hazardous substances are fully addressed in accordance with federal, state, and local regulations.

Standard Specification, Section 14-11.12, Removal of Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue, applies to project that would remove existing yellow thermoplastic and yellow painted traffic stripe and pavement marking that produce hazardous waste residue. As stipulated by Section 14-11, a work plan for removal, containment, storage, and disposal of yellow thermoplastic and yellow painted traffic stripe and pavement marking must be submitted to the Department of Toxic Substance Control. The work plan must include procedures for the removal of and collection of yellow thermoplastic and yellow painted traffic stripe and pavement marking residue, including dust; type of hazardous-waste storage containers; hazardous waste sampling protocol and quality assurance requirements and procedures; qualifications of sampling personnel; names of analytical test laboratory certified by the State Water Resources Control Board's Environmental Laboratory Accreditation Program for all analyses to be performed; and location of the disposal site that will accept the hazardous waste residue. Removal of the material must be immediately contained and collected, including dust, and a HEPA filter-equipped vacuum attachment must be used and operated concurrently with the removal operations or other equivalent approved method for collection of residue. There are no new significant impacts that were not already disclosed in the Draft EIR/EA.

#### **Response to Comment 45: Hazardous materials from pier and pile removal**

As described in Section 1.3.2.2, the old piers will be enclosed in cofferdams prior to their removal. The enclosed area around the pier will be dewatered, and creek sediments and underlying substrates will be removed down to 3 feet below the creek bottom. The pier and associated piling will then be removed. This process will ensure that any hazardous materials if present in existing bridge piles will be removed safely and not released into the creek. These measures are referenced in Section 2.2.5 of the Final EIR/EA to support the discussion of potential impacts associated with removal of existing bridge piles.

#### **Response to Comment 46: Health and Safety Plan and Lead Compliance Plan**

Project Feature HAZ-8: Prepare and implement a Health and Safety Plan and Lead Compliance Plan, provides an outline of the plan element to be included, including OSHA training and compliance with federal, state, and local regulations regarding management of hazardous wastes

and materials that are handled or generated during project construction. This measure can be found in Section 2.2.5.4 of the Hazardous Materials section of the Final EIR/EA. As indicated in Comment 44 above, a Debris Containment and Collection Plan will be developed to reduce the potential exposure of the public and environment to hazardous substances. As stated in Section 2.2.5 of the Final EIR/EA, Caltrans will develop a Spill Prevention, Control, and Countermeasure Program to manage hazardous materials in the event of accidental release

**Response to Comment 47: Mitigation measure for noise**

The Marin Sun Farms restaurant, located at the intersection of SR 1 and Sir Francis Drake Boulevard, would have similar noise impacts as Receptor R1, which was a noise monitoring site located at 11150 Sir Francis Drake Boulevard, as recorded in the noise analysis in Section 2.2.7.2 of the EIR/EA. The R1 monitoring station is located across the street from Marin Sun Farms. Section 2.2.7.2 states that “The area surrounding the proposed project includes Activity Categories B, C, and E land uses.” A noise monitor was located between these two sites (see Noise Measuring Site M2 in Figure 2.2.7-2, Noise Receptors and Measurement Locations), and because the restaurant is a commercial use (Activity Category E; see Table 2.2.7-1, Noise Abatement Criteria), it would be subject to a higher noise abatement criterion (NAC), an hourly A-weighted noise level of 72 dBA (exterior), as compared to a residence, which would have an NAC of 67 dBA (exterior). Construction noise levels for this restaurant would approximate the noise levels for R1, as shown in Tables 2.2.7-2 and 2.2.7-3.

“Overly loud” noise activities are those that exceed 86 dBA. Table 1 below provides context for 86 dBA.

**Table 1. dBA of Routine Equipment within a Household**

Device	dBA
Microwave	55 – 59
Printer	58 – 65
Inside car, windows closed, 30 MPH	68 – 73
Kitchen exhaust fan high	69 – 71
Hair dryer	80 – 95
Vacuum Cleaner	84 – 89
Coffee Grinder	84 – 95
Food processor	93 – 100

The noise impacts from augering and vibratory pile driving would be the highest levels of noise on sensitive receptors. Under the Preferred Alternative, this would be 96 Leq without mitigation at Receptor 1. Activities that generate high levels of noise will be limited to daytime hours. Both Project Feature NOISE-1 and Mitigation Measure NOISE-A in Section 2.2.7.4 of the EIR/EA list measures that will be used to mitigate noise. These measures include sound curtains and using “quiet” air compressors. Refer to Section 2.2.7 of the Final EIR/EA for clarifications to Mitigation Measure NOISE-A. Caltrans will require the contractor to mitigate the noise on the adjacent properties. Per Section 2.2.7 of the EIR/EA, noise associated with construction is controlled by Caltrans Standard Specifications Section 14-8.02, Noise Control, which states:

- Do not exceed 86 dBA at 50 feet from the job site activities from 9:00 p.m. to 6:00 a.m.
- Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.

**Response to Comment 48: Adequacy of mitigation measure**

Caltrans respectfully disagrees that Mitigation Measure NOISE-A is vague and ambiguous. It identifies specific measures that can be implemented to reduce noise at the source by the use of specialized equipment (such as vibratory pile driving vs. conventional pile driving) and the use of temporary enclosures around stationary equipment, temporary barriers, and noise curtains. Other strategies include effectively using temporary noise barriers, creating buffer zones between equipment and residences, or using existing structures as barriers. These are consistent with professional standards of practice and most current methods in the industry, and Caltrans has recent experience with these measures demonstrating effective noise relief in the field.

**Response to Comment 49: Migratory routes**

The environmental document reviews adverse impacts for a given project. In this case, the Natural Environment Study did review the migratory routes and wildlife corridors potentially affected by this project and found that the project would not result in adverse effects. Section 2.3.1.2 has been revised in the Final EIR/EA to include a summary of the analysis of project effects on habitat connectivity already in the Natural Environment Study. The conclusion remains that the proposed widening of the culvert and bridge replacement alternatives are designed to maintain the existing conditions of habitat connectivity throughout the Biological Study Area.

**Response to Comment 50: Revegetation plan**

Please see Section 2.3.1.2 of the EIR/EA for an expanded description of Project Feature BIO-1, Re-vegetation, which includes the use of native species and monitoring. A conceptual planting plan, part of the project USFWS Biological Assessment, identifies proposed revegetation and enhancement within the project area. The planting plan from the Biological Assessment has been included in Appendix P of the Final EIR/EA and will be finalized during the permitting phase in coordination with regulatory agencies. Additionally, the Final EIR/EA includes many measures that address revegetating areas that are disturbed during construction with performance metrics that are descriptively titled and located in Appendix F for easy reference. These include AMM BIO-1: Tree replacement, AMM BIO-2: Wetland restoration, AMM BIO-8: Vegetation removal in early fall, Mitigation Measure BIO-C: Potential California red-legged frog (CRLF) compensatory measure, BIO-B: CCC coho mitigation, and Mitigation Measure BIO-D: Habitat enhancement for California freshwater shrimp (CFS). In addition, the Visual Section 2.1.6, see Project Feature VISUAL-3: Replace non-habitat plantings removed by construction operations. Trees and shrubs outside of habitat areas removed by construction of the project would be replaced to restore the appearance of the disturbed areas. These avoidance and mitigation measures are developed in coordination with the entity overseeing the resources to meet the habitat or visual objectives. The re-vegetation plan is developed in coordination with the appropriate regulatory agencies for the protected species or habitat type to meet established ratios or requirements as directed for that species and habitat type. The mitigation measures provide more detail.

**Response to Comment 51: Tree replacement**

Please see the response to Comment 50 above.

### **Response to Comment 52: Permits and approvals**

Please see the response to Comment 19 above. Section 10 of the Rivers and Harbors Act of 1899 has been included in the Final EIR/EA in Section 2.3.2 and Chapter 1, Table 1-2.

### **Response to Comment 53: Permits**

The USACE Nationwide Permit 14 *Linear Transportation Projects* (Sections 10 and 404) is allowable with project impacts that are less than 0.5 acre to non-tidal jurisdictional wetlands and waters of the U.S., and less than 1/3-acre of tidal waters. The current analysis of project alternatives estimates the maximum impact to wetlands and waters of the U.S. would be below the threshold to trigger an Individual Section 404/10 permit. To clarify, this project is not required to prepare a 404(1)(b) permit to determine the Least Environmentally Damaging Practicable Alternative (LEDPA) because it is expected to be permitted under a Nationwide Permit, likely NWP 14 (Sections 10 and 404), not an Individual Permit. For more information, please review the Memorandum of Understanding between the USACE and Caltrans at the following link: [http://www.dot.ca.gov/ser/downloads/guidance/alternative\\_analyfaq.pdf](http://www.dot.ca.gov/ser/downloads/guidance/alternative_analyfaq.pdf).

### **Response to Comment 54: Regulatory guidance letter**

The commenter is correct, and the Final EIR/EA includes this correction. Section 2.3.2.3 notes that the piles are being analyzed as fill, when and where they impact a jurisdictional resource.

### **Response to Comment 55: Adequacy of avoidance and minimization measure AMM BIO-5**

Please see the response to Comment 50 above.

### **Response to Comment 56: Adequacy of mitigation measure BIO-A**

Please see the response to Comment 50 above.

The analyses of the construction impacts were included in the Draft EIR/EA with the scope of temporary construction impacts, because the habitat enhancements will be constructed during the same season and in the same area as bridge construction. Restoration of instream habitat would be a requirement of the construction contract, to be performed when bridge construction is complete. Instream restoration work would be consistent with the NMFS Programmatic Biological Opinion, USFWS Biological Opinion and the California Salmonid Stream Habitat Restoration Manual, Fourth Edition (or as updated). The Manual describes the process for analyzing site-specific hydraulic conditions, choosing sites and materials, and selecting appropriate anchoring techniques (e.g., using rebar to pin logs in place). The Manual also includes a project evaluation and monitoring system to ensure documentation of project performance, which is important for developing science of stream restoration. The specific details tailored to the site and required monitoring details are determined in agency permit development and provided in agency permit applications.

### **Response to Comment 57: Regulatory setting**

The MMPA and the Bald and Golden Eagle Protection Act have been added to the listing of federal laws relevant to wildlife in Section 2.3.4.1 of the Final EIR/EA. Section 2.3.4, Animal Species, discusses impacts to non-federally protected species; therefore, listing the Endangered Species Act as suggested in the comment would not be accurate because Section 2.3.4 addresses animal species that are neither federally nor state listed species. The other applicable federal regulations are identified in Section 2.3.5.1, Threatened and Endangered Species.

### **Response to Comment 58: Affected environment**

Thank you for the detailed comments regarding specific biological observations within the Biological Study Area for the project. The Caltrans analysis is based on surveys that covered the

majority of the potentially affected site. In locations where—despite best efforts—Caltrans was unable to access and was therefore unable to complete detailed surveys, the biologists worked from available onsite observations, reviewed aerial photographs, and consulted with site specialists, including staff at USFWS and NMFS, to best extrapolate available information. Regarding sturgeon, the species presence in Lagunitas Creek is unknown. However, green sturgeon has been added to the Final EIR/EA due to the proximity of the project to Tomales Bay and the potential for the species to occur along West Coast estuaries. The species is also covered in the NMFS Programmatic Biological Opinion. The MMPA is applicable to the project setting, and marine mammals are addressed in the project's Natural Environment Study and Section 2.3.4 of the Final EIR/EA. Nesting raptors are protected by the Migratory Bird Treaty Act, and California Fish and Game Code Section 3503.5 enforced by USFWS and CDFW. Protection of nesting birds is applicable and thoroughly referenced in the Final EIR/EA (see Project Feature BIO-5: Migratory birds, which restricts construction activities at a safe distance of a known raptor nest). The Biological Assessment includes noise impact analysis of potential impacts to the northern spotted owl as well as other project features to reduce noise impacts to sensitive receptors such as federally listed species.

**Response to Comment 59: Impacts to western pond turtle and Tomales roach**

Project features, AMMs, and mitigation measures mentioned in the sections on these species and those mentioned in sections for other species will benefit the western pond turtle and Tomales roach, because they share habitat elements with other species addressed, such as red-legged frog, tidewater goby, freshwater shrimp, and coho salmon. AMM BIO-5 specifies protective measures for western pond turtle, and the discussion at the end of Section 2.3.4 in the Final EIR/EA describes how mitigation for wetlands and waters impacts also benefits western pond turtle. Mitigation Measure BIO-10, AMM BIO-11, and Project Features BIO-2, BIO-3, BIO-7, and BIO-8 all collectively benefit the western pond turtle as well. AMM BIO-10, for tidewater goby, and the woody debris to be installed for freshwater shrimp habitat will also benefit Tomales roach, as described in the Draft EIR/EA section for Tomales roach. Mitigation Measures BIO-A, BIO-B, BIO-C, and BIO-D, developed for federally and state listed species, will also benefit these species.

**Response to Comment 60: Biological observations, minimizing impacts**

Please refer to the responses to Comments 55, 56, and 58 above.

Project Feature BIO-6 in the Final EIR/EA adequately addresses the potential for night work in its current form, in combination with AMM BIO-12, which calls for shielding lighting from sensitive habitat areas. Specific language will be developed for the construction contract to minimize night work.

Regarding the instream habitat mitigation plan, Mitigation Measure BIO-A: Mitigation for jurisdictional water features, provides lists of types of woody debris and performance objectives for structuring the habitat restoration and a conceptual mitigation plan is provided in the USFWS Biological Assessment. The planting plan is included in Appendix P of the Final EIR/EA. These plans are consistent with the NMFS Programmatic Biological Opinion, USFWS Biological Opinion, and California Salmonid Stream Habitat Restoration Manual, Fourth Edition (or as updated). While, the refinement details will include the input and concurrence from the CDFW, no further detail can be developed at this stage until the context of the area disturbed is available for the biologist and CDFW to assess and plan. Caltrans commits to completing the habitat restoration prior to completing the project.

### **Response to Comment 61: Biological impacts from pier removal**

Please see the response to Comments 37 and 39, which explains how piers and associated pilings will be removed 3 feet below grade. Impacts from the water diversion and dewatering activities associated with cofferdams for work within the stream channel is adequately described in the EIR/EA in Section 2.3.4. Caltrans is addressing project-related activities that NMFS, USFWS, and CDFW have identified as potential impacts to habitat and/or species as part of consultation and technical assistance.

### **Response to Comment 62: Biological resources avoidance, minimization, and mitigation measures**

Caltrans obtained a Biological Opinion (permit number 08ESMF00-2014-F-0638-1 dated April 27, 2018) from USFWS and the application of Programmatic Biological Opinion No. 013-9731 from NMFS prior to the certification of the environmental document, and this project will require an Incidental Take Permit from CDFW for the freshwater shrimp. The Final EIR/EA includes this information.

The detailed dewatering and species relocation plan and required monitoring details are standard avoidance and minimization measures and are not mitigation measures. The specific plans will be determined during agency permitting and design development and provided in agency permits applications, which will be refined at a later stage. However, AMM BIO-10 (which replaced AMM BIO-15 from the Draft EIR/EA) does include restricted work windows, and the elements of the plan include monitoring, capture, removal, and relocation based on the unique needs of each special-status aquatic species and the avoidance of entrapment through the use of using a screen on intake pumps. The details of the rescue and relocation that cannot be finalized now include whether seining, netting, or electrofishing is most appropriate, since this depends on specific methodology used for the cofferdams. Also, the Biological Opinion and Programmatic Biological Opinion provide directives on these activities that Caltrans will follow.

Refer to the response to Comment 56 above for a discussion about the instream habitat mitigation plan.

The analyses of the construction impacts were included in the EIR/EA with the scope of temporary construction impacts, because the habitat enhancements will be constructed during the same season and same area as bridge construction. A conceptual planting plan was submitted as part of the USFWS Biological Assessment and is included in Appendix P of the Final EIR/EA. The detailed plans of the habitat enhancements and required monitoring details may be revised in consultation with appropriate agencies and confirmed in agency permit applications.

### **Response to Comment 63: California red-legged frog mitigation**

Caltrans has met Section 7 obligations through obtaining a Biological Opinion from USFWS prior to the certification of the environmental document, which addresses impacts on California red-legged frog. The Biological Opinion provides the details for restoring upland and aquatic non-breeding habitat for the California red-legged frog disturbed to pre-existing conditions employing native species hydroseeding, plantings, and establishment of new in-stream habitat enhancement and riparian trees. The revegetation constitutes onsite mitigation for this species consistent with the USFWS Biological Opinion.

Refer to the response to Comment 50 above, where the revegetation plan is discussed.

The analyses of the construction impacts were included in the Draft EIR/EA with the scope of temporary construction impacts, because the habitat enhancements will be constructed during the same season and within the same area as bridge construction. The detailed analyses of the habitat enhancements and required monitoring details, which are determined in agency permit



development and provided in agency permits applications, which come at a later stage, and will not be available for the Final EIR/EA and are not required for the Final EIR/EA.

**Response to Comment 64: Mitigation Measure BIO-D**

Please see the responses to Comments 50 and 56 above. The performance standards and required monitoring details are provided in agency permits.

The detailed analyses of the habitat enhancements and required monitoring details are determined in agency permit development and provided in agency permits applications.

**Response to Comment 65: Marine mammals**

Caltrans obtained a Biological Opinion from USFWS and the application of a Programmatic Biological Opinion from NMFS prior to the certification of the environmental document.

As discussed in Section 2.3.4 of the Final EIR/EA, the Marine Mammal Protection Act is applicable to the project setting. Construction activities have the potential to influence pinniped foraging behavior. As discussed in Section 2.3.4 of the Final EIR/EA, implementation of AMM BIO-6, Marine mammals onsite, Caltrans will coordinate visual monitoring for marine mammals by NMFS-approved marine mammal observers. Construction will not commence or, if occurring, cease if seals or sea lions are observed in the project area. Refer to Section 2.3.4. of the Final EIR/EA for more information about AMM BIO-6.

Surveys throughout the project area failed to detect a river otter den, but did locate river otter feces, indicating that the project is within their territory but not impacting a known den. The project has the potential to influence river otter foraging areas short-term but will not significantly impact individuals or their essential habitat.

**Response to Comment 66: Mitigation measures**

Please see the response to Comment 50 and 60 above

**Response to Comment 67: Traffic impacts**

Please refer to responses to Comments 24 through 28 above. With implementation of Project Feature TRANS-1, Project Feature TRANS-2, and AMM TRANS-2, the impacts are considered to be less than significant under CEQA. No change to the EIR/EA is required.

**Response to Comment 68: Mitigation measures**

The commenter's concerns for the validity and effectiveness of the mitigation measures for wetlands impacts, aquatic habitat, threatened and endangered species, western pond turtle, and Tomales roach and that they do not allow the EIR/EA to make a determination of less than significant is noted. Caltrans has expanded and updated its analysis based consultation with regulatory agencies, which includes the USFWS Biological Opinion (0SESMF00-2014-F-0638-1) issued on April 27, 2018, and the NMFS Programmatic Biological Opinion No. 2013-9731 issued in October 2013. This includes greater details on wetland measures (see the responses to Comments 53 and 55 above) and aquatic habitat measures (see responses to Comments 61, 62, and 63), as well as measures to address the western pond turtle and Tomales roach (see the response to Comment 59). The Final EIR/EA to meets CEQA requirements to mitigate impacts to less than significant. The biological studies completed in the Natural Environment Study (January 2017) provide substantial evidence gathered and reviewed by qualified scientists to support the characterization of impacts to protected species and habitats in the EIR/EA.

The commenter refers to an error in Section 3.2.3.2 that stated that noise would not be reduced to less than significant. This has been corrected to “Project Feature Noise-1 would reduce the noise to less than significant.

**Response to Comment 69: Alternatives 4a and 4b and USACE permitting and Land Use and Planning**

Caltrans has significant experience obtaining USACE permits for a wide variety of bridge projects. To clarify, this project is not required to prepare a 404(1)(b) permit to determine the LEDPA because it is expected to be permitted under a Nationwide Permit, likely NWP 14 (Sections 10 and 404), not an Individual Permit. For more information, please review the Memorandum of Understanding between the USACE and Caltrans at the following link: [http://www.dot.ca.gov/ser/downloads/guidance/alternative\\_analyfaq.pdf](http://www.dot.ca.gov/ser/downloads/guidance/alternative_analyfaq.pdf). While it is true that Alternatives 4a and 4b would be superior in terms of waters only, avoiding pier placement in Lagunitas Creek, the other alternatives would also be viable from a permitting standpoint because they would replace the existing piers in the water, compared to the No-Build Alternative. Caltrans is aware of the regulatory agencies’ preferences for no new fill in the creek; however, the proposed change in net fill with the new piers is minor. The regulatory agencies would view these alternatives as not implementing a substantial change as long as the piers are not substantially larger in diameter and are placed in approximately the same location as the existing piers. As noted in EIR/EA Section 2.2.1.3, a hydraulic study was performed and revealed that the change in water surface elevation was unmeasurable for Alternatives 2a, 2b, and 3a, whereas Alternatives 4a and 4b would provide a negligible lowering in water surface elevation by removing the piers for a full-span bridge. Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative.

Because a LEDPA determination is not necessary, no change to EIR/EA Sections 3.2.4.1 and 3.2.4.2 are necessary.

**Response to Comment 70: Public meeting**

The June 15, 2017, public meeting included information about reductions in temporary construction easements and further details of the construction schedule. This change would not result in new adverse impacts; it merely reflected further refinements consistent with the progress of all projects. Refinements continue to be incorporated throughout final design and construction to minimize impacts. As noted, this information was posted on the Caltrans website on June 19, 2017, which was still within the extended public comment period (see below) to allow the public to comment on this information. The presentation of the deficiencies of the bridge and the retrofit solution to address these deficiencies were readily available in the supporting documentation to the Lagunitas Creek Bridge Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The information was included in the presentation to provide clarifications in a user-friendly format.

Additionally, the public comment period was extended from June 9 to June 23, 2017, to allow for the public to comment on this information. There were two public meetings and 60 days for members of the public to comment on the project and over a week to comment on the presentation materials shared at the June 15 public meeting. The transcript was not finished or available before the end of the public comment period; however, CEQA does not require that public comments or public meeting transcripts be made available during the public comment period. CEQA requires that the public comments be included and addressed in the Final EIR.

**Response to Comment 71: Extend public review, recirculation of EIR/EA**

Caltrans notes the commenter's opinion that the Draft EIR/EA should be recirculated and respectfully disagrees. Caltrans has reviewed the revisions and edits to the Final EIR/EA and finds that impacts have been reduced and measures to mitigate impacts have been enhanced, and finds no new impacts that warrant an addendum or recirculation of the Draft EIR/EA. Please see the response to Comment 70 above.

Moser, Jeremy\_A  
page 1 of 2

IND\_MoseJere\_A

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**From:** Jeremy Moser [REDACTED]  
**Sent:** Thursday, June 22, 2017 9:18 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Oppose The Bridge

**To:**

6/22/17

Caltrans District 4  
Attn: Lagunitas Creek Bridge Project, Eric DeNardo  
Office of Environmental Analysis, MS-8B  
111 Grand Ave  
Oakland, CA 94623  
[Lagunitas\\_bridge@dot.ca.gov](mailto:Lagunitas_bridge@dot.ca.gov)

Dear CalTrans,

1 I am writing to express my stance on the Lagunitas Creek Bridge Project. I grew up in Pt. Reyes Station and my parents still live there and own property/land.

First and foremost, I want to directly state that I FULLY oppose all of the bridge replacement options and FULLY SUPPORT the no-build alternative.

Here's why:

- 2 1. A newer, bigger, smoothly paved bridge would only encourage traffic to speed through it with reckless abandon, leading to countless more incidents at the intersection, and speeding vehicles while our community walks through town.
- 3 2. If the heavy trucks are of concern, please post a weight limit signs, lower the speed limit, and use solar powered speed limit signs that we see all over the county.

**Moser, Jeremy\_A**  
**page 2 of 2**

- 4 3. I believe that Caltrans did an absolutely shameful job on this project. You need to conduct a full assessment of less disruptive options for improving the safety of the green bridge, and then work in actual collaboration with our community to discuss and evaluate actual risks and potential ways to reducing any risks that doesn't disrupt the community, devastate the economy of local business, and destroy the surrounding environmental areas. The likelihood of the bridge collapsing in an earthquake with a vehicle on it is likely close to 0.0001%, and your report assumed a 7.9 earthquake would do the damage to take it down. How about analyzing the effect of a 5.0? 4.0? something more likely to occur?
- 5 4. It is absolutely disgusting that after two long years of repeated inquiries by community members and organizations that Caltrans has not investigated retrofit options or alternatives, and instead is forcing the community to choose between all or nothing.
- 6 5. You corruptly and horrifyingly staged a "stakeholder" group into rejecting a bogus "retrofit" option that was simply an overhaul. You are corrupt and pushing an agenda.
- 7 Finally: I FULLY OPPOSE THE BRIDGE REPLACEMENT OPTIONS AND FULLY SUPPORT A NO-BUILD ALTERNATIVE.

You will ruin this town, and kill the local economy.

--  
Jeremy Moser



## **Response to Comment IND\_MoseJere\_A**

### **Response to Comment 1: No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-1, Support for the No-Build Alternative."**

### **Response to Comment 2: Faster speeds and more traffic accidents**

Caltrans notes the commenter's concern about safety. None of the Build Alternatives proposes increasing the capacity nor the width of the lanes. Please see Table N-1 for the response to **Common Comment "TSP-2, Safety hazard,"** which addresses the concern about whether a wider bridge would increase speeds.

### **Response to Comment 3: Post weight limits on bridge**

Caltrans notes the commenter's concern. Please see Table N-1 for the response to **Common Comment "PN-2, Live load limits."**

### **Response to Comment 4: Caltrans did not follow its own project development process and earthquake probability in Point Reyes Station**

Caltrans notes the comment regarding the Caltrans process of developing a project and involving the community. Please see Chapter 4 of the EIR/EA, which describes how public and agency input have been integrated into project development, and please see Table N-1 for the response to **Common Comment "PUB-2, Public Outreach Process,"** which provides more detail on the multidisciplinary process.

Please also see Table N-1 for the responses to **Common Comments "ALT-3, Definition of a true retrofit,"** and **"ALT-5, Less disruptive alternatives,"** to understand the extensive process of review of the retrofit strategies, **"ALT-4, Full range of alternatives,"** which outline the requirements for Caltrans' "no collapse" criteria, and **"GEO-1, Earthquake unlikely,"** which addresses earthquake forecasts for California and the Working Group on California Earthquake Probabilities.

### **Response to Comment 5: No investigation of retrofit alternatives**

See response to Comment 4 above. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>).

### **Response to Comment 6: Rejection of retrofit alternative**

Comment noted. Please see the response to Comment 4 above.

### **Response to Comment 7: No-Build Alternative**

Please see response to Comment 1 above.

Moser, Josh\_A  
page 1 of 1

IND\_MoseJosh\_A

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**From:** Josh Moser [REDACTED]  
**Sent:** Thursday, June 22, 2017 10:21 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Response: Draft Environmental Impact Report for the Lagunitas Creek Bridge Project

Caltrans,

- 1 I write in response to the Draft Environmental Impact Report for the Lagunitas Creek Bridge Project. First and foremost, I stand in opposition to the replacement alternatives that have been proposed; I stand in favor of the no-builder alternative.
- 2 Furthermore, from my reading, I am perplexed as to why there have been zero proposed retrofit options. I believe that this project should be approached from a community disruption standpoint, so if the bridge does in fact need to be improved, a full replacement should be the last resort. The townspeople's daily lives will be affected and local business owners will get pummeled. Who wins in this situation? If the real concern is about
- 3 saving lives if the bridge were to collapse during a large earthquake, why not install a shake alert earthquake warning system? Additionally, I am very unclear what the full impact, both from an environmental and societal perspective, will be; this was not clearly articulated in the report. And what exactly will be done to reduce those impacts? Also not clear...
- 4 This feels to me like there is a desire to build a new bridge – for what reason, I do not know – when the reasonable and responsible action should weigh *all* options and consider *all of those* who are affected. I sincerely hope we can take a step back and get this right.

Thank you for taking the time to read my letter.

All my best,  
Josh

## **Response to Moser, Josh\_A**

### **Response to Comment 1: No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

### **Response to Comment 2: No investigation of retrofit alternatives**

Caltrans notes the commenter's inquiry about lack of retrofit alternatives. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-3, Definition a true retrofit,"** and **"ALT-4, Full range of alternatives,"** which describes what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria.

Caltrans has identified Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative. Construction of this alternative would be completed within 1 year, with the majority of the construction occurring within 5 months, and includes a 2- to 3-week bridge closure. The Preferred Alternative is the narrowest of all alternatives, and it is among the least environmentally impactful alternatives in terms of ground disturbance and property impacts during construction.

### **Response to Comment 3: Why not a ShakeAlert earthquake warning system?**

Regarding a red-light system suggested, Caltrans has evaluated this option and found it does not meet the purpose and need of the project. Please see Table N-1 for the response to **Common Comment "ALT-6, Consider seismic safety flashing lights."**

This environmental document was prepared in accordance with federal and state regulations. The EIR/EA complies with CEQA and NEPA and is consistent with the Caltrans Standard Environmental Reference (SER) (found at <http://www.dot.ca.gov/ser/envhand.htm>), which receives routine audits and reviews by FHWA. As directed by the SER, Caltrans coordinates with the agencies with jurisdiction over resources evaluated in the EIR/EA and works closely with these agencies to gather data about the existing environment to serve as the baseline. The studies prepared for the Lagunitas Creek Bridge Project were completed in accordance with regulatory agencies' requirements and professional standards and, therefore, provide the level of detail that is sufficient and provide the information necessary to allow informed decision-making about the environmental impacts of the project.

Caltrans used resource agency-approved models (i.e., air quality and noise) for the impact analyses and incorporated best management practices as applicable. The EIR/EA was prepared as required by the Annotated Outline developed by Caltrans to comply with CEQA and to meet FHWA's requirements to implement NEPA. The AMMs, mitigation measures, and project features developed for construction impacts are consistent with professional standard practices for Caltrans infrastructure projects and include as much detail as is possible at this stage of development. Caltrans has disclosed all known environmental impacts, modified the proposed project in response to community concerns, and extended the public review period to the maximum allowed time under CEQA. This document was prepared in good faith.



**Response to Comment 4: Consider all options**

See the response to Comment 2 above.

**Nelson, Susan and John\_A**  
**page 1 of 1**

IND\_NelsonSueJohn\_A

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**From:** Susan Nelson [REDACTED]  
**Sent:** Monday, May 29, 2017 10:22 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Pt. Reyes Vet

1 We are long time clients of Mary Whitney and are very concerned about how the bridge reconstruction would affect her. Since this is a taxpayer funded project, you need to be more responsive to our needs and concerns. I am sure with some creativity, you can not disrupt Mary Whitney's business. Susan and John Nelson, Pt. Reyes Station

## **Response to Nelson, Susan and John\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CIA-2, Community impacts."** In addition, Caltrans has refined the staging areas to reduce the overall impact on the animal hospital. Refer to Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging."** Finally, regarding being responsible for taxpayer money, please see Table N-1 for the response to **Common Comment "GEN-1, Wasting Money."**

Newcomb, Louisa\_A  
page 1 of 1

IND\_NewcLoui\_A

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**From:** Louisa Newcomb [REDACTED]  
**Sent:** Friday, June 09, 2017 4:58 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge (Green Bridge)

I have tremendous respect for The California Department of Transportation and their employees. The Department's projects in Marin County, especially in West Marin where I live, are carefully planned and executed with a minimum of interruption to local traffic. CalTrans employees are consistently patient and polite to citizens of West Marin, even when interacting with rude, impatient, and angry drivers.

1 The proposed Lagunitas Creek Bridge (Green Bridge) project will impact the local communities and businesses, especially the Point Reyes Animal Hospital. The project will potentially do great harm to creek habitat and native species.

I urge CalTrans to consider a seismic retrofit for the Lagunitas Creek Bridge.

Sincerely,  
Louisa M. Newcomb

## **Response to Newcomb, Louisa\_A**

### **Response to Comment 1: Protection of the animal hospital, seismic retrofit, and biological impacts**

Caltrans notes the commenter's concern for impacts on the community and businesses. Caltrans has considered the impacts on the animal hospital and other affected properties. Chapter 2 of the Final EIR/EA provides an evaluation of impacts from the alternatives on the community and environmental resources. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CIA-2, Community impacts."**

The Final EIR/EA describes the level of impacts to the environment and proposes measures to avoid, minimize, or mitigate harm to the environmental setting. Please see Section 2.3 of the Final EIR/EA for the evaluation of biological resources and Section 2.2.2 for an evaluation of the project effects on water quality. Also, see Table N-1 for the response to **Common Comment "BIO-1, Biological impacts,"** which provides an overview of biological considerations. Finally, Caltrans selected Alternative 3a, Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. The selected Preferred Alternative is the narrowest of all alternatives, and it is among the least environmentally impactful alternatives in terms of ground disturbance and property impacts during construction. This alternative was identified to minimize bridge closure and other potential impacts to the local community.

Caltrans also notes the commenter's support for a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives."**

**Newstedt, Stephen and Armida\_A**  
**page 1 of 1**

IND\_NewsStepArm\_A

Stephen Newstedt  
Armida Newstedt



June 1, 2017

Caltrans, Project Office of Environmental Analysis, MS-8B  
Attn: Lagunitas Creek Bridge Project  
111 Grand Ave  
Oakland, CA 94623

Ladies and Gentlemen,

1 The current plan to replace the bridge includes provisions to essentially close the Point Reyes Animal Hospital. If you take the hospital's parking area for heavy equipment, it will be impossible for clients to park, the the resulting commotion and noise will create an intolerable situation for sick and recovering animals. Ailing animals are displaced, disoriented, and anxious as it is.

2 On the same side of the bridge and a short distance down the road, there is a large vacant lot which could serve as a staging area and prevent the loss of our vet.

Dr. Mary Whitney has treated most of the pets and large animals in our relatively remote area of the county.

Her services are essential to the majority of us. On a Sunday when the clinic was closed, we lost a beloved animal due to the delay in treatment and the 35 mi. trip to an alternative service. Your plan will inflict this experience on many other animals and their families.

Sincerely yours,

   
Stephen Newstedt / Armida Newstedt

Cc: Supervisor Rodoni  
Pt. Reyes Village Association  
Dr. Mary Whitney

## **Response to Newstedt, Stephen and Armida\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** which explains how Caltrans has considered noise, parking, dust, and construction-related impacts and where to find avoidance, minimization, and mitigation measures to address these impacts in the EIR/EA. The commenter also might review the response to **Common Comments "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

### **Response to Comment 2: Consider alternative staging areas**

Caltrans appreciates the commenter's suggestion for an alternative staging area, but this would not avoid the need to have a temporary construction easement adjacent to the bridge to access the piers. However, the staging area on the animal hospital property has been narrowed for the Preferred Alternative (Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in). This also pertains to Alternatives 2a and 4a, both of which include accelerated bridge construction and longitudinal move-in. For a description of the alternatives, please read Chapter 1 of the Final EIR/EA. Please see Table N-1 for the response to Common Comments as listed in the response to Comment 1 above.

**Nichols, Jennifer\_A**  
**page 1 of 2**

IND\_NichJenn\_A

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-----Original Message-----

From: Jennifer Nichols [REDACTED]

Sent: Tuesday, June 20, 2017 9:50 AM

To: Lagunitas Bridge@DOT <lagunitasbridge@dot.ca.gov>

Subject: Please go back to the beginning of the review process, with a No Build option

Hello, CalTrans Staff and Engineers,

The scale and energy being devoted to this project so far seems more like engineers in search of a project to spend money on and create jobs, than a project called for by local or even visitorship needs. I think job creation is truly important and timely, but I don't believe it should be short-sighted or for ugly jobs that no one will end up feeling proud of — nor, on the receiving side, appreciating.

This is a nature-loving and a tourist area, a gateway to nature. It behooves us and our government not to drive away our seekers of natural beauty and bucolic agricultural lands, with a rush to build something modern, beefy, urban, but unwanted and out of character. And economically/aesthetically erosive to and thus squandering our resources.

I live in Inverness, and Point Reyes Station is my local source for food, hardware, larger community contact, so I care very much practically, yes, about losing contact with that town and about not spending a lot of time (=s rest, =s money) actually commuting to it all around the Mulberry Bush of the Platform Bridge. But more important, like many, moved here for the beauty and have noticed government and utilities are not hiring artists and real arborists to help preserve our living beauty, but bureaucratically hacking away at it with one-size, one-style fits all—failing to make any economic assessment of what is of real value here. That makes trouble.

1 | The alternatives proposed seem out of scale both aesthetically and to the felt vs described dangers, and involve a scale of inconvenience and burden for very long periods of time to the community and to its visitors that dwarf the felt or anticipated benefits to the community. That's a problem, too, that decimates trust.

2 | Alternatives seem to be left out, even ones right at hand "inside the box," but time to discuss it all cut short, and the much-propounded dangers not actually locally felt or believed in, as much as the dangers that the project itself



Nichols, Jennifer\_A

page 2 of 2

threatens. I don't see local buy-in or consensus. This new "bridge" (something that connects) feels more like a wall (a barrier, a boundary marker).

I was so sickened by the bridge put in at Limnatour beach quite a while ago now, which CalTrans, as far as I know, had no part in. But it exemplifies what can happen if all alternatives, angles, lines of sight, proper scale, etc are not considered carefully and with full local knowledge and participation in the planning and design phase. That bridge feels more like a punishment, than an enhancement, and not just to locals. Watch people straining to get a view, where there was once a delightful, living scene to see. But now wide swaths of metal at exactly eye level for most children and up higher, most adults, make it a disappointing, limiting landscape feature, closing off, shutting down remembered and partly visible sights. Where real design such as at Crissy Field in San Francisco, opens up the view, brings us to nature, nature to us, widens out the relationship. At Limantour, rigid unbending materials and design insist on standing out in an organic landscape they greatly contrast with unpleasantly. Could it not have been a beautiful as well as a strong bridge?

- 3 I also care very much that no "taking" of property and livelihood occur, not without proper and true compensation for present and future losses. The current plans will be the ruination of at least one and maybe more local businesses essential to our cluster-of-small-towns life. I can't believe such taking would be legal to save who form what? At what cost? Would this be legal in a democracy, would it be ethical and good?

- 4 It sticks in the craw of many citizens here that the taking is being presented as if there is no choice and no balancing set of obligations. Do Harm? Is that the relationship we want to be in, government and citizens? Maybe this rammed-at-us bridge "upgrade, as proposed and opposed, will instead be the ruination of a unity of small communities going back decades. This reminds me of the placing of huge freeways after WW II through cities in ways that killed their unity, and in many instances ghettoized them. I am stunned at the non consideration of the effects and side effects of breaking essential community paths of travel for very long times, where the real danger seems to be not dealing pronto with growing traffic. Not dealing with rising waters. Not making sea level rise ups over the roads to the proposed or existing bridge, more important the bridge. There is a kind of dumbed down social engineering being ignored here, that just because it isn't intended, doesn't mean it won't do harm.

I am impressed that the No Build Option deserves real study and thought. And an honest discussion of what is being built for good common sense engineering, what is to throw money at "jobs" without also making sure they make good sense, and what is to avoid liability lawsuits at all costs, and might we address some of that in a different way.

- 5 For example, I like Bob Johnston's information and ideas about installing earthquake warning lights. More immediately than a new bridge, we need good intelligent inexpensive traffic control at that location, anyway, at the very least three-way stop signs, and better, a "smart" three-way traffic light to optimize traffic flow and indeed keep cars from sitting stuck in traffic on the bridge, which presents a far more immediate danger in restricted travel for emergency vehicles in our community.

- 6 To me, establishing why any change needs to be made has just not yet been done, making the No Build option an essential option, even it is just to stop anything from proceeding until we come up with solutions that aren't just growing money at something, not bound up in bureaucracy, red tape and liability fear. Please bring more serious real-world accountability to this project on every level by bringing in the creativity of the Bay Area community, outside engineers, artists and architects, setting some of the parameters that would lead to a beautiful, not ugly, result that we can all enjoy and be proud of. Isn't that the role of open discussion and citizen participation to provide? We need CalTrans and its expertise in the mix, but we also need some outside eyes, freer to think and look differently, to come up with more tailored site-specific and attractive solutions.

Sincerely,

Jennifer Nichols  
[REDACTED]  
[REDACTED]

## Response to Nichols, Jennifer\_A

### Response to Comment 1: The alternatives are out of character

Caltrans notes the commenter's concern about the character of the Build Alternatives. The range of alternatives evaluated in the EIR/EA considers community interests and sensitive environmental resources, while also meeting the project purpose and need. None of the Build Alternatives propose expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

### Response to Comment 2: Local engagement in the development of alternatives

Caltrans notes the comments about community engagement in the development of project alternatives. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). Please see Chapter 4 of the EIR/EA, which describes how public and agency input have been integrated into project development, and please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "PUB-2, Public Outreach Process,"** and **"ALT-4, Full range of alternatives"** which provides more detail on the multidisciplinary process. While public input is important to the process and considered carefully, Caltrans has a responsibility to provide safe mobility on state routes.

### Response to Comment 3: Oppose to property taking

Caltrans notes the commenter's concern about taking property. This project does not propose permanent property acquisition beyond a narrow shoulder on Whitehouse Pool Park to provide continued pedestrian access to the park's trailhead and down to the Sir Francis Drake Boulevard intersection. Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and will maintain access to the property throughout construction. Because access will be maintained to the animal hospital, relocation will not be required. Please see Table N-1 for the response to **Common Comment "CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary.

### Response to Comment 4: Non-consideration of effects including traffic and sea level rise

Comment noted. This project has abided by NEPA and CEQA through the evaluation of a full and reasonable range of alternatives. Caltrans has a responsibility to review the impacts on the human and natural environment, including sea level rise (see Section 2.2.1, Hydrology and Floodplain of the Final EIR/EA), of every project and to work with the community to avoid, minimize, and, as necessary, mitigate those impacts. Growth in traffic cannot be resolved without changes to SR 1, which is beyond the purpose of this project. Please see Table N-1 for the responses to **Common Comments "CST-1, Minimize duration of construction,"** and **"CST-5, Traffic impacts of construction."**

Regarding sea level rise, Caltrans has conducted model analyses to understand the range of the flood events for year 2050 and year 2100, including the increases attributable to projected sea level rise. As noted in Section 2.2.2.1 of the Final EIR/EA, the Federal Emergency Management Agency-projected downstream elevation at the mouth of Lagunitas Creek during a 100-year event, including sea level rise (SLR), is 11.06 feet in year 2050 and 14.47 feet in year 2100. Currently, the lower soffit of the Lagunitas Creek Bridge is located at elevation 17.5 feet.

Therefore, the bridge can currently convey projected surface elevations that include the SLR and 100-year event flows. The mouth of Lagunitas Creek, at Tomales Bay, was used in the hydraulic model as the downstream controlling water surface elevation. The Sea Level Rise Memo and Sea Level Rise Impact Study completed for the project are on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>).

To address the question of whether lowering the profile of the approach roadway to provide a floodway path would provide a benefit, Caltrans modeled a scenario with the existing bridge in which the intersection to the south was lowered by about half a foot and a section of roadway north of the bridge by about a foot. Lowering of the profile of the Lagunitas Creek Bridge approach would lower the water surface elevation (WSE) upstream of the bridge. However, the change in WSE (0.13 foot maximum) is not significant enough to change the characteristics of flooding and the extent of the existing 100-year floodplain.

However, Section 2.2.1.3 of the Final EIR/EA was updated to reflect that Caltrans and Marin County have discussed the need to include potential climate adaptation measures in new infrastructure projects, such as the bridge. Both Caltrans and Marin County recognize that while raising the bridge is not the solution, having the flexibility to raise the bridge may be part of the solution in conjunction with future Marin County infrastructure efforts. Caltrans has agreed to consider design of the Lagunitas Creek Bridge substructure to support raising the bridge in the future.

As described in Section 2.2.1, Hydrology and Floodplain, of the Final EIR/EA, flooding occurs east (upstream) of the bridge and is not attributed to the bridge.

**Response to Comment 5: Earthquake warning lights and three-way stop at Sir Francis Drake Boulevard intersection with SR 1**

Caltrans notes the commenter's appreciation for evaluating the No-Build Alternative. Please see the response to Comment 2 above for an explanation of how public engagements has been incorporated in the project development process. The No-Build Alternative is evaluated in the EIR/EA and used as a relative point against which the Build Alternatives are compared. Please see Table N-1 for the responses to **Common Comments "ALT-6, Consider seismic safety flashing lights,"** and **"TSP-1, Intersection at Sir Francis Drake Boulevard during operation."**

**Response to Comment 6: Justify the Project Need**

Please see Chapter 1 in the EIR/EA for a full description of the project need. The project need is supported by multiple studies of the bridge's existing conditions and the immediate geologic conditions. The studies are posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>).

Nisbet, Mary\_A  
page 1 of 1

IND\_NisbMary\_A

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**From:** Mary [REDACTED]  
**Sent:** Sunday, May 28, 2017 7:44 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Green Bridge

CalTrans, to whom it may concern,

1 Please consider the No Build Alternative to the plans that are in the works now. I am a long time client of the Vet clinic and this will cause unnecessary hardship to them. I can't see any need for the proposed larger bridge.

Thank you, Mary Nisbet [REDACTED]

## **Response to Nisbet, Mary\_A**

### **Response to Comment 1: No-Build Alternative, concern for the animal hospital, and size of bridge**

Caltrans notes the commenter's support for the No-Build Alternative. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," Common Comment CIA-1, Protect the Animal Hospital," and "Common Comment ALT-7, Size of bridge and visual/aesthetic character."**

Nixdorf, Laughty\_A  
page 1 of 1

IND\_NixdLaug\_A

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**From:** Laughty Anna [REDACTED]  
**Sent:** Thursday, June 08, 2017 1:01 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Point Reyes Animal Hospital

Caltrans,

1 Please consider a no build alternative or a true seismic retrofit for the Lagunitas Creek Bridge project. We care deeply about our local animal hospital and veterinarian, Mary Whitney. She is a wonderful member of the community and takes care of all our animals so wonderfully. We would hate to see her business close due to the proposed plan. Please reconsider.

Thank you,  
Laughty Nixdorf  
[REDACTED]

## **Response to Nixdorf, Laughty\_A**

### **Response to Comment 1: Consider the No-Build Alternative or a true retrofit and protect the animal hospital**

Caltrans notes the commenter's support for the No-Build Alternative or a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives"**.

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and will maintain access to the property throughout construction. Because access will be maintained to the animal hospital, relocation will not be required. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," and "CST-6, Consolidate staging."**

**Nordbye, Mesa\_A**  
**page 1 of 1**

IND\_NordMesa\_A

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**From:** Mesa Nordbye [REDACTED]  
**Sent:** Tuesday, June 20, 2017 10:51 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Green Bridge Project

To whom it is concerned,

1 | I oppose Caltran's plan to replace the Green Bridge and I am in favor of the No Build Alternative.  
Thank you for your time.

Best,

Mesa Nordbye  
Previous Pt. Reyes Resident



## **Response to Nordbye, Mesa\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments “ALT-1, Support for the No-Build Alternative.”** and **“ALT-2, Describe the no-build scenario.”**

Nute, Edward\_A  
page 1 of 4

IND\_NuteEd\_A

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**From:** Ed Nute [REDACTED]  
**Sent:** Monday, June 19, 2017 8:54 AM  
**To:** Lagunitas Bridge@DOT  
**Cc:** 'Dennis Rodoni'  
**Subject:** RE: EIR.EA comment letter  
**Attachments:** Lagunitas Cr bridge sea level rise 6.19.17.docx

[Please see the attached comment letter. Ed Nute](#)

Nute, Edward\_A  
page 2 of 4

June 19, 2017

Caltrans, District 4  
Attn: Lagunitas Creek Bridge Project, Eric DeNardo  
Office of Environmental Analysis MS-88  
111 Grand Ave  
Oakland, CA 94623  
Email: [Lagunitas\\_bridge@dot.ca.gov](mailto:Lagunitas_bridge@dot.ca.gov)

Re: Sea Level Rise Needs to be Taken Seriously

Gentlemen:

The Draft EIR/EA and other project information does not take sea level seriously. The four sentence paragraph in this 464 page report 3.2.6.4 "Adaptation to Sea Level Rise" states as follows:

"It is estimated that sea levels will rise 14 inches by 2050 and 55 inches by 2100".

"The proposed bridge elevation will be sufficient to accommodate SLR through the year 2100 under average conditions but not during significant storm events ( i.e., 100-year storm event) (WRECO 2016)".

You can stand on the bridge and see that the creek is tidal at that location so as sea level rises it will influence the water surface elevation (WSE) in the creek. During dry weather the WSE clearance under the bridge soffit will provide sufficient clearance. However, during storm events the WSE will increase due to the higher downstream sea level elevations thus increasing frequency of flooding during even the less severe storms. Upstream of the existing bridge and upstream of any of the bridge alternatives flooding will occur during severe storms even without sea level rise.

This past winter had heavy rainfall and creek flows but not anywhere near a 100 year event. The photo below shows the creek on February 7, 2017 at 12:47 PM when the tide tables show the tide level at Inverness to be +2 and ebbing. As can be seen the creek water surface is within inches of the soffit of the bridge. A floating log could have impinged on the upstream side and caused the bridge to start to block the water flow. The two large culverts to the north and south of the bridge were also flowing. It is easy to imagine that under the predicted sea level rise of 55" in 2100 the bridge would already be under water.

The Lagunitas Creek bridge is located at a "pinch point" between the upstream channelized portion of the creek and the downstream Tomales Bay and marsh where the flood water will spread out. At some point in the past Caltrans must have recognized



Nute, Edward\_A

page 3 of 4

2

that the channel cross section under the bridge was insufficient to carry flood flows and constructed two very large box culverts under the highway to act as emergency floodway passages. These culverts have not been maintained and are now choked with willows and other vegetation so they are not as effective as they could be.



As a very minimum the soffit of the new bridge needs to be as high as possible to allow the flood flows to pass underneath without flooding. In addition, Caltrans should look for a way to allow more flow to pass through this pinch point. One possibility would be to provide overland routes across the highway that would be allowed to flood for short periods of time.

The photo above was also taken on February 7, 2017 at 12:52 PM which shows the creek water trying to cross the highway at the propane tank lot upstream of the bridge, but the elevation of the roadway blocks it. If the water level gets too high it might float the propane tank. The road surface elevation in this area should be lowered and allowed to flood for a short period of time the water can pass to the west side. By this time the bridge will probably also be flooded and impassible.

3

The attached diagram (Figure 2 from the Wreco report) shows how the bridge blocks the upstream flow. At some point the water will rise to an elevation that will overtop the bridge and flow over low points in the roadway to get past this "pinch point". Low points in the highway should be planned to minimize flood damage to adjacent improvements.

As sea level rises the flooding and overtopping of the bridge at much less than the 100 year storm will become increasingly frequent. Engineer's tend to blame flooding on the 100 year storm but it seems that the public is becoming wise to the frequent 100 year storm excuse.

It is too bad that the Lagunitas Creek bridge, which is supposed to have a design life of 80 years cannot be designed to accommodate the expected sea level rise. As a minimum the elevation of the upstream and downstream roadway should be designed to provide overflow pathways to minimize the flooding of the bridge and upstream improvements such as the veterinary clinic.

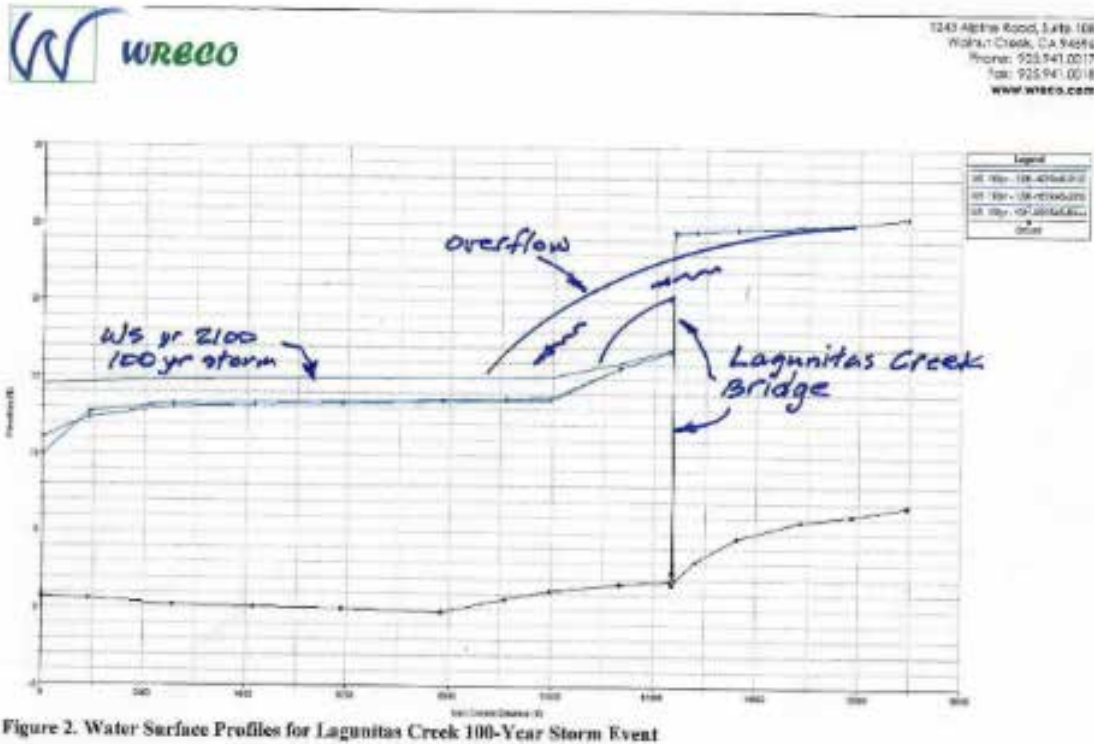
Very truly yours,

W. Edward Nute

W. Edward Nute, PE



Nute, Edward\_A  
page 4 of 4



## **Response to Nute, Edward\_A**

### **Response to Comment 1: The EIR/EA does not take sea level rise seriously**

Caltrans has conducted model analyses to understand the range of the flood events for year 2050 and year 2100, including the increases attributable to projected sea level rise. As noted in Section 2.2.2.1 of the Final EIR/EA, the Federal Emergency Management Agency-projected downstream elevation at the mouth of Lagunitas Creek during a 100-year event, including sea level rise (SLR), is 11.06 feet in year 2050 and 14.47 feet in year 2100. Currently, the lower soffit of the Lagunitas Creek Bridge is located at elevation 17.5 feet. Therefore, the bridge can currently convey projected surface elevations that include the SLR and 100-year event flows. The mouth of Lagunitas Creek, at Tomales Bay, was used in the hydraulic model as the downstream controlling water surface elevation. The Sea Level Rise Memo and Sea Level Rise Impact Study completed for the project are on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>).

However, Section 2.2.1.3 of the Final EIR/EA was updated to reflect that Caltrans and Marin County have discussed the need to include potential climate adaptation measures in new infrastructure projects, such as the bridge. Both Caltrans and Marin County recognize that while raising the bridge is not the solution, having the flexibility to raise the bridge may be part of the solution in conjunction with future Marin County infrastructure efforts. Caltrans has agreed to consider design of the Lagunitas Creek Bridge substructure to support raising the bridge in the future.

As described in Section 2.2.1, Hydrology and Floodplain, of the Final EIR/EA, flooding occurs east (upstream) of the bridge and is not attributed to the bridge.

### **Response to Comment 2: The culverts have not been maintained**

Caltrans acknowledges that areas under the culvert maintain some water, which feeds the growth of willows and other vegetation in the area. These culverts are only a measure to help dissipate flood events and are not intended to convey waters routinely. The culverts do not prevent flood events. Caltrans has limited maintenance staff and resources. Please submit a Customer Service Request for future issues along the highway. The Caltrans maintenance crews have been informed of the existing issue.

### **Response to Comment 3: Need to investigate ways to pass the seemingly frequent 100-year flood events**

To address the question of whether lowering the profile of the approach roadway to provide a floodway path would provide a benefit, Caltrans modeled a scenario with the existing bridge in which we lowered the intersection to the south by about half a foot and a section of roadway north of the bridge by about a foot. Lowering of the profile of the Lagunitas Creek Bridge approach would lower the water surface elevation (WSE) upstream of the bridge. However, the change in WSE (0.13 foot maximum) is not significant enough to change the characteristics of flooding and the extent of the existing 100-year floodplain.

To evaluate the commenter's observations of high water on February 7, 2017, Caltrans investigated the upstream gage records (i.e., the high water flow) for the date and ran the hydraulic model with that flow. The peak flow at the gage was about 7,060 cubic feet per second (cfs). This cfs figure was then extrapolated to the Lagunitas Creek Bridge site, which resulted in a flow of about 9,500 cfs, which identified this water flow as an approximate 5-year event. The freeboard (i.e., available space between high-water surface and the bottom of the bridge) observed from the commenter's February 7, 2017, photo appeared to show the freeboard to be about 2.5 feet. The hydraulic model using the 9,500 cfs (above) would result in a freeboard at the

bridge of about 3.8 feet. This means that there may be more frequent flooding than the hydraulic model estimates. However, under the new bridge design, the general resistance to water flow will decrease as shown in the higher flow events modeled. Therefore, calibrating the modeled results to the February 7, 2017, event would result in an overly conservative WSE estimate for the 50- and 100-year events.

Based on Caltrans' review and preliminary evaluation, the channel upstream of the bridge for several hundred feet is restrictive (see Figure 2.2.1-3 in the Final EIR/EA) and complete removal of the bridge and its approaches wouldn't result in substantial change to the water surface under the 100-year flood with year 2100 sea level rise.



Nute, Marcia and Ed\_A  
page 1 of 1

IND\_NuteMarcEd\_A

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**From:** Ed Nute [REDACTED]  
**Sent:** Saturday, June 17, 2017 10:31 AM  
**To:** Lagunitas Bridge@DOT <lagunitasbridge@dot.ca.gov>  
**Cc:** 'Dennis Rodoni' <djrodoni@gmail.com>  
**Subject:** EIR,EA comment letter

See attached letter. Please let me know if you receive it. Thanks – Ed Nute

June 17, 2017

Caltrans, District 4  
Attn: Lagunitas Creek Bridge Project, Eric DeNardo  
Office of Environmental Analysis MS-88  
111 Grand Ave  
Oakland, CA 94623

Email: [lagunitas\\_bridge@dot.ca.gov](mailto:lagunitas_bridge@dot.ca.gov)

**RE: RELOCATE THE WEST MARIN VETERINARY CLINIC DURING THE LAGUNITAS CREEK BRIDGE CONSTRUCTION**

We are extremely concerned about the effect of the Lagunitas Creek Bridge construction on Mary Whitney's veterinary clinic just north of the bridge. Whichever bridge alternative is selected the construction will take several years and cause noise and dust which can only partially be mitigated to allow concurrent operation of the clinic. However, Caltrans only proposes to compensate Mary for a temporary construction easement on clinic property which will take up most of the parking and severely restrict access to the clinic.

Mary's Veterinary clinic is a Hospital for pets and provides an essential service to pet owners in West Marin. The clinic contains a state-of-the-art X-ray machine, laboratory and operating room and provides routine as well as emergency procedures for dogs and cats together with pet boarding. After surgery a pet may be required to stay at the vet clinic for several days with constant monitoring. The bridge construction will severely affect Mary's clients as well as Mary's livelihood and could cause her to go out of business.

People regard their pets as members of their family and will insist on proper care and hospitalization for their pets when necessary. The vet clinic should not be thought of as any different than a hospital for people. Without a veterinary clinic in West Marin, people and their pets will need to travel "over the hill" to a clinic in East Marin which is a 45 minute drive and would create a severe hardship for many.

At the hearing on June 15<sup>th</sup> it was apparent that there is overwhelming community support for Mary Whitney and her veterinary clinic to the point that people would be willing to put up with an unsafe bridge rather than sacrifice the vet clinic.

**MARY WHITNEY AND HER VETERINARY CLINIC PROVIDE AN ESSENTIAL COMMUNITY SERVICE AND CALTRANS MUST FIND A WAY TO ACCOMMODATE HER DURING THE BRIDGE CONSTRUCTION OTHERWISE THE PEOPLE OF WEST MARIN WILL NOT SUPPORT THE PROJECT. IF THIS WERE A HOSPITAL FOR PEOPLE CALTRANS WOULD CERTAINLY RELOCATE IT FOR THE DURATION.**

Very truly yours,

  
Marcia and Ed Nute

cc: Mike McGuire, State Senator, District 2  
cc: Marc Levine, State Assembly, District 10  
cc: Dennis Rodoni, County Supervisor District 4



## **Response to Nute, Marcia and Ed\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. This project does not propose permanent property acquisition beyond a narrow shoulder on Whitehouse Pool Park to provide continued pedestrian access to the park's trailhead and down to the Sir Francis Drake Boulevard intersection. Caltrans will maintain access to the animal hospital throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "CIA-1, Protect the animal hospital," for more about how the animal hospital was considered, "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging," which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

**O'Brien, Elizabeth\_A**  
**page 1 of 1**

IND\_O'BrienEliz\_A

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**From:** elizabeth obrien [REDACTED]  
**Sent:** Thursday, June 01, 2017 10:52 AM  
**To:** Lagunitas Bridge@DOT <[lagunitasbridge@dot.ca.gov](mailto:lagunitasbridge@dot.ca.gov)>  
**Subject:** Citizen concerns

To whom it may concern,

1 I'm writing to let you know of my concerns about the proposed re-construction/retrofit of the green bridge on Levy Rd. in Pt. Reyes. As a local citizen, I'm very concerned about the effect the proposed construction would have on traffic, community businesses such as Dr. Whitney's at the vet clinic, and the financial cost of such a sweeping project. I urge you to consider alternatives to this project at this time before proceeding.

[REDACTED]

## **Response to O'Brien, Elizabeth\_A**

### **Response to Comment 1: Concerned about construction impacts on traffic, community, animal hospital, and financial costs**

Caltrans notes the commenter's concern about traffic, community, and financial impacts. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Please see Table N-1 in the introduction to this appendix, for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts,"** and **"CST-5, Traffic impacts of construction,"** for a description of considerations, including traffic and noise.

Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives evaluated in the EIR/EA considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the response to **Common Comment "ALT-4, Full range of alternatives."**

In terms of efficient use of public funds, please see Table N-1 for the response to **Common Comment "GEN-1, Wasting money,"** which provides more detail on how funds are allocated for Caltrans projects.

**O'Connor, Dana\_A**  
page 1 of 1

IND\_OConDana\_A

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**From:** Dana O'Connor [REDACTED]  
**Sent:** Thursday, June 08, 2017 1:55 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Green Bridge replacement

- 1 As a resident of West Marin for 45 years, I am very concerned about the plan to completely replace the Lagunitas Creek Bridge in Pt. Reyes Station. I think the bridge should be retrofitted to make it safe in the event of an earthquake or just left alone. The impact on the community and particularly the Pt. Reyes Animal Hospital, where my animals receive their care, would be horrible. The animal hospital would not be able to function and the impact on traffic for such a long period of construction would be detrimental to our whole community.
- 2 Please reconsider. The whole idea is over kill. The money could be better spent on another more pressing matter.

Thank you,  
Dana O'Connor

## **Response to Dana, O'Connor\_A**

### **Response to Comment 1: Consider a true retrofit, protect the animal hospital, and avoid traffic effects**

Caltrans notes the commenter's support for considering a retrofit alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** “**ALT-4, Full range of alternatives,**” “**ALT-2, Describe the no-build scenario,**” and “**ALT-3, Definition of a true retrofit.**”

Caltrans also notes the commenter's concern for the animal hospital and traffic impacts. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments** “**CIA-1, Protect the animal hospital,**” for more about how the animal hospital was considered, “**CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,**” and “**CST-6, Consolidate staging,**” which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Caltrans will minimize traffic impacts during construction and has developed the accelerated bridge construction method to reduce the construction periods and to allow use of the bridge for most of the construction period. Please see Table N-1 for the responses to **Common Comments** “**CST-1, Minimize duration of construction,**” “**CST-2, Closure timing - don't impact tourism season,**” and “**CST-5, Traffic impacts of construction.**”

### **Response to Comment 2: Cost of project**

Caltrans shares the commenter's concern about the efficient use of public funds. Please see Table N-1 for the response to **Common Comment** “**GEN-1, Wasting money.**”

**Okumura, James\_A**  
page 1 of 3

IND\_OkumJame\_A

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**From:** [REDACTED]  
**Sent:** Friday, June 23, 2017 12:21 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Public Comment of Draft EIR/EA and Section 4(f) De Minimis Determination for the SR 1 Lagunitas Creek Bridge Project

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Date: June 22, 2017

To: Caltrans District 4  
Attn: Lagunitas Creek Bridge Project, Eric DeNardo Office of Environmental Analysis, MS-8B  
111 Grand Ave  
Oakland, CA 94623

From: James Okumura  
[REDACTED]

CC: Edmund G. Brown, Governor, State of California Dennis Rodoni, Supervisor, District 4, County of Marin

Re: Public Comment of Draft EIR/EA and Section 4(f) De Minimis Determination for the SR 1 Lagunitas Creek Bridge Project

Dear Mr. DeNardo,

1 As a resident of Inverness, California, a regular user of the SR 1 Lagunitas Creek Bridge, and a retired project manager, I support the State Route 1 Lagunitas Creek Bridge Project's, Alternative 1 - No Build option.

2 While I can understand and agree with the need for a seismically sound and safe bridge at this location, the other five Draft EIR/EA alternatives (2a, 2b, 3a, 4a, and 4b) provide solutions which address the bridge's seismic and safety issues without any defining overall plan and set of guidelines to address the same issues along SR 1 through Marin County (a Caltrans responsibility).

I have additional concerns with the project, which I will explain through the six standard project management constraints scope, cost, schedule, risk, quality, and benefits.

SCOPE

3 The project scope has not been defined at an appropriate level. Its definition level is both too broad, (i.e. an 88-year-old bridge that has somehow filtered to the top of the statewide list of bridges 'at seismic risk') and too narrow (i.e. the SR 1 Lagunitas Creek Bridge alone, not even considering the dry creek overpass less than 200 feet north of the bridge). That appropriate level means defining the scope to address this bridge's issues in the context of the same bridge and road issues throughout the West Marin area. And that doesn't mean rebuild everything to withstand a 9.0 earthquake.

**Okumura, James\_A**  
**page 2 of 3**

4 The alternatives will not meet anticipated sea level rises during winter storms when the area is also subject to strong high annual 'King Tides' in December and January. The Draft EIR/EA even states, "The proposed bridge elevation will be sufficient to accommodate SLR through the year 2100 under average conditions but not during significant storm events" (Section 3.2.6.4 – Adaptation to Sea Level Rise, page 3-34). During this past winter (2016-17) Lagunitas Creek waters were flowing less than one foot under the bridge.

The bridge is in a liquefaction 'High' risk zone per USGS inundation maps (see <https://geomaps.wr.usgs.gov/sfgeo/liquefaction/susceptibility.html>), which could lower it further. Continued silting of the creek itself will raise the water level further. Note: historically, freight schooners would anchor in Lagunitas Creek nearby the present bridge location in the late 1800's to transport dairy products and goods between San Francisco and Point Reyes Station (then called Olema). The depth of the water then accommodated fully loaded ocean worthy freight ships. Today only kayaks and paddleboards ply the waters near the bridge.

#### COST

5 Proceeding with any of the Draft EIR/EA construction alternatives without an overall plan mitigating the bridge and road earthquake risks in Marin County would be money wasted. It has no publicly available Project Charter with a Business Case or Return on Investment.

Funds associated with this project might be better used to address other immediate state road failures in Marin County (i.e. SR 37 flooding) or outright state bridge failures (i.e. SR 1 Pfeiffer Canyon Bridge).

#### SCHEDULE

6 This project is already well through the Project Planning Phase, heading full speed into the Project Execution Phase, without having completed and closed out the Project Initiation Phase. Because this project is running standalone, it is a project in need of Program Management to address bridge and road seismic and safety issues throughout Marin County. What should be "Ready, Aim, Shoot", now ordered "Aim, Shoot, Ready", is a recipe for project failure.

#### RISK

7 Seismic and safety risks associated with the current bridge can be mitigated by more efficient, non-construction methods without replacing the bridge. Seismically triggered stoplights such as what BART uses, bridge weight limits, signage, etc. can help mitigate these risks.

8 Eliminating project risk by transference to the community, which the project is primarily intended to serve, is irresponsible. Closure of the West Marin Animal Hospital, not only dramatically increases the local agricultural community's risk of losing animal care for its pets and livestock, but also of losing the West Marin Middle School music instructor who is the spouse of the veterinarian. Unlike suburban areas such as Novato where at least 5 veterinarian hospitals can be found within a 4-mile radius of downtown, the closest veterinarian clinic (not a hospital) to Point Reyes Station is 15 miles away in San Geronimo. Simply stated West Marin Animal Hospital closes, the community loses veterinary services and its middle school music program. High housing cost and extremely limited availability will prevent others from moving in and taking their place, without significantly increased economic burden to the community. This risk is glaringly ignored in the Draft EIR/EA as there is no "Avoidance, Minimization, and/or Mitigation Measure" under the "Community Impacts", "Relocations and real property acquisition" (Table S-3 Project Impacts, page xv).

#### QUALITY

9 The scale of each build alternative (2a, 2b, 3a, 4a, and 4b) is outsized for the area it is located. Increasing the bridge width alone by nearly 50% is unnecessary and will create other problems.

**Okumura, James\_A**  
**page 3 of 3**

- 10 The estimated lifespan of each build alternative (2a, 2b, 3a, 4a, and 4b), has been stated by multiple Caltrans representatives as 80 – 100 years during open public meetings (Note this estimate is not included in the DRAFT EIR/EA). While I understand the existing bridge will likely not last another 80 – 100 years, it has stood for 88 years and is still being travelled upon. Has bridge building technology not advanced since 1929 when the current bridge was built? Has bridge construction quality not improved in the last nearly 90 years? I would expect any new bridge built anywhere in the state, be designed to last longer with proper ongoing maintenance than the bridges they replace.

BENEFIT

- 11 There has not been a publicly available Business Case and Return on Investment associated with this project. The only assumed negative benefit is the possibility of bridge failure due to earthquake, but even that is not analyzed, quantified or documented in the Draft EIR/EA.

Until a comprehensively coordinated and all-encompassing set of solutions to address bridge and road seismic and safety concerns in the West Marin area are determined, it is premature to embark on an endeavor of replacing any of the area's bridge standalone.

- 12 My fear is that this project will steamroll onward and at the end, we will lose veterinary services and our children's public middle school's music instructor. And even though the new SR 1 bridge over Lagunitas Creek will be a monstrosity out of scale with the neighborhood, and partially listing to one side due to liquefaction, it really will not have collapsed. But that won't really matter because no one will be able to get to or cross the bridge. Levee Road will be flooded and closed, as will SR 1 south toward Olema, and SR 1 north from the bridge to the McPhails propane tank, all as they have before. The new bridge will be underwater too. But thanks to Caltrans, it's seismically sound!

Therefore, due to the reasons mentioned above, I support the State Route 1 Lagunitas Creek Bridge Project's, Alternative 1 - No Build option, and look forward to hearing and seeing a coordinated effort between federal, state, county, city and local authorities to address bridge and road seismic and safety concerns in our area.

Thank you for your time and consideration.

Respectfully Yours,

James Okumura  
Resident of Inverness, CA



## Response to Okumura, James\_A

### Response to Comment 1: Support for the No-Build Alternative

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

### Response to Comment 2: Guidelines to address seismic issues along SR 1 through Marin County

Caltrans notes the commenter's concerns about seismic issues. The subject project that Caltrans evaluated in the Final EIR/EA is for the SR 1 Lagunitas Creek Bridge; no other projects are evaluated in this Final EIR/EA. Funding is programmed based on need, and, currently on SR 1, this bridge presents the highest need in the area of Point Reyes Station. Please see Table N-1 in for the responses to **Common Comments "GEN\_1, Wasting money."**

### Response to Comment 3: Project scope

Caltrans notes the comment that the project scope should be redefined to address the bridge in the broader context of similar seismic issues of roads and bridges throughout West Marin. As stated above for Comment 2, no other projects are evaluated in this EIR/EA. The project is evaluated within the surrounding environmental context and use of the facility at this location. Please see Table N-1 for the responses to **Common Comments "PN-1, Project need is too narrow," "ALT-8, Criteria for new bridge,"** and **"GEO-1, Earthquake unlikely."**

### Response to Comment 4: Sea level rise and liquefaction

Comment noted. As noted in Section 2.2.2.1 of the Final EIR/EA, the Federal Emergency Management Agency-projected downstream elevation at the mouth of Lagunitas Creek during a 100-year event, including sea level rise (SLR), is 11.06 feet in year 2050 and 14.47 feet in year 2100. Currently, the lower soffit of the Lagunitas Creek Bridge is located at elevation 17.5 feet. Therefore, the bridge can currently convey projected surface elevations that include the SLR and 100-year event flows. The mouth of Lagunitas Creek, at Tomales Bay, was used in the hydraulic model as the downstream controlling water surface elevation. The Sea Level Rise Memo and Sea Level Rise Impact Study completed for the project are on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>).

This area is known to flood and will continue to do so with or without sea level rise projections. During flood events, the change in water elevation due to sea level rise is barely measurable relative to the flood event. Flooding occurs east (upstream) of the bridge and is not attributed to the bridge.

Lowering the roadway (to remove it as a barrier to flow), the water surface elevation would be slightly lowered upstream of the SR 1 bridge. The projected change in water surface elevation (0.13 foot or less than 2 inches maximum) is not significant enough to change the characteristics of flooding or the extent of the existing 100-year floodplain. Therefore, the bridge is not the issue. However, Section 2.2.1.3 of the Final EIR/EA was updated to reflect that Caltrans and Marin County have discussed the need to include potential climate adaptation measures in new infrastructure projects, such as the bridge. Both Caltrans and Marin County recognize that while

raising the bridge is not the solution, having the flexibility to raise the bridge may be part of the solution in conjunction with future Marin County infrastructure efforts. Caltrans has agreed to consider design of the Lagunitas Creek Bridge substructure to support raising the bridge in the future.

#### **Response to Comment 5: Cost**

Caltrans notes the commenter's concern that without considering this project in the overall context of earthquake risks in Marin County, project money would be wasted. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "GEN-1, Wasting Money."** California requires Caltrans to develop and document criteria that it uses to decide which projects to prioritize. The Lagunitas Creek Bridge Project is funded through the State Highway Operations and Protection Program (SHOPP), which is administered by the California Transportation Commission (made up of officials, appointed by the governor, who decide how state funding should be prioritized).

#### **Response to Comment 6: Schedule**

Caltrans notes the commenter's concern about the schedule. Please see Caltrans "Stages of Highway Development" at <http://www.dot.ca.gov/hq/opdp/pdwt/fd1.pdf>. On this Project development workflow, the "zero" phase also corresponds to the environmental and regulatory flow, as outlined here: <http://www.dot.ca.gov/env/emo/docs/dea-project-delivery-raodmap.pdf>.

The project is currently in the Project Approval and Environmental Document (PAED) phase. Although funding is committed to this project (see the response to Comment 5 above), the project will need to complete further phases before it can move to construction.

#### **Response to Comment 7: Risk**

Caltrans acknowledges the commenter's statement that other non-construction methods are available that can seismically repair the bridge and reduce safety risks without a full bridge replacement. For the comment regarding a red-light system, Caltrans has evaluated this option and found it does not meet the purpose and need of the project. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-6, Consider seismic safety flashing lights,"** and **"PN-2, Live load limits."**

Caltrans notes the commenter's opposition to the proposed Build Alternatives. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario,"** and **"ALT-3, Definition of a true retrofit."**

#### **Response to Comment 8: Protect the animal hospital**

Comment noted that the commenter's opinion that Caltrans is transferring the risk of the project to the community and the animal hospital. Caltrans has considered the impacts on the animal hospital, the community at large, and other affected properties. Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and will maintain access to the property throughout construction. Because access will be maintained to the animal hospital, relocation will not be required. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and

**“CST-6, Consolidate staging.”** There are multiple project features that are designed to avoid and minimize impacts before they occur, which are based on professional standards of practice during construction; commitments are tracked through the development and implementation of a construction management plan.

**Response to Comment 9: Proposed size and scale of the Build Alternatives**

Caltrans notes the commenter’s concern about the size of the Build Alternatives. None of the Build Alternatives proposes expanding the capacity of SR 1 or of the bridge. Widening the roadway is limited to widening the shoulders by 3 feet on each side between Sir Francis Drake Boulevard and B Street. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment “ALT-7, Size of bridge and visual/aesthetic character.”** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

**Response to Comment 10: Estimated lifespan of bridge**

Caltrans notes the commenter’s concern about the lifespan of the bridge. At the June 15, 2017, public meeting, Caltrans engineers presented information regarding the project need and design criteria for bridges. The Lagunitas Creek bridge is a vital connection in West Marin County, which must be maintained in order to provide access for emergency service, residents, goods and services, and tourism. The seismic standards used for bridges in 1929 are obsolete. Caltrans’ understanding of seismic events and behavior of structures under large displacements (earthquakes) has improved significantly since 1929, when the existing bridge was built. Under current seismic design standards, lateral loads on Lagunitas Creek Bridge would probably exceed the weight of the structure, whereas seismic loading in the original design was typically more on the order of 10 to 20 percent of the weight of the structure.<sup>2</sup> Please see Table N-1 for the response to **Common Comment “ALT-8, Criteria for new bridge.”** Therefore, a new bridge is likely to exceed the lifecycle of the existing bridge, because the current bridge is near the end of its sustainability

**Response to Comment 11: Cost/benefit analysis**

Caltrans notes the commenter’s concern that there is no publicly available Business Case and Return on Investment associated with the project. Caltrans does not develop a cost-benefit analysis on projects involving safety of state route facilities. The benefits of safety on state routes and avoidance of injury to the traveling public justify the costs of projects. Please see Table N-1 for the response to **Common Comment “ALT-3, Definition of a true Retrofit.”**

**Response to Comment 12: Protection of the animal hospital, flooding, and No-Build Alternative**

Caltrans notes the commenter’s support for No-Build Alternative. Please see the responses to Comments 1, 4, and 8 above.

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<sup>2</sup> Source: Caltrans presentation board used at the June 15, 2017, public meeting, “Design Criteria for Bridges.”

**Okumura, James\_B (duplicate)**  
**page 1 of 3**

IND\_OkumJame\_B

Date: June 22, 2017

To: Caltrans District 4  
Attn: Lagunitas Creek Bridge Project, Eric DeNardo  
Office of Environmental Analysis, MS-8B  
111 Grand Ave  
Oakland, CA 94623

From: James Okumura  


CC: Edmund G. Brown, Governor, State of California  
Dennis Rodoni, Supervisor, District 4, County of Marin

Re: Public Comment of Draft EIR/EA and Section 4(f) De Minimis Determination for the SR 1 Lagunitas Creek Bridge Project

Dear Mr. DeNardo,

1 As a resident of Inverness, California, a regular user of the SR 1 Lagunitas Creek Bridge, and a retired project manager, I support the State Route 1 Lagunitas Creek Bridge Project's, Alternative 1 - No Build option.

2 While I can understand and agree with the need for a seismically sound and safe bridge at this location, the other five Draft EIR/EA alternatives (2a, 2b, 3a, 4a, and 4b) provide solutions which address the bridge's seismic and safety issues without any defining overall plan and set of guidelines to address the same issues along SR 1 through Marin County (a Caltrans responsibility).

I have additional concerns with the project, which I will explain through the six standard project management constraints scope, cost, schedule, risk, quality, and benefits.

SCOPE

3 The project scope has not been defined at an appropriate level. Its definition level is both too broad, (i.e. an 88-year-old bridge that has somehow filtered to the top of the statewide list of bridges 'at seismic risk') and too narrow (i.e. the SR 1 Lagunitas Creek Bridge alone, not even considering the dry creek overpass less than 200 feet north of the bridge). That appropriate level means defining the scope to address this bridge's issues in the context of the same bridge and road issues throughout the West Marin area. And that doesn't mean rebuild everything to withstand a 9.0 earthquake.

4 The alternatives will not meet anticipated sea level rises during winter storms when the area is also subject to strong high annual 'King Tides' in December and January. The Draft EIR/EA even states, "The proposed bridge elevation will be sufficient to accommodate SLR through the year 2100 under average conditions but not during

## Okumura, James\_B (duplicate)

## page 2 of 3

significant storm events" (Section 3.2.6.4 – Adaptation to Sea Level Rise, page 3-34). During this past winter (2016-17) Lagunitas Creek waters were flowing less than one foot under the bridge.

The bridge is in a liquefaction 'High' risk zone per USGS inundation maps (see <https://geomaps.wr.usgs.gov/sfgeo/liquefaction/susceptibility.html>), which could lower it further. Continued silting of the creek itself will raise the water level further. Note: historically, freight schooners would anchor in Lagunitas Creek nearby the present bridge location in the late 1800's to transport dairy products and goods between San Francisco and Point Reyes Station (then called Olema). The depth of the water then accommodated fully loaded ocean worthy freight ships. Today only kayaks and paddleboards ply the waters near the bridge.

## COST

Proceeding with any of the Draft EIR/EA construction alternatives without an overall plan mitigating the bridge and road earthquake risks in Marin County would be money wasted. It has no publicly available Project Charter with a Business Case or Return on Investment.

Funds associated with this project might be better used to address other immediate state road failures in Marin County (i.e. SR 37 flooding) or outright state bridge failures (i.e. SR 1 Pfeiffer Canyon Bridge).

## SCHEDULE

This project is already well through the Project Planning Phase, heading full speed into the Project Execution Phase, without having completed and closed out the Project Initiation Phase. Because this project is running standalone, it is a project in need of Program Management to address bridge and road seismic and safety issues throughout Marin County. What should be "Ready, Aim, Shoot", now ordered "Aim, Shoot, Ready", is a recipe for project failure.

## RISK

Seismic and safety risks associated with the current bridge can be mitigated by more efficient, non-construction methods without replacing the bridge. Seismically triggered stoplights such as what BART uses, bridge weight limits, signage, etc. can help mitigate these risks.

Eliminating project risk by transference to the community, which the project is primarily intended to serve, is irresponsible. Closure of the West Marin Animal Hospital, not only dramatically increases the local agricultural community's risk of losing animal care for its pets and livestock, but also of losing the West Marin Middle School music instructor who is the spouse of the veterinarian. Unlike suburban areas such as Novato where at least 5 veterinarian hospitals can be found within a 4-mile radius of downtown, the closest veterinarian clinic (not a hospital) to Point Reyes Station is 15 miles away in San Geronimo. Simply stated West Marin Animal Hospital closes, the community loses veterinary services and its middle school music program. High housing cost and extremely limited availability will prevent others from moving in and taking their place, without significantly increased economic burden to the community. This risk is glaringly ignored in the Draft EIR/EA as there is no "Avoidance, Minimization, and/or Mitigation Measure" under the "Community Impacts", "Relocations and real

Okumura, James\_B (duplicate)

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property acquisition" (Table S-3 Project Impacts, page xv).

QUALITY

9 The scale of each build alternative (2a, 2b, 3a, 4a, and 4b) is outsized for the area it is located. Increasing the bridge width alone by nearly 50% is unnecessary and will create other problems.

10 The estimated lifespan of each build alternative (2a, 2b, 3a, 4a, and 4b), has been stated by multiple Caltrans representatives as 80 – 100 years during open public meetings (Note this estimate is not included in in the DRAFT EIR/EA). While I understand the existing bridge will likely not last another 80 – 100 years, it has stood for 88 years and is still being travelled upon. Has bridge building technology not advanced since 1929 when the current bridge was built? Has bridge construction quality not improved in the last nearly 90 years? I would expect any new bridge built anywhere in the state, be designed to last longer with proper ongoing maintenance than the bridges they replace.

BENEFIT

11 There has not been a publicly available Business Case and Return on Investment associated with this project. The only assumed negative benefit is the possibility of bridge failure due to earthquake, but even that is not analyzed, quantified or documented in the Draft EIR/EA.

Until a comprehensively coordinated and all-encompassing set of solutions to address bridge and road seismic and safety concerns in the West Marin area are determined, it is premature to embark on an endeavor of replacing any of the area's bridge standalone.

12 My fear is that this project will steamroll onward and at the end, we will lose veterinary services and our children's public middle school's music instructor. And even though the new SR 1 bridge over Lagunitas Creek will be a monstrosity out of scale with the neighborhood, and partially listing to one side due to liquefaction, it really will not have collapsed. But that won't really matter because no one will be able to get to or cross the bridge. Levee Road will be flooded and closed, as will SR 1 south toward Olema, and SR 1 north from the bridge to the McPhails propane tank, all as they have before. The new bridge will be underwater too. But thanks to Caltrans, it's seismically sound!

Therefore, due to the reasons mentioned above, I support the State Route 1 Lagunitas Creek Bridge Project's, Alternative 1 - No Build option, and look forward to hearing and seeing a coordinated effort between federal, state, county, city and local authorities to address bridge and road seismic and safety concerns in our area.

Thank you for your time and consideration.

Respectfully Yours,

James Okumura, Resident of Inverness, CA

**Response to Okumura, James\_B (duplicate)**

**This is a duplicate letter. Please see response to the preceding letter from Okumura, James\_A.**



**O'Neal, Dee\_A**  
**page 1 of 1**

IND\_ONeaDee\_A

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**From:** dee nola o'neal [REDACTED]  
**Sent:** Friday, May 26, 2017 7:45 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Really? The Green bridge needs to be 16 feet wider?

- 1 I think that we need to go back to the drawing board on this one for a number of reasons. Firstly, it seems like over kill. We out here in West Marin do not need such a grand plan or such a huge bridge rebuild. Who asked for this? This is a bridge on a 2 lane road. Yes, the road is called Hwy 1, but it is still a 2 lane road leading into a small town.
  - 2 Secondly, the physical, emotional and financial impact of the "staging area" for this project seems to be an unnecessary burden on the Pt Reyes Animal Hospital which would shoulder the day to day expenses of these ill thought out plans. Noise, dust, loss of business and stress on 2 leggeds and 4 leggeds alike. Why?
  - 3 There must be other options that would be more economical and community friendly. Bigger is not always better. Sometimes less is more. Get feedback from the locals before proceeding on an unpopular plan.
- West Marin resident of 40 years without an animal at that vet but still, Dee O 'Neal

Sent from my iPad



## Response to O’Neal, Dee\_A

### Response to Comment 1: Consider other alternatives and scale of rebuild

Caltrans notes the commenter’s support for considering other alternatives. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the response to **“ALT-4, Full range of alternatives.”**

Caltrans notes the commenter’s concern about the size of the bridge. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 in the introduction to this appendix for the response to **Common Comment “ALT-7, Size of bridge and visual/aesthetic character.”** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

### Response to Comment 2: Protect the animal hospital

Caltrans notes the commenter’s concern about traffic, dust, and noise impacts on the animal hospital and how the project may impact the animal hospital.

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Please see Table N-1 for the responses to **Common Comments “CIA-1, Protect the animal hospital,” “CIA-2, Community impacts,” and “NOI-1, Noise impacts”**

Caltrans notes the commenter’s concern about taking property. This project does not propose permanent property acquisition beyond a narrow shoulder on Whitehouse Pool Park to provide continued pedestrian access to the park’s trailhead and down to the Sir Francis Drake Boulevard intersection. Caltrans will maintain access to the animal hospital throughout construction. Please see Table N-1 for the responses to **Common Comments “CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,” “CST-6, Consolidate staging,”** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

### Response to Comment 3: Get local feedback

Caltrans notes the commenter’s concern for getting local feedback. See Table N-1 for the responses to **Common Comments “Pub-1, Extend public comment period,” and “Pub-2, Public outreach process.”**

**Ongerth, Marion\_A**  
**page 1 of 1**

IND\_OngeMari\_A

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**From:** Marion Ongerth [REDACTED]  
**Sent:** Saturday, June 24, 2017 5:39 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Caltrans Green Bridge project

- 1 | I oppose Caltrans's plan to replace the Green Bridge and am in favor of the no-build alternative.

Marion Ongerth  
[REDACTED]

## **Response to Ongerth, Marion\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments “ALT-1, Support for the No-Build Alternative,”** and **“ALT-2, Describe the no-build scenario.”**

**Osborn, Dave and Pam\_A**  
**page 1 of 1**

IND\_OsboDavePam\_A

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**From:** Dave Osborn [REDACTED]  
**Sent:** Saturday, May 27, 2017 10:38 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Bridge Work in Point Reyes

1 I have lived in Point Reyes for 31 years and am very concerned about the  
2 disruption that the proposed bridge replacement will cause to our  
3 community especially the businesses on the south side of the bridge. I am  
4 also concerned that a retrofit option has not been put at the forefront of  
consideration. There is no need for a wider bridge. I would like more  
attention spent on how not to impact these businesses and on retrofitting  
the existing bridge. It has served us just fine up until now.

Dave and Pam Osborn  
[REDACTED]

## **Response to Osborn, Dave and Pam\_A**

### **Response to Comment 1: Economic and community impacts**

Caltrans notes the commenter's concern for the community and businesses. Economic analysis is provided in Section 2.1.2.1 of the Final EIR/EA, which includes the consideration of factors such as traffic, noise, dust, and visual disturbance that may influence the patronage to local businesses (and specifically the animal hospital). Because a quantitative economic impact to local businesses cannot be determined until after construction (and after obtaining financial data from businesses), the analysis included in Section 2.1.2.1 is qualitative in nature. This analysis meets the requirements of NEPA.

As noted in Chapter 3 of the Final EIR/EA, unlike NEPA, the focus of the analysis under CEQA shall be on the physical changes caused by the economic or social chain of cause and effect. Economic or social effects of a project shall not be treated as significant effects on the environment.

Caltrans prepared the Community Impact Assessment for this project, in conformity with the *Caltrans Standard Environmental Reference Environmental Handbook Volume 4: Community Impact Assessment* (Caltrans 2011). Please see Table N-1 for the responses to **Common Comments** “CIA-1, Protect the animal hospital,” “CIA-2, Community impacts,” and “CIA-3, CIA adequacy.”

### **Response to Comment 2: Consider retrofit**

Caltrans notes the commenter's support for a retrofit option. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the response to **Common Comment “ALT-3, Definition of a true retrofit.”**

### **Response to Comment 3: Wider bridge not needed**

Caltrans notes the commenter's concern about the size of the Build Alternatives. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment “ALT-7, Size of bridge and visual/aesthetic character.”**

Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

### **Response to Comment 4: Consider retrofit and economic impacts**

Please see above for the responses to Comment 1 regarding economic impacts and Comment 2 regarding retrofit considerations.

Papale, Mary\_A  
page 1 of 1

IND\_PapaMary\_A

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**From:** Mary Papale [REDACTED]  
**Sent:** Monday, June 19, 2017 8:43 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Bridge

Dear Mr DeNardo,

1 I oppose Caltran's plan to replace the Green Bridge and I am in favor of the No Build Alternative.

Mary Papale

[REDACTED]  
Point Reyes Station resident since 1986

## **Response to Papale, Mary\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," and "ALT-2, Describe the no-build scenario."

Paton, Robert and Côté, Micheline\_A  
page 1 of 1

IND\_PatoCot-RobMich\_A

Robert M. Paton & Micheline Côté



May 30, 2017

TO: Caltrans  
Project Office of Environmental Analysis, MS- 8B  
Attention: Lagunitas Creek Bridge Project  
111 Grand Ave  
Oakland, CA 94623

Email: lagunitas\_bridge@dot.ca.gov

**RE: Lagunitas Creek bridge: negative impact while building & afterward**

To whom it may concern

We are both Robert & myself full time resident of Inverness since 30 years.  
Our work, the services & the professionals we use are located in Point Reyes Sta., Petaluma & San Rafael.  
We are aware of the increase of traffic during weekends & holidays.

We are against the way Caltrans proposes to implement the project of the new bridge because:

1. It will impact us in our daily work day
2. It will prevent us to have access to our veterinarian Dr. Mary Whitney
  - a. It will be detrimental to the animal's health & her business operations
3. It will create major vehicle congestion for many years
4. It will bring dust, noise & delays for us & the resident community
5. It will increase its width without addressing the traffic situation of Point Reyes Station

We are informed that the project is a new bridge, e.g. a complete rebuilt with a width of 16 feet.

We are asking Caltrans to evaluate the project with those analysis:

- Option -A- no build alternative
- Option -B- true seismic retrofit

Before taking any decision, the public should be informed of the results of those two options.

We are asking Caltrans to bring this analysis to the public in a form of a Public Meeting.

Thank you for your attention  
&  
good day

Handwritten signature of Micheline Côté.  
Micheline Côté

Handwritten signature of Robert M. Paton.  
Robert M. Paton



## Response to Paton, Robert and Côté, Micheline\_A

### Response to Comment 1: Access, dust, noise, and width of the proposed bridge

Caltrans notes the commenter's concern about traffic, dust, and noise impacts on the animal hospital and how the project may impact the animal hospital.

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts,"** and **"NOI-1, Noise impacts"**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** for more about how the animal hospital was considered, **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

In addition, Caltrans has studied local traffic (Report of the Engineering and Traffic Study, August 2012) and operations of SR 1 in the area and found that the speeds and intersection designs are appropriate as they are, while it is noted that tourism traffic on weekends is high and, therefore, project construction would not limit the roadway to one-way directional flow during weekends traffic flow (Traffic Management for Lagunitas Bridge Construction Period, August 2016). Please see Table N-1 for the responses to **Common Comments CST-5, Traffic impacts during construction."**

Finally, regarding the scale and character of the proposed Build Alternatives, none of the Build Alternatives proposes expanding the capacity of SR 1 or of the bridge. Widening the roadway is limited to widening the shoulders by 3 feet on each side between Sir Francis Drake Boulevard and B Street. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives and among the least environmentally impactful alternatives in terms of ground disturbance and property impacts during construction. This alternative was identified to minimize bridge closure and other potential impacts to the local community.

### Response to Comment 2: Project is new bridge

Comment noted.

### Response to Comment 3: Consider the No-Build Alternative or true seismic retrofit

Caltrans notes the commenter's support for a seismic retrofit or the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the

project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments “ALT-1, Support for the No-Build Alternative,” “ALT-2, Describe the no-build scenario,” and “ALT-3, Definition of a true retrofit.”**

**Response to Comment 3: Inform public**

Caltrans notes the commenter’s interest in community engagement during development of project alternatives. Please see Chapter 4 of the Final EIR/EA, which describes how public and agency input have been integrated into project development, and please see Table N-1 for the responses to **Common Comments “PUB-1, Extend comment period,” and “PUB-2, Public outreach process.”**

**Paulson, John and Linda\_A**  
page 1 of 1

IND\_PaulJohnLind\_A

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**From:** John & Linda Paulson [REDACTED]  
**Sent:** Friday, May 26, 2017 8:47 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge

Dear Sir/Madam:

- 1 We would like to see a proposal for a seismic retrofit as this has never been analyzed by Caltrans. The Point Reyes Animal Hospital has been an invaluable asset to our community for decades. A project of this magnitude will be detrimental to the well-being of our animals. Subjecting sick animals to the commotion and noise of the project you are
  - 2 proposing is inhumane and unacceptable. It would likely result in the closure of the animal hospital.
- Please consider a true seismic retrofit, which would not have such a negative impact on our animal hospital and our community.

Sincerely,  
John & Linda Paulson

## Response to Paulson, John and Linda\_A

### Response to Comment 1: Support for a seismic retrofit

Caltrans notes the commenter's support for a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives,"** which describes what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria.

### Response to Comment 2: Protect the animal hospital

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and will maintain access to the property throughout construction. Because access will be maintained to the animal hospital, relocation will not be required. Please see Table N-1 for the responses to **Common Comments "CIA-2, Community impacts"** and **"CIA-1, Protect the animal hospital,"** for more about how the animal hospital was considered, **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

**Paulson, John and Linda\_B**  
**page 1 of 1**

IND\_PaulJohnLind\_B

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**From:** John & Linda Paulson [REDACTED]  
**Sent:** Friday, June 23, 2017 7:17 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** green bridge

1 | Please consider the no-build alternative as we do not want to lose our vet.

John and Linda Paulson

## **Response to Paulson, John and Linda\_B**

### **Response to Comment 1: Support for the No-Build Alternative and protection of the animal hospital**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."** Also, see responses to **Common Comments "CIA-1, Protect the animal hospital," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging."**

Payette, Diana\_A  
page 1 of 1

IND\_PayeDian\_A

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**From:** diana payette [REDACTED]  
**Sent:** Sunday, June 04, 2017 9:41 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge Project

Dear Community members and anyone else that has a heart,

The Point Reyes Animal Hospital has served the Pt. Reyes community for many years and the locals, as well as those traveling from out of the area, receive award winning care from Dr. Whitney and Dr. Castro. Why would the State consider harming this local business?

Please consider another alternative to the disruption, environmental and possible economic impact, including closure, of the Point Reyes Animal Hospital.

- 1 Apparently their business is , without their approval, being considered as a “staging area” for construction to replace the damaged Lagunitas Creek Bridge.

An animal hospital is not unlike a human hospital. The need for a clean, quiet, safe enclosure is paramount for life saving medical procedures and the health care of the animals. This safety is for the doctors, technicians and the administrative staff. To learn that equipment and possibly hazardous materials would be stored in the entire front parking lot of the hospital with access to their front entrance removed, is outrageous. Any business that can't provide access to parking and to a front door, cannot survive.

- 2 There are certainly alternatives to destroying someone's livelihood! Do any of you have cats and dogs who are loved and treated by a caring local veterinarian? Please consider the *No Build Alternative* or a *true seismic retrofit*. With a 16 feet increase in width, the proposed size of the replacement bridge is ludicrous. You need to consider analyzing a true retrofit for this repair.

- 3 **PLEASE RECONSIDER this reckless re-construction move.** The environmental impact alone to this small community will be devastating. The financial loss of visitor dollars will be huge. There are only so many small roads in and out of this area and traffic will be impacted day and night for , apparently, YEARS!

A concerned West Marin resident,

Diana Payette

## **Response to Payette, Diana\_A**

### **Response to Comment 1: Protect the animal hospital and avoid staging on the animal hospital parking area**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CIA-2, Community impacts."**

Different staging areas are identified to support different staging activities. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," "CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts, and **"NOI-1, Noise impacts."**

### **Response to Comment 2: Consider the No-Build Alternative or a true retrofit**

Caltrans notes the commenter's support for a seismic retrofit or the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives."**

Regarding the scale and character of the proposed Build Alternatives, none of the Build Alternatives proposes expanding the capacity of SR 1 or of the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives and among the least environmentally impactful alternatives in terms of ground disturbance and property impacts during construction. This alternative was identified to minimize bridge closure and other potential impacts to the local community.

### **Response to Comment 3: Economic impacts during construction/minimize impacts during construction and traffic effects**

Caltrans notes the commenter's concern about traffic and community impacts. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Economic analysis is provided in Section 2.1.2.1 of the Final EIR/EA, which includes the consideration of factors such as traffic, noise, dust, and visual disturbance that may influence the patronage to local businesses (and specifically the animal hospital). Because a quantitative economic impact to local businesses cannot be determined until after construction (and after obtaining financial data from businesses), the analysis included in Section 2.1.2.1 is qualitative in nature. The AMMs, mitigation measures, and project features developed for construction impacts are consistent with professional standard practices for Caltrans infrastructure projects and include as much detail as is possible at this stage of development. Caltrans has disclosed all known environmental impacts, modified the proposed project in response to community concerns, and extended the public review period to the



maximum allowed time under CEQA. This document was prepared in good faith. This analysis meets the requirements of NEPA.

As noted in Chapter 3 of the Final EIR/EA, unlike NEPA, the focus of the analysis under CEQA shall be on the physical changes caused by the economic or social chain of cause and effect. Economic or social effects of a project shall not be treated as significant effects on the environment.

Caltrans prepared the Community Impact Assessment for this project, in conformity with the *Caltrans Standard Environmental Reference Environmental Handbook Volume 4: Community Impact Assessment* (Caltrans 2011). Please see Table N-1 for the responses to **Common Comments** “CIA-1, Protect the animal hospital,” “CIA-2, Community impacts,” and “CIA-3, CIA adequacy.”

Caltrans will minimize traffic impacts during construction and has developed the accelerated bridge construction method to reduce the construction period and to allow use of the bridge for most of the construction period. Please see Table N-1 for the responses to **Common Comments** “CST-1, Minimize duration of construction,” “CST-2, Closure timing - don't impact tourism season,” and “CST-5, Traffic impacts of construction.”

Peaslee, S. Claire\_A  
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IND\_PeasClai\_A

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**From:** Claire Peaslee [REDACTED]  
**Sent:** Thursday, June 22, 2017 9:42 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Please do not build

Greetings,

1 I am a resident of Point Reyes Station and strongly disagree with the plan to rebuild the Lagunitas Creek Bridge (the Green Bridge) on Highway One at the south edge of our town. Not only is the chosen option tremendously out of scale with our locale, and potentially harmful to our economy, but there was insufficient consideration given to less obnoxious solutions.

2 We do not need a massive new bridge. The current bridge can handle traffic flow including bicycles and pedestrians -- at speeds that are congruent with a small town and narrow highway. The chance of an earthquake large and near enough to damage the bridge is remote. A shake-alert light at the bridge could address this small risk. Cars are only on the bridge for a few seconds.

The apparent reasons for proposing a massive rebuild are insufficient to justify the impact on our town. We cannot risk losing our veterinary clinic (this is a rural area!) nor otherwise impacting the town's economy. And we do not want a massive structure that is out of scale with the rest of our environment!

3 There has not been sufficient review or dialogue with the community regarding lower impact options for the bridge retrofit.

4 For these reasons, the only clear option for Point Reyes Station is that you not build at present. If there were less impactful means of increasing the bridge's earthquake safety, West Marin residents would gladly review them with you. Until then: no build.

Thank you.

S. Claire Peaslee  
Point Reyes Station

## Response to Peaslee, S. Claire\_A

### Response to Comment 1: No-Build Alternative

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-4, Full range of alternatives," and "CIA-2, Community impacts."

Regarding the scale and character of the proposed Build Alternatives, none of the Build Alternatives proposes expanding the capacity of SR 1 or of the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the responses to **Common Comments** "ALT-7, Size of bridge and visual/aesthetic character," and "Alt-5, Less intrusive retrofit."

Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives and among the least environmentally impactful alternatives in terms of ground disturbance and property impacts during construction. This alternative was identified to minimize bridge closure and other potential impacts to the local community.

### Response to Comment 2: Why not a ShakeAlert earthquake warning system? And the Proposed bridge alternatives are out of character, and risk losing animal hospital

Comment noted. Please see response to Comment 1 above addressing the concern that the bridge is out of character and addressing the range of alternatives considered. See Table N-1 for the response to **Common Comment** "GEO-1, Earthquake unlikely," which addresses earthquake forecasts for California and the "Working Group on California Earthquake Probabilities."

For the comment regarding a red-light system, Caltrans has evaluated this option and found it does not meet the purpose and need of the project. Please see Table N-1 for the response to **Common Comment** "ALT-6, Consider seismic safety flashing lights."

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Please see Table N-1 for the responses to **Common Comments** "CIA-1, Protect the animal hospital," for more about how the animal hospital was considered, "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging," which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

### Response to Comment 3: Dialogue with the community regarding lower impact bridge options

Comment noted regarding the Caltrans process of developing a project and involving the community. For over two years of project planning, Caltrans involved the community and the stakeholder group in an effort to educate the community on the risks of the no-build scenario and about the full and reasonable range of alternatives developed for evaluation of the project. Caltrans and stakeholder group meeting summaries are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). See Chapter 4 in the EIR/EA for more information on how the community and agencies were involved in the project development

process. See Table N-1 for the responses to **Common Comments “Pub-1, Extend comment period,”** and **“PUB-2, Public outreach process.”**

Please see Table N-1 for the response to **Common Comment “ALT-5, Less intrusive retrofit.”** Caltrans considered and analyzed a retrofit alternative to bring the bridge to current seismic standards (purpose and need). Please also see Table N-1 for the response to **Common Comment “ALT-6, Consider seismic safety flashing lights.”**

**Response to Comment 4: Support for the No-Build Alternative**

Caltrans notes the commenter’s support for the No-Build Alternative. Please see the response to Comment 1 above.

Pfeiffer, Jennifer\_A  
page 1 of 1

IND\_PfeiJenn\_A

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**From:** Jennifer Pfeiffer [REDACTED]  
**Sent:** Saturday, May 27, 2017 11:06 PM  
**To:** Lagunitas Bridge@DOT  
**Cc:** editor@ptreyeslight.com  
**Subject:** Pt Reyes Lagunitas Creek bridge construction

1 I am writing to comment on the proposed Caltrans plan for reconstruction of the Lagunitas Creek bridge (Green Bridge) in Pt. Reyes Station. I am requesting the "No Build Alternative" or a true Seismic Retrofit, which I understand has never been fully analyzed by Caltrans. The Caltrans plan, as it stands now, would replace the bridge, widening it up to 16 feet, which is a major increase and would put it out of scale for the entrance to this small, rural community.

2 Also, such a project would take several years to complete which would negatively impact the Veterinary Clinic that so many of us depend on to keep our pets healthy or to treat them in emergencies. Caltrans has designated the entire front parking lot of the hospital as a staging area for construction. This means we will not be able to use the front door and parking lot for 1-3 years depending on the bridge construction method chosen. This isn't fair to the animals and healthcare workers who would be suffering from the intolerably loud construction noise and the constant dust which will impact them in a very unhealthy way. Traffic will be a nightmare for the entire community. There will often be one-way traffic with flaggers, and a THREE-WEEK COMPLETE CLOSURE DURING THE SUMMER MONTHS, a time when visitors by the thousands come to spend time at the Point Reyes National Seashore.

3 The economic impact to the Pt. Reyes Animal Hospital may lead to permanent closure as well as financial ruin for Dr. Whitney and her family.

Please reconsider this unacceptable plan. We need our Animal Hospital available to us!

## **Response to Pfeiffer, Jennifer\_A**

### **Response to Comment 1: Consider No-Build Alternative or a true seismic retrofit, proposed project is out of character**

Caltrans notes the commenter's support for the No-Build Alternative or a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario,"** and **"ALT-3, Definition of a true retrofit."**

Caltrans notes the commenter's concern about the size of the bridge. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

### **Response to Comment 2: Impacts to the animal hospital, construction period issues, traffic, and economic impacts**

Caltrans notes the commenter's concern about traffic, dust, and noise impacts on the animal hospital and how the project may impact the animal hospital.

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts,"** and **"NOI-1, Noise impacts."**

Regarding the comment on staging, different staging areas are identified to support different staging activities. Please see Table N-1 for the responses to **Common Comment "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots"** and **"CST-6, Consolidate staging,"** which provide more detail on how temporary construction easements and staging areas are used.

Caltrans will minimize traffic impacts during construction and has developed the accelerated bridge construction method to reduce the construction period and to allow use of the bridge for most of the construction period. Please see Table N-1 for the response to **Common Comment "CST-5, Traffic impacts of construction."** Additionally, please see the responses to **Common Comments "CST-1, Minimize duration of construction,"** and **"CST-2, Closure timing - don't impact tourism season."** which provide information on construction schedules.

### **Response to Comment 3: Protect the animal hospital**

Please see the response to Comment 2 above.

Phelan, Ann\_A  
page 1 of 1

IND\_PheAnn\_A

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**From:** Ann Phelan [REDACTED]  
**Sent:** Wednesday, May 31, 2017 9:20 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** LAGUNITAS BRIDGE PLEASE CONSIDER the "NO BUILD ALTERNATIVE" or a true SEISMIC UPGRADE

Dear CALTRANS, Project Office of Environmental Analysis, MS-8B,

- 1 I'm writing with my concerns about plans for replacing the Lagunitas Creek Bridge in Point Reyes. I learned that there has been no analysis for the possibility of a true seismic retrofit of the Lagunitas Creek Bridge, and
- 2 that the Point Reyes Animal Hospital will be severely compromised, possibly having to close, a loss to the community. (I take my cat there, and in emergencies)
- 3 I've also read that the width of the bridge will be that of a freeway bridge, certainly out of character with the town.

- 4 I believe more time is needed to address these issues?  
Can you please respond to my concerns?  
Thank you for receiving my concerns.

Sincerely,  
Ann Phelan

- 5 The impression I have of your proposed bridge is that it will be like a freeway bridge. This sounds very out of character with the Pt. Reyes history and community.

I take my animal to the Point Reyes Animal Hospital from Inverness.

- 6 I find it outrageous that a solution hasn't been found to work with the Point Reyes Animal Hospital so that they can continue business with their front door open. The economic impact may force them to close their business. They are invaluable to the community. What will people do if their animals have emergencies?
- 7 Is this the standard procedure when new bridges are made, that the surrounding businesses be removed, causing economic hardship the community?

Thank you for receiving my comments.

Sincerely,  
Ann Phelan  
[REDACTED]

## Response to Phelan, Ann\_A

### Response to Comment 1: No analysis of the retrofit bridge

Caltrans notes the commenter's support for consideration of a bridge retrofit. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives,"** which describes what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria.

### Response to Comment 2: Impacts on the animal hospital and community

Caltrans notes the commenter's concern about impacts to the animal hospital and the community. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comment "CIA-1, Protect the animal hospital,"** and **"CIA-2, Community impacts."**

### Response to Comment 3: The width of the bridge will resemble a freeway?

Caltrans notes the commenter's concern about the size of the bridge. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

### Response to Comment 4: More time to address issues

Caltrans acknowledges the commenter's request. The Final EIR/EA includes a complete response to all public comments received during the public comment period. Please see Table N-1 for the responses to **Common Comments "PUB-1, Extend public comment period"** and **"PUB-2, Public outreach process."**

### Response to Comment 5: The bridge will look like a freeway

Please see the response to Comment 3 above.

### Response to Comment 6: Work with the animal hospital

Caltrans notes the commenter's concern for the animal hospital. Caltrans also notes the commenter's concern about taking property. This project does not propose permanent property acquisition beyond a narrow shoulder on Whitehouse Pool Park to provide continued pedestrian access to the park's trailhead and down to the Sir Francis Drake Boulevard intersection. Caltrans will maintain access to the animal hospital throughout construction. Please see Table N-1 for the response to **Common Comment "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** which provides more detail on how temporary construction easements and staging areas are used, and **Common Comment "CST-6, Consolidate staging,"** which provides more information on how staging will be used and minimized. Caltrans will comply with the Uniform Real Property and Relocation Assistance Act of 1970, as amended.



### **Response to Comment 7: Economic impacts during construction**

Caltrans notes the commenter's concern about economic impacts to the community. Economic analysis is provided in Section 2.1.2.1 of the Final EIR/EA, which includes the consideration of factors such as traffic, noise, dust, and visual disturbance that may influence the patronage to local businesses (and specifically the animal hospital). Because a quantitative economic impact to local businesses cannot be determined until after construction (and after obtaining financial data from businesses), the analysis included in Section 2.1.2.1 is qualitative in nature. This analysis meets the requirements of NEPA.

As noted in Chapter 3 of the Final EIR/EA, unlike NEPA, the focus of the analysis under CEQA shall be on the physical changes caused by the economic or social chain of cause and effect. Economic or social effects of a project shall not be treated as significant effects on the environment.

The AMMs, mitigation measures and project features developed for construction impacts are consistent with professional standard practices for Caltrans infrastructure projects and include as much detail as is possible at this stage of development. Caltrans has disclosed all known environmental impacts, modified the proposed project in response to community concerns, and extended the public review period to the maximum allowed time under CEQA. This document was prepared in good faith.

Ponce, Jose\_A  
page 1 of 1

IND\_PoncJose\_A

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**From:** Jose Ponce [REDACTED]  
**Sent:** Monday, June 19, 2017 9:24 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** OPPOSED TO BUILDING NEW BRIDGE

Dear CalTrans,

- 1 | I live in Inverness, I oppose Caltrans' plan to replace the Green Bridge, and I support the "no build" alternative.
- 2 | The Green Bridge is fine as is. The likelihood of a quake centered very close by that is actually large enough to collapse the bridge is very low. Caltrans "design earthquake" of 7.9 centered nearby is extremely unlikely. It is far more likely that any quakes we would actually experience in the coming decades won't be strong enough to collapse the bridge. If we have a quake that is large enough to collapse the bridge, we will all have far greater problems than the bridge.
- 3 | At the speed limit of 35 mph, cars cross the bridge in 3-4 seconds. The likelihood of a car being on the bridge when it collapses is extremely remote. The "shake alert" red light system which Professor Johnston has spoken about would further reduce that small risk at very small cost.
- 4 | There appear to be less intrusive options for retrofitting the bridge sufficiently to reduce risks to an acceptable level. Caltrans should have identified and analyzed those, as the community has requested for two years. Since Caltrans has refused to do so, and only given the community the choice of complete replacement (which will cause enormous community and environmental impacts) vs. no action, I favor "no action" and "no build"

It ain't broke, so don't fix it!!

Sincerely,  
JOSE PONCE

Step into better health with [Reflexology Today Jose' Ponce](http://www.reflexologytoday.net), Master Reflexologist & Healer [REDACTED]

[www.reflexologytoday.net](http://www.reflexologytoday.net)

## **Response to Ponce, Jose\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

### **Response to Comment 2: Likelihood of an earthquake**

Caltrans notes the commenter's statement about earthquakes. Please see Table N-1 for the response to **Common Comment "GEO-1, Earthquake unlikely."**

### **Response to Comment 3: Earthquake warning lights**

Caltrans notes the commenter's statement about the ShakeAlert system. Installation of a ShakeAlert system does not meet the purpose and need for the project. Please see Table N-1 for the response to **Common Comment "ALT-6, Consider seismic safety flashing lights."**

### **Response to Comment 4: Consider a true retrofit**

Caltrans notes the commenter's support for a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit,"** and **"ALT-5, Less intrusive retrofit."**

Caltrans notes the commenter's concern about the size of the bridge. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

**Prier, Carol Molly\_A**  
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IND\_PrieCaroMol\_A

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**From:** Molly Prier [REDACTED]  
**Sent:** Thursday, June 22, 2017 9:52 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Comment

1 I would vote to do nothing except install a seismic warning if there is a tremor and to have trucks over a certain weight go through Olema and then over to platform bridge and into Point Reyes or to do a retrofit if something really has to be done. The impact on Mary Whitney our local veterinarian and the animals is not acceptable. Also the impact on our community during construction is not acceptable.

Thank you.  
Carol Molly Prier, Inverness, CA  
[REDACTED]

## Response to Prier, Carol Molly\_A

### Response to Comment 1: Opposed to replacement bridge, consider a retrofit

Caltrans notes the commenter's opposition to the proposed Build Alternatives. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives,"** which describes what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria.

For the comment regarding a red-light system, Caltrans has evaluated this option, and it does not meet the purpose and need of the project. Please see Table N-1 for the response to **Common Comment "ALT-6, Consider seismic safety flashing lights."**

To address the comment regarding posted weight limits on the existing bridge, please see Table N-1 for the response to **Common Comment "PN-2, Live load limits."**

Caltrans notes the commenter's concern about impacts on the animal hospital. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging."**

Additionally, Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Please see Table N-1 for the response to **Common Comment "CIA-2, Community impacts."**

**Ram, Shree\_A**  
page 1 of 1

IND\_RamShre\_A

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**From:** Shree Ram [REDACTED]  
**Sent:** Monday, June 19, 2017 11:33 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Bridge comment

To Whom it May Concern,

1 I appreciate the time Cal Trans is taking to meet and communicate with the public about this project. After review of the materials provided and the accompanying presentations, I believe the disruption and other negative impacts of this project far outweigh the potential benefits.

I am in favor of the No Build Alternative with the installation of the California Earthquake ShakeAlert System that places red lights at both ends of the bridge as a safety measure.

Thank you very much,  
Shree Jennifer Ram  
Point Reyes Station

## **Response to Ram, Shree\_A**

### **Response to Comment 1: Support for the No-Build Alternative and ShakeAlert system**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments “ALT-1, Support for the No-Build Alternative,” “ALT-2, Describe the no-build scenario.”**

Installation of a ShakeAlert system does not meet the purpose and need for the project. Please see Table N-1 for the response to **Common Comment “ALT-6, Consider seismic safety flashing lights.”**

**Ram, Shree\_B (duplicate)**

**page 1 of 1**

IND\_RamShre\_B

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**From:** Shree Ram [REDACTED]  
**Sent:** Monday, June 19, 2017 11:32 AM  
**To:** Denardo, Eric@DOT <eric.denardo@dot.ca.gov>  
**Subject:** Lagunitas Bridge comment

Dear Mr. Denardo,

1 I appreciate the time you are taking to meet and communicate with the public about this project. After review of the materials provided and the accompanying presentations, I believe the disruption and other negative impacts of this project far outweigh the potential benefits.

I am in favor of the No Build Alternative with the installation of the California Earthquake ShakeAlert System that places red lights at both ends of the bridge as a safety measure.

Thank you very much,  
Shree Jennifer Ram  
Point Reyes Station



**Response to Ram, Shree\_B (duplicate)**

**This is a duplicate letter. Please see response to the preceding letter “Ram, Shree\_A.”**

Rea, Michael\_A  
page 1 of 2

IND\_ReaMich\_A

MICHAEL L. REA  
GENERAL CONTRACTOR

June 4, 2017

RE:

Lagunitas creek bridge project

1 In regard to the construction of the replacement of said bridge, the need for a large staging area adjacent to the project which will adversely affect the West Marin Animal Hospital is totally uncalled for. This business provides an essential service to our community as well as employing numerous people. Your proposal will cripple their ability to provide for our community. You could put them out of business with the wide open time frame.

2 Cal Trans owns a large yard/facility only ½ mile south where all the supplies and machinery could be on hand in a fenced yard at no cost. An excellent existing construction site.

2 The bridge deck could be constructed at this site during the time the piles and/ or abutments are constructed outboard of the existing bridge and transported and set in a short time without an undue amount cost. Possibly a saving.

3 The projected foot print is out of scale with existing roadway or the possible expansion of Hwy 1. This is a rural area and the need to overbuild serves no purpose. This will always be a two lane roadway as it now is for the majority of its full length. Mill Valley to Legget. Some improvement yes—but this is overkill for now and the future.

It is my belief that a competent construction company, provided with a more fitting plan can provide an adequate result in a tight time frame. I would hope that Caltrans would look at suggestions from competent firms and contractors.

Respectfully, Michael Rea



Michael Rea construction

Rea, Michael\_A  
page 2 of 2



## **Response to Rea, Michael\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CIA-2, Community impacts."**

Additionally, Caltrans notes the commenter's concern about taking property. Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and will maintain access to the property throughout construction. Because access will be maintained to the animal hospital, relocation will not be required.

### **Response to Comment 2: Alternative staging areas**

Caltrans notes the commenter's concern about staging area locations. Please see Table N-1 for the response to **Common Comment "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** which provides more detail on how temporary construction easements and staging areas are used, and **Common Comment "CST-6, Consolidate staging,"** which provides more information on how staging will be minimized and describes why the Caltrans yard would not be feasible and why temporary access areas adjacent to the bridge are necessary.

Caltrans has identified Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative. This alternative has a construction period of less than 1 year, with the majority of the construction occurring within 5 months, and includes a 2- to 3-week bridge closure. The selected Preferred Alternative is the narrowest of all alternatives and among the least environmentally impactful alternatives in terms of ground disturbance and property impacts during construction. This alternative was identified to minimize bridge closure and other potential impacts to the local community.

### **Response to Comment 3: The alternatives are out of character**

Caltrans notes the commenter's concern about the character of the bridge. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."**

Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives and most closely matches the aesthetics of the existing bridge.

**Reich, Robert B.\_A**  
page 1 of 1

IND\_ReicRobe\_A

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**From:** Robert B. REICH [REDACTED]  
**Sent:** Tuesday, May 30, 2017 10:21 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge Project in Point Reyes

To whom this may concern:

1 As a resident of Inverness, I would like to express my strong objection to this project in its present form. The proposed bridge is disproportionately large, inappropriately designed, and unnecessarily costly. It would undermine the character of the Point Reyes community and harm the delicate ecosystem of Lagunitas Creek in Point Reyes.

Please consider this comment when making a final decision.

Sincerely,

Robert B. Reich

## **Response to Reich, Robert B.\_A**

### **Response to Comment 1: Opposition to project**

Caltrans notes the commenter's opposition to the project. The EIR/EA considered the size and scale of the various bridge-type alternatives, community character, and biological resources. For additional discussion, please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character," "BIO-1, Biological impacts,"** and **"GEN-1, Wasting money."**

Caltrans selected Alternative 3a, Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. The selected Preferred Alternative is the narrowest of all alternatives, most closely resembles the scale of the existing Lagunitas Creek Bridge, and avoids obstructing views towards Point Reyes Station and the surrounding environment. This alternative is among the least environmentally impactful alternatives in terms of ground disturbance and property impacts during construction. This alternative was identified to minimize bridge closure and other potential impacts to the local community.

Rishell, Rebecca\_A  
page 1 of 1

IND\_RishRebec\_A

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**From:** Rebecca Rishell [REDACTED]  
**Sent:** Wednesday, June 21, 2017 9:03 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** My comments for your consideration

Dear Caltrans,

Thank you for extending the public comment period. I have several strong concerns about the proposed options for the bridge in Pt Reyes Station, CA.

1 First, I request that you identify and analyze at least two true seismic retrofit alternative, consistent with established Caltrans procedures and policies for seismic retrofits (per "Memo to Designers 20-4". The E.I.R. you provided is flawed because it was done without having completed this step. So, I request that you issue a new draft E.I.R that includes a full analysis of such retrofit alternatives. This will remedy the flaw in the existing E.I.R. And, of course, no decisions about options must be made prior to the thorough consideration of retrofit options and the new E.I.R.

2 Second, I strongly object to the devastating impact of all current options on our local veterinary practice. As a resident and long-time pet owner, I can assure that this practice is a vital part of our community and essential for the many residents whose pets depend on the veterinarians for both routine and emergency pet health needs. The scenario you presented with the assumption that it is feasible for the vet practice to continue during the extended period required for replacing the bridge borders on the absurd. The difficulty with access, the major noise pollution, the removal from service of most of the parking, the concept of moving animals to other unidentified locations from time to time — these are simply not practicable in any real sense.

Selecting one of the bridge options currently under consideration creates significant problems for pet owners. The excellent, established vet practice will be destroyed, after years of development and major investment in maintaining updated facilities and equipment. And greater Pt Reyes area pet owners will be forced to drive 25-50 minutes (at best) to other practices — assuming that other practices have the band-width to accept a large number of new patients. The result of saturating practices in surrounding areas will be that pet owners in Bolinas, Pt Reyes Station, and Inverness will have no alternative at times but to take their animals to the large Emergency Vet Hospital practice in San Rafael. This is seriously deleterious to sick animals and their owners. You are also assuming, incorrectly, that all pet owners in these communities have the means to get to more distant vets. Many senior and/or low income pet owners will not be able to arrange the transportation needed to reach other vets.

I strongly urge you to choose an option that does not put the local vet out of business and the local pet owners on the road!

Thank you for your consideration,  
 Rebecca Rishell

[REDACTED]

## Response to Rishell, Rebecca\_A

### Response to Comment 1: Consider a retrofit

Caltrans notes the commenter's support for a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," and "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives,"** which describes what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria.

### Response to Comment 2: Protect the animal hospital

Caltrans notes the commenter's concern about traffic, dust, and noise impacts on the animal hospital and how the project may impact the animal hospital.

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Please see Table N-1 for the response to **Common Comment "CIA-2, Community impacts," and "NOI-1, Noise impacts."** Also, **Common Comment "CIA-1, Protect the animal hospital,"** explains how the animal hospital was considered, and **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** provide more detail on why staging areas are necessary and how they have been minimized to reduce impacts.



Robbins, Janet\_A  
page 1 of 1



5/22/17  
Dear Caltrans  
Our local vet in Pt Reyes Station Dr. Mary Whitman, has her clinic adjacent to the work site of the Lagunitas Creek Bridge Project. Her practice will be profoundly & badly impacted by this project, & yet NO ONE has talked directly to her about her legitimate concerns — PLEASE could SOMEONE be in contact with her ASAP to address this issue & propose remedies. Our community cannot lose our only vet! Thank you, Bert Anshus  
Janet Robbins

## **Response to Robbins, Janet\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging."**

Robin, Carley\_A  
page 1 of 1

IND\_RobiCoul\_A

Caltrans Project Office

12 May 2017

RE: Lagunitas Creek Bridge Project

To Whom it May Concern:

I am writing in support of Point Reyes Animal Hospital and advocating against using their parking lot as a Caltrans staging area. Dr. Whitney and her team provide a vital service to this part of West Marin and obstructing their business will cause it to close permanently. Residents will have to travel for an extended period into Petaluma or San Rafael in order to receive emergency or basic medical care for their animals. With so many talented and intelligent engineers at your disposal I am confident that you can come up with a better solution for your needs and the needs of residents in the area.

Sincerely,

Carla Robin, DVM  
Pet Emergency Specialty  
Center of Marin

## **Response to Robin, Carley\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging."**

Additionally, Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Please see Table N-1 for the response to **Common Comment "CIA-2, Community impacts."**

Regarding the inquiry to develop further alternatives, please see Table N-1 for the responses to **Common Comments "ALT-3, Definition of a true retrofit," "ALT-4, Full range of alternatives,"** and **"ALT-5, Less intrusive retrofit."**

Rogers, Art\_A  
page 1 of 1

IND\_RogeArt\_A

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**From:** Art Rogers [REDACTED]  
**Sent:** Tuesday, June 20, 2017 11:46 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** NO BUILD

I have been a resident and business owner in this community for almost 45 years.

1 The proposal Cal Trans is trying to get approved for Lagunitas Bridge in this community is unacceptable. Besides the negative economic impact to our businesses, it would be detrimental to our environment, schools, health and welfare.

2 It is not right that Cal Trans comes from outside this community without the intimate knowledge of the history and lifestyle of this place and makes decisions that are inappropriate, and in this case, ridiculous. This bridge proposal has been shown to be overbuilt and a waste of money. We in this community are also taxpayers who pay for the livelihood of Cal Trans employees and this is truly another example of government waste. Some of the excessive costs of this bridge proposal could surely be put to better use in other failing road infrastructure out here.

3 There are highly educated engineers, planners and professionals who live and/or work in this community that are very knowledgeable in their fields. They are capable of being critical of the Cal Trans plan and should be heard, They have serious issue this Cal Trans proposal. Their assessment of the facts have proven the that the NO BUILD option should be supported.  
Cal Trans has persistently submitted their proposal three times and have not thoroughly considered the NO BUILD option.

Please do not approve the plan that Cal Trans has proposed.

Art Rogers  
Point Reyes, California  
June 20, 2017

## **Response to Rogers, Art\_A**

### **Response to Comment 1: Economic impacts during construction, detriment to environment**

Caltrans notes the commenter's concern about economic and community impacts. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all.

Economic analysis is provided in Section 2.1.2.1 of the Final EIR/EA, which includes the consideration of factors such as traffic, noise, dust, and visual disturbance that may influence the patronage to local businesses (and specifically the animal hospital). The AMMs, mitigation measures, and project features developed for construction impacts are consistent with professional standard practices for Caltrans infrastructure projects and include as much detail as is possible at this stage of development. Because a quantitative economic impact to local businesses cannot be determined until after construction (and after obtaining financial data from businesses), the analysis included in Section 2.1.2.1 is qualitative in nature. This analysis meets the requirements of NEPA.

As noted in Chapter 3 of the Final EIR/EA, unlike NEPA, the focus of the analysis under CEQA shall be on the physical changes caused by the economic or social chain of cause and effect. Economic or social effects of a project shall not be treated as significant effects on the environment.

The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-2, Community impacts."**

Community suggestions to incorporate Safe Routes to School led to expanding project to include: a) extending the culvert, b) pedestrian crosswalk crossing at Sir Francis Drake Boulevard, and c) extending and widening the shoulder north towards Third Street. Please review Final EIR/EA Section 1.3.2.3, Commonalities of the Build Alternatives, for more detail.

### **Response to Comment 2: The proposed bridge alternatives are overbuilt and a waste of money**

Caltrans notes the commenter's concerns about the community and wasting money. The range of alternatives evaluated in the EIR/EA considers community interests and sensitive environmental resources, while also meeting the project purpose and need. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

In terms of efficient use of public funds, please see Table N-1 for the response to **Common Comment "GEN-1, Wasting money,"** which provides more detail on how funds are allocated.

### **Response to Comment 3: Support for the No-Build Alternative**

Caltrans notes the commenter's support for the No-Built Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need.

Please see Table N-1 for the responses to **Common Comment “ALT-1, Support for the No-Build Alternative,”** and **“ALT-2, Describe the no-build scenario.”**

**Rogers, Laura\_A**  
page 1 of 1

IND\_RogeLaur\_A

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**From:** Laura Rogers [REDACTED]  
**Sent:** Tuesday, June 20, 2017 6:43 AM  
**To:** Lagunitas Bridge@DOT <lagunitasbridge@dot.ca.gov>  
**Subject:** No Build

To Whom it May Concern,

I am a 40 resident of Pt Reyes Station, retired local school teacher and am opposed to the Caltrans plan for our Green Bridge.

1 The best alternative is the No Build one, which would favor our local Animal Hospital, our children traveling to and from school, our local community members, our local businesses and our precious environment.  
Please do not approve the plan Caltrans has proposed.

Sincerely,  
Laura Rogers



## **Response to Rogers, Laura\_A**

### **Response to Comment 1: Support for the No-Build Alternative, concern for the animal hospital, local businesses, traffic (e.g., to school), and the environment**

Caltrans notes the commenter's support for the No-Built Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."** Also see the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CIA-2, Community impacts."**

Community suggestions to incorporate Safe Routes to School led to expanding project to include: a) extending the culvert, b) pedestrian crosswalk crossing at Sir Francis Drake Boulevard, and c) extending and widening shoulder north towards Third street. Please see Final EIR/EA Section 1.3.2.3, Commonalities of the Build Alternatives, for more detail.

**Rojas, Clare\_A**  
page 1 of 1

IND\_RojaClar\_A

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**From:** Clare Rojas [REDACTED]  
**Sent:** Saturday, May 27, 2017 10:30 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Point reyes animal Hospital and bridge closer.

Hello,

I am writing to express my concerns about the bridge construction and the negative impact on the Point reyes animal hospital and the surrounding community.

The community extending to Bolinas-Stinson-needs 100% access to this hospital at all times.

Dr. Whitney and her staff are essential to any of us who have our beloved animals as her patients.

I have a dog who will literally die if she does not get her medication injected monthly at this clinic. Access to other clinics are either too far away or the schedule is very restricted.

Please do not shut access to this clinic down- not for weeks or months or years.

Sincerely,  
Clare Rojas

## Response to Rojas, Clare\_A

### Response to Comment 1: Protect the animal hospital

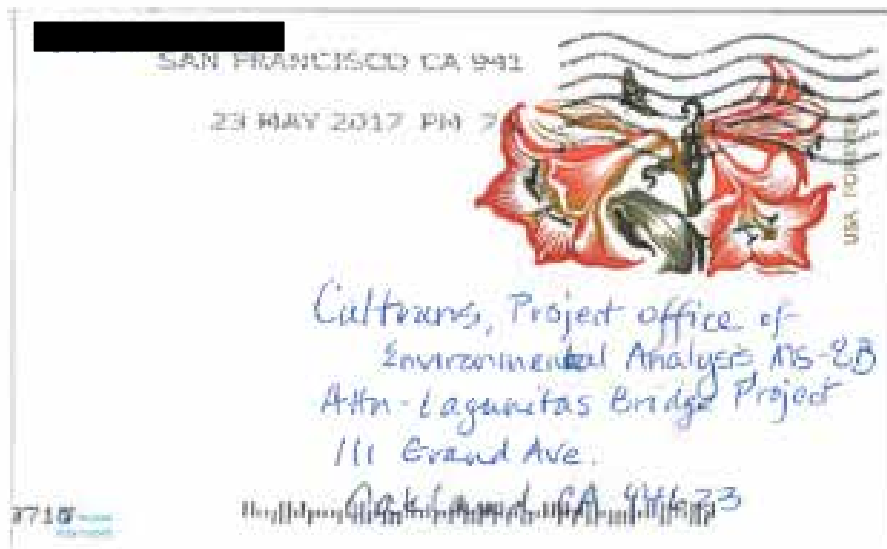
Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-2, Community impacts," "CIA-1, Protect the animal hospital,"** for more about how the animal hospital was considered, **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Recognizing this construction impact, Caltrans has identified Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative. Construction of this alternative would be completed within 1 year, with the majority of the construction occurring within 5 months, and includes a 2- to 3-week bridge closure. The selected Preferred Alternative is the narrowest of all alternatives, and among the least environmentally impactful alternatives in terms of ground disturbance and property impacts during construction. This alternative was identified to minimize bridge closure and other potential impacts to the local community.

Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CST-1, Minimize duration of construction,"** and **"CST-2, Closure timing - don't impact tourism season>"**

Ross Pamela\_A  
page 1 of 1

NO RESPONSE



5/22/17  
Dear Caltrans,  
I urge you to do whatever is necessary to ensure that our local veterinary clinic is able to operate throughout the bridge construction & that the animals, employees, tenant, & owner of the clinic are all dealt with in a way that minimizes disruption & trauma & financial losses to those affected. This is extremely important to this entire community. Pamela Ross

## **Response to Ross Pamela\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the response to **Common Comments "CIA-2, Community impacts," "CIA-1, Protect the animal hospital,"** for more about how the animal hospital was considered, and **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provide more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Ross, Pamela\_B

page 1 of 1

IND\_RossPame\_B

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**From:** Charles Gay/Pamela Ross [REDACTED]  
**Sent:** Friday, May 26, 2017 3:06 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** comments on draft EIR

1. I want to commend Caltrans for involving the local community in the process of planning and design for this project. However, I recently learned that there is a state law which prohibits Caltrans from contacting the nearby residents and businesses which will be most impacted by the project. I cannot imagine why this would be so, but I urge you to make it clear to Mary Whitney and others that Caltrans must and will take their concerns into account as the project moves through the required phases.
2. I prefer design 3a, the 3-span concrete bridge. This is based on 3 criteria: (1) which bridge will provide the best sightlines from both directions on Route 1 and, most importantly for me, from Levee Road (Sir Francis Drake Blvd); (2) aesthetics—I see no need to attempt to recreate the look of the existing bridge, but would prefer a bridge that disappears as much as possible; (3) cost.
3. I have one concern that I don't see addressed in the EIR, although of course it's possible I missed it: will the roadbed of the 3a design have to be higher than it is now because of the thickness of the concrete required? Would this mean an incline at each end of the bridge approaches? I certainly think it's important to take sea level rise into account for this project, but the Memo attached to the EIR does not address the different bridge designs.
4. My main concern is the intersection of Route 1 and Levee Road, which is currently dangerous and difficult on weekends when the traffic is heavy. A 3-way stop sign and blinking light (like at the corner of Sir Francis Drake and Route 1 in Olema) would ameliorate this problem, but I understand that Caltrans has not accepted this suggestion from the community. Another idea is to have a human being direct traffic only at times when necessary, but I doubt that the California Highway Patrol considers this part of their duties, so how about having a properly trained fireperson or some other official on call to direct traffic when needed.

Thank you for your consideration,

Pamela Ross  
[REDACTED]

## **Response to Ross, Pamela\_B**

### **Response to Comment 1: Contacting residents and businesses**

Caltrans notes the commenter's concern about contacting affected residents and business owners. Caltrans has reached out directly to the animal hospital to discuss the project. The EIR/EA considered construction impacts to private property. The environmental process provides these disclosures to all concerned individuals equally. Prior to construction, during the design phase, Caltrans will refine the project design and will continue to work with regulatory agencies to obtain necessary permits. After the project is more refined, Caltrans will attempt to engage property owners again and to approach each property owner individually to ascertain their unique situations and will apply appropriate avoidance, minimization, and mitigation measures best suited for the property.

Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "PUB-2, Public outreach process."** However, communication does not stop there; it will continue through final design, leading up to and during construction. Caltrans will work directly impacted and interested community members.

### **Response to Comment 2: Support for Alternative 3a, Three-span, Concrete Bridge, ABC**

Caltrans notes the commenter's support for Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in. Caltrans has identified Alternative 3a as the Preferred Alternative.

### **Response to Comment 3: Roadbed and effects including sea level rise**

Comment noted. This project has abided by NEPA and CEQA through the evaluation of a full and reasonable range of alternatives. Caltrans has a responsibility to consider impacts on the natural and human environment, including sea level rise (see Section 2.2.1, Hydrology and Floodplain, of the EIR/EA), of every project and to work with the community to avoid, minimize, and, as necessary, mitigate those impacts. In addition, the Final EIR/EA was updated to reflect that Caltrans and Marin County have discussed the need to include potential climate adaptation measures in new infrastructure projects, such as the bridge. Both recognize that while raising the bridge is not the solution, having the flexibility to raise the bridge may be part of the solution in conjunction with future Marin County infrastructure efforts. Caltrans has agreed to consider design of the Lagunitas Creek Bridge substructure to support raising the bridge in the future.

Caltrans has selected Alternative 3A: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in. Under this alternative, the bridge roadway elevation may be up to 1 foot higher than the existing bridge to maintain the same clearance above the creek waters. Roadway work would require aligning the road grade to the grade of the bridge deck.

### **Response to Comment 4: Construction traffic**

Caltrans notes the commenter's concern about traffic. As stated in the EIR/EA under Section 2.1.5.3, during construction the SR 1/Sir Francis Drake Boulevard intersection would require a three-way stop to safely manage traffic movements. During high-volume hours, flaggers with handheld stop signs would facilitate safe traffic flow. Please see Chapter 2.1.5 of the Final EIR/EA for more information regarding construction traffic. In addition, please see Table N-1 for the responses to **Common Comments "TSP-1, Intersection at Sir Francis Drake Boulevard during operation," "CST-1, Minimize duration of construction," "CST-2, Closure timing - don't impact tourism season," and "CST-5, Traffic impacts of construction."**

Rowe, Josh\_A

page 1 of 2

IND\_RoweJosh\_A

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**From:** Josh Rowe [REDACTED]  
**Sent:** Monday, June 19, 2017 2:10 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Please Do Not Build a New Bridge

Hello,

1 My name is Joshua Rowe and am a former 13-year resident of Point Reyes Station. Despite this, I visit frequently and still feel connected to the community. After hearing both sides of the argument for replacing the Lagunitas Bridge, I can confidently support the NO BUILD option. I support this option for the following reasons:

1. It is extremely unlikely that an earthquake centered nearby the bridge will be powerful enough to collapse it. If there were an earthquake large enough to collapse it, then the authorities would have much greater problems on their hands.
2. Given the amount of time that cars traveling the speed limit are actually on the bridge, it is extremely unlikely that a car will be on the bridge when it collapses. This unlikely event could be avoided with the installation of the "shake alert"

The Green Bridge is fine as is. The likelihood of a quake centered very close by that is actually large enough to collapse the bridge is very low. Caltrans "design earthquake" of 7.9 centered nearby is extremely unlikely. It is far more likely that any quakes we would actually experience in the coming decades won't be strong enough to collapse the bridge. If we have a quake that is large enough to collapse the bridge, we will all have far greater problems than the bridge, since there are other driving routes available.

--At the speed limit of 35 mph, cars cross the bridge in 3-4 seconds. The likelihood of a car being on the bridge when it collapses is extremely remote. The "shake alert" red light system which Professor Johnston has spoken about would further reduce that small risk at very small cost.

3 --Bikes and pedestrians and vehicles have co-existed on this short bridge just fine for the last many decades.

4 --There appear to be less intrusive options for retrofitting the bridge sufficiently to reduce risks to an acceptable level. Caltrans should have identified and analyzed those, as the community as requested for two years. Since Caltrans has refused to do so, and only given the community the choice of complete replacement (which will cause enormous community and environmental impacts) vs. no action, I favor "no action" and "no build"

5 --Caltrans should halt the environmental review process, and start over by engaging in a true and open collaboration with the community to identify actual risks, and then identify and evaluate the many alternatives available for reducing risk

6 --The impacts of the proposed bridge replacement will be enormous. Multiple, extended (several months at a time) period of 1-way alternating traffic for at least one year will severely disrupt day to day life for local residents, and significantly affect businesses in the area which rely to a



**Rowe, Josh\_A**

**page 2 of 2**

large degree on visitors, and those visitors will surely stay away once word gets about the horrific traffic delays, noise and visual pollution which this massive project will entail

7

--The new bridge which Caltrans is likely to build (one of the full-span designs) will be horribly out of character for our small rural community. Since it will also be much wider with more separation for bikes and pedestrians, it is likely to result in much higher driving speeds, meaning an increased likelihood of accidents both on the bridge and on the approaches on both ends of the bridge

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null

## **Response to Rowe, Josh\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for the No-Built Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

### **Response to Comments 2: Earthquake unlikely and ShakeAlert system**

Comment noted. The ShakeAlert system does not meet the purpose and need for the project. Please see Table N-1 for the responses to **Common Comment "ALT-6, Consider seismic safety flashing lights"** and **"GEO-1, Earthquake unlikely."**

### **Response to Comment 3: Pedestrians and bicycles**

Comment noted. Bridge replacement requires upgrading the bridge to current safety standards, including accommodating the deflection barrier, shoulders, and pedestrian accessibility consistent with the Caltrans Design Manual, Sixth Edition. Additionally, Caltrans cooperates with local entities to build complete streets, and, in this area, Marin County plans to extend the shoulder to add safe bicycle routes. See the *Marin County Unincorporated Area Bicycle and Pedestrian Master Plan* (Marin County Department of Public Works 2008).

### **Response to Comment 4: Consider a true retrofit**

Caltrans notes the comment about considering a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative,"** **"ALT-2, Describe the no-build scenario,"** **"ALT-3, Definition of a true retrofit,"** and **"ALT-5, Less intrusive retrofit."**

### **Response to Comment 5: Local engagement in the development of alternatives**

Caltrans notes the commenter's interest in open collaboration with the community in the development of project alternatives. Caltrans has reached out directly to the animal hospital to discuss the project. The EIR/EA considered construction impacts to private property. The environmental process provides these disclosures to all concerned individuals equally. Prior to construction, during the design phase, Caltrans will refine the project design and will continue to work with regulatory agencies to obtain necessary permits. After the project is more refined, Caltrans will attempt to engage property owners again and to approach property owners individually to ascertain their unique situations and apply appropriate avoidance, minimization, and mitigation measures best suited for the property. Please see Chapter 4 of the EIR/EA, which describes how public and agency input have been integrated into project development, and please see Table N-1 for the responses to **Common Comments "PUB-1, Extend comment period,"** **"PUB-2, Public outreach process,"** and **"ALT-4, Full range of alternatives."**

### **Response to Comment 6: Economic, community, and traffic impacts during construction**

Caltrans notes the commenter's concern about traffic, dust, and noise impacts on the animal hospital and how the project may impact the animal hospital.

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Please see Table N-1 for the response to **Common Comments "CIA-1, Protect the animal hospital," and "CIA-2, Community impacts."**

Caltrans will minimize traffic impacts during construction and has developed the accelerated bridge construction method to reduce the construction period and to allow use of the bridge for most of the construction period. Please see Table N-1 for the responses to **Common Comments "CST-1, Minimize duration of construction," "CST-2, Closure timing - don't impact tourism season," "CST-5, Traffic impacts of construction," and "NOI-1, Noise impacts."**

### **Response to Comment 7: Proposed bridge alternatives are out of character**

Caltrans notes the commenter's concern about the character of the bridge. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."**

Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

Caltrans is responsible for providing safe mobility on state routes. Please see Table N-1 for the response to **Common Comment "TSP-2 Safety hazard."**

Rugg, Shelley\_A  
page 1 of 1

IND\_RuggShel\_A

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**From:** Shelley Rugg [REDACTED]  
**Sent:** Monday, June 19, 2017 9:23 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** DON'T BUILD BRIDGE

Dear CalTrans,

- 1 | I live in Inverness, I oppose Caltrans' plan to replace the Green Bridge, and I support the "no build" alternative.
- 2 | The Green Bridge is fine as is. The likelihood of a quake centered very close by that is actually large enough to collapse the bridge is very low. Caltrans "design earthquake" of 7.9 centered nearby is extremely unlikely. It is far more likely that any quakes we would actually experience in the coming decades won't be strong enough to collapse the bridge. If we have a quake that is large enough to collapse the bridge, we will all have far greater problems than the bridge.
- 3 | At the speed limit of 35 mph, cars cross the bridge in 3-4 seconds. The likelihood of a car being on the bridge when it collapses is extremely remote. The "shake alert" red light system which Professor Johnston has spoken about would further reduce that small risk at very small cost.
- 4 | There appear to be less intrusive options for retrofitting the bridge sufficiently to reduce risks to an acceptable level. Caltrans should have identified and analyzed those, as the community has requested for two years. Since Caltrans has refused to do so, and only given the community the choice of complete replacement (which will cause enormous community and environmental impacts) vs. no action, I favor "no action" and "no build"

It ain't broke, so don't fix it!!

Sincerely,

Shelley Rugg

## **Response to Rugg, Shelley\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for the No-Built Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

### **Response to Comment 2: Likelihood of an earthquake**

Caltrans notes the commenter's statement about earthquakes. Please see Table N-1 for the response to **Common Comment "GEO-1, Earthquake unlikely."**

### **Response to Comment 3: Earthquake warning lights**

Comment noted. The ShakeAlert system does not meet the purpose and need for the project. Please see Table N-1 for the response to **Common Comment "ALT-6, Consider seismic safety flashing lights."**

### **Response to Comment 4: Consider a true retrofit**

Caltrans notes the commenter's support for a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," "ALT-4, Full range of alternatives,"** and **"ALT-5, Less intrusive retrofit."**

**Runnion, Kathy\_A**  
page 1 of 1

IND\_RunKath\_A

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**From:** Kathy Runnion [REDACTED]  
**Sent:** Monday, June 19, 2017 9:46 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** No Build Alternative for Green Bridge

To whom it may concern,

1 The impact of tearing down and replacing the Green Bridge over Lagunitas Creek in Point Reyes Station on the Point Reyes Animal Hospital is unacceptable. We depend on our Veterinary Clinic, and cannot afford to lose it, which forcing the Build option forward could very likely cause.

We need a "No Build" alternative that does not impact the Point Reyes Animal Hospital's ability to do business, and continue providing our West Marin community with a most vital service.

**Kathy Runnion**

## **Response to Runnion, Kathy\_A**

### **Response to Comment 1: Support for the No-Build Alternative and protection of the animal hospital**

Caltrans notes the commenter's support for the No-Built Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts,"** for more about how the animal hospital was considered, and to **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provide more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Russum, Sue Ann\_A  
page 1 of 1

IND\_RussSueAn\_A

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**From:** Sue Ann Russum [REDACTED]  
**Sent:** Monday, May 29, 2017 11:15 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Loss of use of community resource

- 1 You must go back and reconsider how you achieve repairing the bridge. You **must not** do it in a way that will completely ruin the lives of those who supply a trusted community resource like the only vet that serves much of West Marin. There is no need for a wide bridge there. Point Reyes Station is small and has a lot of pedestrian traffic. Slowing traffic as it goes through the town makes sense. All of the Route 1 traffic is on a two lane road. Keep the precious rural quality which is the true draw of the region. Two lane roads keep you closer to the landscape. It slows us down to take in the beauty of the world in which we live.
- 2 I know there are clever engineers working with Caltrans who can figure a way of creating a safe bridge and keeping the rural quality without ruining the lives of so many and depriving the community of the local vet. It is possible to maintain the rural quality of a popular tourist destination, allow local vendors to make a living and access to the National Park.
- 3 Two caltrans workmen recently repaired a cement bridge of a similar era on the Olema - Bolinas Road. It was a smaller bridge but on a main access road to Bolinas. They created a new version of the bridge keeping the style while minimally interrupting the flow of traffic. Please find the solution that maintains the character of the area and does not ruin the much needed clinic by taking away access and with as little disruption to local community. **Your present plan is absolutely unacceptable.**

My dogs have been taken care of by the vet impacted so severely by your proposal for as much as 30 years. It would be a hardship to have to travel further for help in emergencies.

Thank you for your consideration.

Sue Ann Russum  
Resident of Bolinas  
Frequent Visitor of Point Reyes Station



## **Response to Russum, Sue Ann\_A**

### **Response to Comment 1: Protection of the animal hospital, width of bridge, concern about maintaining rural character**

Caltrans notes the comments regarding the concern of construction impacts on the animal hospital and maintaining the rural quality of the region with a narrow, two-lane bridge. Recognizing this impact, Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. This alternative has a construction period of less than 1 year, with a 2- to 3-week bridge closure. This three-span concrete bridge will continue to be a two-lane bridge. This alternative is also the narrowest bridge structure of all the Build Alternatives. Caltrans has continued efforts to refine the staging areas to reduce and minimize construction areas and impacts on adjacent properties as much as feasible, based on the animal hospital concerns. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments CIA-1, “Protect the animal hospital,” “CIA-2, Community impacts,” “CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,” and “CST-6, Consolidate staging.”**

None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 in the introduction to this appendix for the response to **Common Comment “ALT-7, Size of bridge and visual/aesthetic character.”**

### **Response to Comment 2: Create a safe bridge while maintaining rural quality**

Caltrans notes the commenter’s opposition to the proposed Build Alternatives (replacement of the bridge) and support for a bridge repair. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments “ALT-3, Definition of a true retrofit,” “ALT-4, Full range of alternatives,” and “ALT-5 Less intrusive retrofit.”**

### **Response to Comment 3: Support for a retrofit, minimize impacts to animal hospital**

Caltrans notes the comment regarding the repair of a similar concrete bridge on the Olema - Bolinas Road, a bridge of the same era as the Lagunitas Creek Bridge. However, the Olema bridge was repaired in place with minimal disruption to traffic because it did not have the same seismic and safety deficiencies as the Lagunitas Creek Bridge. For the reasons stated in the response to Comment 2 above, Caltrans investigated and evaluated a retrofit alternative but dismissed it due to its extensive construction and environmental impacts compared to the Build Alternatives.

Sacheli, Angelo\_A  
page 1 of 1



Lagunitas Creek Bridge Project  
May 10, 2017 – Public Meeting  
**COMMENT FORM**

IND\_SachAnge\_A

1

Please leave your comments with staff during the meeting or mail it to the following address by DATE:

Eric DeNardo, Associate Environmental Planner  
Department of Transportation, Environmental Planning, MS 8B  
P.O. Box 23660  
Oakland, CA 94623

You can also email your comments to [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov). Please include your name, affiliation (if applicable), and address with your comments.

Name: ANGELO SACHELI Date: 5/10/17

Affiliation (if applicable):

Address: [REDACTED]

Email: [REDACTED]

Please write comment on the back.

For more information, visit <http://www.dot.ca.gov/dist4/envdocs.htm> or email [eric.denardo@dot.ca.gov](mailto:eric.denardo@dot.ca.gov).

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Comment: I am 65 yr old man living in J. Russ Park - I travel to Pt. Reyes daily (mailbox is there) - I prefer the 4A longitudinal move in arch style bridge option. It is imperative that the project has the least interference w/ daily traffic. The construction of a parallel temporary bridge would be too less disruptive to daily activities and access to emergency of other services. 2-3 wk closure would be difficult but acceptable if kept to an outside limit of 3 weeks.

my pref - 4a ABC

Also A temporary foot bridge @ site of former Giacomini Dam would allow pedestrian & bike traffic during closure

## **Response to Sacheli, Angelo\_A**

### **Response to Comment 1: Support for Alternative 4a, arch option of the full-span truss, traffic disruption**

Caltrans notes the commenter's support for Alternative 4a: Full-span, Steel truss, ABC, Longitudinal Move-in, while still being open to having a temporary bridge to minimize traffic impacts. The potential 2- to 3-week closure is the maximum time the bridge would be closed, and it is planned to occur during season with the least tourism to minimize traffic impacts.

The EIR/EA included the evaluation of impacts of bridge construction on emergency services in both the Utilities and Emergency Services section (Section 2.1.4.2) and the Transportation section (Section 2.1.5.3).

The EIR/EA also includes minimization measures and project features to reduce the effect of the closure and construction period traffic delays at the bridge. Please see AMM UTIL-1, Provide emergency service personnel on both sides of the bridge, Project Feature TRANS-1, Construction traffic management plan, and Project Feature TRANS-2, Emergency services access provisions.

Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CST-1, Minimize duration of construction," "CST-2, Closure timing - don't impact tourism season," and "CST-5, Traffic impacts of construction."**

### **Response to Comment 2: Separate foot bridge**

Caltrans notes the commenter's desire for a separate foot bridge. Please see Table N-1 for the response to **Common Comment "CST-4, Separate the pedestrian and bike crossing."**

**Salone-Chen, Danielle\_A**  
**page 1 of 1**

IND\_SaloDani\_A

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-----Original Message-----

From: Danielle Salone [REDACTED]  
Sent: Tuesday, May 30, 2017 1:37 PM  
To: Lagunitas Bridge@DOT <lagunitasbridge@dot.ca.gov>  
Subject: A letter from a concerned resident

Hello

- 1 | I'm a long time resident of West Marin and a long time client of Point Reyes Animal Hospital.  
The creation of a new bridge in this community is absolutely unnecessary. The current bridge size is more than adequate. It simply needs retrofitting if it must meet certain standards.

1

- 2 | Dr Whitney provides an important and necessary service to so many residents of West Marin. Her business cannot be destroyed in order to build a bridge that has no business being built here in the first place.  
Thank you for your attention  
Danielle Salone-Chen

Sent from my iPhone

## Response to Salone-Chen, Danielle\_A

### Response to Comment 1: Project need, retrofit preferred

Caltrans notes the commenter's opposition to a new bridge and support of a retrofit alternative. Section 1.2.2 of the Final EIR/EA provides a summary of the project need, which is based on a series of studies documenting the existing condition of the bridge and the geologic context. Also, see Final EIR/EA, Section 1.3.2.3, Commonalities of the Build Alternatives, which describes the dimensions of each Build Alternative. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. See Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative; this alternative is the narrowest of all the proposed Build Alternatives.

Additionally, Caltrans evaluated a retrofit alternative, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018) posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>), as well as in the EIR/EA. For many reasons, including disruption to the local economy and residents, Caltrans dismissed this alternative from further evaluation in the Draft EIR/EA. Please see Table N-1 for the responses to **Common Comment "ALT-3, Definition of a true retrofit," "ALT-4, Full range of alternatives,"** and **"ALT-5, Less intrusive retrofit."**

### Response to Comment 2: Protect the animal hospital

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CIA-2, Community impacts."** In response to public comments concerning the proposed staging area on the animal hospital parking lot, Caltrans has refined the staging area to reduce impact. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

**Schiller, Richard\_A**  
page 1 of 1

IND\_SchRich\_A

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**From:** Richard Schiller [REDACTED]  
**Sent:** Monday, June 05, 2017 8:57 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Point Reyes Green Bridge

Caltrans:

As a professional member of the community I would like you to seriously take these factors into consideration concerning the Green Bridge.

- 1 | Redoing the Lagunitas Creek Bridge will cause a great deal of problems to the community and related businesses.
  - 2 | A 16 foot wide bridge is like a freeway bridge not a small town entry bridge.
  - 3 | A true seismic retrofit has not been analyzed by Caltrans.
- Please consider the no build alternative or a true seismic retrofit.

Thank you.

Sincerely

Dr. Richard Schiller

[REDACTED]

Long time West Marin employee and resident

Sent from my iPad

## **Response to Schiller, Richard\_A**

### **Response to Comment 1: Community impacts**

Caltrans notes the commenter's concern about community impacts. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-2, Community impacts."**

### **Response to Comment 2: Proposed bridge alternatives are out of character**

Caltrans notes the commenter's concern about the size of the bridge. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

### **Response to Comment 3: Consider the No-Build Alternative or a true retrofit**

Caltrans notes the commenter's support for a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit" and "ALT-4, Full range of alternatives."**

**Schmitt, Cathleen\_A**  
**page 1 of 1**

IND\_SchmCath\_A

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-----Original Message-----

From: Cathy Schmitt [REDACTED]  
Sent: Sunday, May 21, 2017 10:41 AM  
To: Lagunitas Bridge@DOT <lagunitasbridge@dot.ca.gov>  
Subject: Request for doing a true Seismic Retrofit Study on Lagunitas Creek Bridge

Attn: Cal Trans Environmental Analysis, MS-8B  
Lagunitas Creek Bridge Project

I am writing to oppose the current Lagunitas Creek Bridge plans for 1. construction of a new and much wider bridge and 2. Use of Point Reyes Animal Hospital's parking lot.

As a 20+ year resident, I am requesting the True Seismic Retrofit/ "no Build" study be done.

- 1 1. The new bridge plan would build a new bridge that is up to 16 feet wider. The new bridge would take 1 to 3 years to complete at great impact to the community and travelers. With a freeway size bridge, motorists will likely drive faster into and out of town. There are many local and tourist pedestrians who could easily be injured or worse because the drivers didn't slow down fast enough. A smaller bridge is literally fitting for a small town because it slows traffic down and visually reminds drivers they are in a small town.
- 2 2. Use of Point Reyes Animal Hospital parking lot should be reconsidered. The one to three year impact on Dr. Whitney's office and her family would be most devastating. This is not just a plot of land on a Google map closest to the bridge. This is a Veterinary medical office. Mary Whitney, DVM runs an office and medical hospital for emergencies and surgery. Minutes count. The elderly and disabled pet owners couldn't use the front door and can't drive out of town. With all of the traffic, noise and dust, many people will get into the habit of avoiding the area, including Point Reyes Animal Hospital. As a medical professional myself who has experienced just a month of decreased access to my office I can tell you the economic impact was immediate and the situation was dangerous for patients and office. Dr. Whitney will have minimal income at best and could have to close Point Reyes Animal Hospital. This would be a great loss to all.

Thank you for your consideration.

Dr. Cathleen Schmitt

Sent from my iPad



## **Response to Schmitt, Cathleen\_A**

### **Response to Comment 1: New and wider bridge**

Caltrans notes the commenter's concern for the size of the bridge. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives."**

The range of alternatives evaluated in the EIR/EA considers community interests and sensitive environmental resources, while also meeting the project purpose and need. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives. Please also see the response to **Common Comments "TSP-2, Safety hazard," "CST-1, Minimize duration of construction," "CST-5, Traffic impacts of construction."**

### **Response to Comment 2: Protection of the animal hospital and staging**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," and "CIA-2, Community impacts."**

Caltrans notes the commenter's concern about taking property. This project does not propose permanent property acquisition beyond a narrow shoulder on Whitehouse Pool Park to provide continued pedestrian access to the park's trailhead and down to the Sir Francis Drake Boulevard intersection. Caltrans will maintain access to the animal hospital throughout construction. Please see Table N-1 for the response to **Common Comment "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** which provides more detail on how temporary construction easements and staging areas are used, and **Common Comment "CST-6, Consolidate staging,"** which provides more information on how staging will be used and minimized.

Schmucker, Douglas L. \_A

page 1 of 1

IND\_SchmDoug\_A

**From:** Douglas Schmucker [REDACTED]  
**Sent:** Friday, May 19, 2017 7:06 PM  
**To:** Lagunitas Bridge@DOT <lagunitasbridge@dot.ca.gov>  
**Subject:** Insane plan to replace bridge

Dear Sir/Madam:

1 I am a thirty-year resident of West Marin and a client of the Pt. Reyes Veterinary Clinic for that same tenure. I  
2 am extremely disappointed in the Caltrans decision to replace, rather than to retrofit, the Lagunitas Bridge in Pt.  
Reyes. Please be advised that this is (a) not the Bay or Golden Gate Bridge, (b) it does not accommodate a  
significant amount of traffic except on weekends and (c) in the event of a major earthquake it will probably be  
3 inoperable despite replacement or retrofitting. Furthermore, why does Caltrans envision a replacement bridge  
that is 16 feet wider than the existing structure? To my knowledge, there has never been a "gridlock" situation  
at this site in my thirty years in West Marin. Furthermore, this bridge is approached by a two-lane rural  
road. Think much ????

3 Another issue pertains to the existing Pt. Reyes Veterinary Clinic whose property Caltrans anticipates  
occupying for 1-3 years during this proposed reconstruction of the bridge. This veterinary practice is critical to  
West Marin as it is the only full-service practice in the area and it has been an established practice for more than  
fifty years, beginning with Dr. Fisher. The proposal to occupy this property during construction will decimate  
4 this valuable and critically important veterinary practice. For example, this past week I took one of my pets to  
the clinic only to find the entrance to the parking lot rudely obstructed by Caltrans truck whose operator made  
no indication that he would move to permit my entry. Dr. Whitney was forced to come out and request that the  
parking lot entrance be unencumbered by Caltrans trucks/personnel. I often find the behavior of Caltrans  
employees to be somewhat abusive and ignorant of the confusion and inconvenience that they cause. This is  
especially true in situations wherein this inconvenience and disruption can be avoided or assuaged by  
alternative planning.

4 Not only will this proposal cause significant economic impact on the veterinary practice, but to the businesses in  
Pt. Reyes inasmuch as most tourists are unaware of the Platform Bridge alternate route. Where will I take my  
pets for treatment when the existing clinic is unavailable?

5 In all candor, this proposal stinks of the old government adage..."we have money and it needs to be spent.". As  
a long-time UCSF faculty member at the VA Medical Center in San Francisco, I can attest to this ingrained  
perspective when it comes to government funding. I encourage the saner minds at Caltrans and in the state  
government (if any exist) to re-evaluate this proposal and to arrive at a more economically and socially  
acceptable resolution.

I remain,

Respectfully yours,

D.L. Schmucker, Ph.D.  
Emeritus Professor, UCSF School of Medicine  
Emeritus Senior Career Research Scientist, SFVAMC

## **Response to Schmucker, Douglas L. \_A**

### **Response to Comment 1: Consider a true retrofit**

Caltrans notes the commenter's support for a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives."**

### **Response to Comment 2: Wider than existing structure**

Caltrans notes the commenter's concern about the size of the bridge. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

### **Response to Comment 3: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

### **Response to Comment 4: Economic impacts during construction/minimize impacts during construction and construction traffic**

Caltrans notes the commenter's concern about traffic and economic impacts. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Economic analysis is provided in Section 2.1.2.1 of the Final EIR/EA, which includes the consideration of factors such as traffic, noise, dust, and visual disturbance that may influence the patronage to local businesses (and specifically the animal hospital). The AMMs, mitigation measures, and project features developed for construction impacts are consistent with professional standard practices for Caltrans infrastructure projects and include as much detail as is possible at this stage of development. Because a quantitative economic impact to local businesses cannot be determined until after construction (and after obtaining financial data from businesses), the analysis included in Section 2.1.2.1 is qualitative in nature. This analysis meets the requirements of NEPA.

As noted in Chapter 3 of the Final EIR/EA, unlike NEPA, the focus of the analysis under CEQA shall be on the physical changes caused by the economic or social chain of cause and effect. Economic or social effects of a project shall not be treated as significant effects on the environment.

The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Please see Table N-1 in the

introduction to this appendix for the response to **Common Comment “CIA-2, Community impacts.”**

Furthermore, Caltrans will minimize traffic impacts during construction and has developed the accelerated bridge construction method to reduce the construction period and to allow use of the bridge for most of the construction period. Because the bridge closure must occur within the allowable in-water work window to avoid impacts on sensitive aquatic species, work will be limited to the dry season (June 1 to October 15) or as allowed to meet permit conditions. Caltrans will work with the contractor to minimize the impacts during peak traffic periods and high tourist season to the extent possible. Please see Table N-1 for the responses to **Common Comments “CST-1, Minimize duration of construction,” “CST-2, Closure timing - don't impact tourism season,” and “CST-5, Traffic impacts of construction.”**

#### **Response to Comment 5: Government funding**

Caltrans shares the commenter's concern about efficient use of government funds. Please see Table N-1 for the response to **Common Comment “GEN-1 Wasting money.”**

Schwartz, Wendy\_A  
page 1 of 1

IND\_SchwWend\_A

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**From:** wendy schwartz [REDACTED]  
**Sent:** Monday, May 29, 2017 11:27 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** No to Lagunitas Creek bridge!

Caltrans:

- 1 I write as a 34 year resident of Point Reyes/Inverness, (and member of our Chamber of Commerce) imploring you to reconsider this behemoth of a project that will not benefit but in fact ruin this community. The sheer size alone of the proposed bridge is ridiculous (putting it mildly)--completely out of scale to the setting. In
- 2 particular, the current plans threaten the existence of the beloved and depended on Point Reyes Animal Hospital, as well as the jobs it supports.
- 3 I urge you to consider either a "no build" alternative, or a true Seismic Retrofit.

Sincerely,  
Wendy Schwartz

\*\*\*\*\*  
[REDACTED]

## **Response to Schwartz, Wendy\_A**

### **Response to Comment 1: Proposed bridge out of scale**

Caltrans notes the commenter's opposition to the Build Alternatives presented in the EIR/EA because of the scale of the proposed bridge types. The scale and coherence with the community character of each bridge type were analyzed in the EIR/EA. Please refer to Section 2.1.6., Visual/Aesthetics, in the EIR/EA, and see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."**

### **Response to Comment 2: Protect the animal hospital**

Caltrans notes the commenter's concern regarding impacts to the animal hospital. Caltrans considered the impacts and identified measures to minimize impacts on the animal hospital in the EIR/EA. The analysis considered noise, temporary removal of parking, narrowing access to one driveway, and potential loss of clients and business. Please see Table N-1 for the response to **Common Comment "CIA-1, Protect the animal hospital," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging."**

### **Response to Comment 3: Consider true retrofit or No-Build Alternative**

Caltrans notes the commenter's support for a retrofit or No-Build Alternative. Caltrans evaluated a retrofit alternative, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018) posted on the project's website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). For many reasons, including disruption to the local economy and residents, Caltrans dismissed this alternative from further evaluation in the Draft EIR/EA. Please see Table N-1 for the response to **Common Comment "ALT-3, Definition of a true retrofit," "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," and "ALT-4, Full range of alternatives."**

Scott, Susan\_A  
page 1 of 1

IND\_ScotSusa\_A

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**From:** Susan Scott [REDACTED]  
**Sent:** Wednesday, June 21, 2017 5:43 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Bridge

1 I'm writing to express my strong opposition to the rebuilding or retrofitting of the bridge. The idea of spending limited infrastructure funds and causing massive and lengthy disruption to the traffic on Hwy 1 and the residents, visitors and businesses of West Marin to avert the potential damage from an earthquake seems nonsensical to me. Rupture in an earthquake is unlikely and even less likely to cause loss of life, given the short span and shallow water below. More loss of life is threatened each day that potholes are left unrepaired on Sir Francis Drake. Please take a rebuild of the Lagunitas Bridge off your To Do list and think instead about more sustainable solutions to any perceived overloading -- i.e. truck restrictions, signage and/or lights. And spend our tax \$\$ elsewhere!

Susan Scott  
Inverness, CA 94937

Sent from my iPhone

## Response to Scott, Susan\_A

### Response to Comment 1: Support for the No-Build Alternative to save money and avoid disruption

Caltrans notes the commenter's support for the No-Build Alternative to save funds. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-8, Criteria for new bridge," and GEO-1, Earthquake unlikely."**

Furthermore, please see the responses to **Common Comments "CST-1, Minimize duration of construction," "CST-2, Closure timing - don't impact tourism season," "CST-5, Traffic impacts of construction," and "CIA-2, Community impacts."**

None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative. Please see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."**

Please also see the response to **Common Comment "GEN-1, Wasting money,"** which describes how infrastructure funding is prioritized.



Selchie, Moreva\_A  
page 1 of 1

IND\_SelcMore\_A

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**From:** L Selchie [REDACTED]  
**Sent:** Thursday, June 22, 2017 9:23 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** The proposed bridge

1 Please, please look at the reasons not to change the bridge at all, excepting ongoing repairs. There are so many infrastructure needs in CA and so many places to better spend your monies. All the proposals, which I have read, would totally change the character of our area. As it is, our area is Flooded with more tourists than any of our services and roads can handle. Why enlarge one thing? And in the process making everything worse and more dangerous for several years. What possible good would it do to make that one bridge huge-earthquake safe, when it's been predicted that the Nicasio dam would break in a large quake and flood out the town and environs anyway.

Discretion has been called the better part of valor. I appreciate your efforts to improve things here but a more clear sighted effort and community caring effort would be to leave be!

Moreva Selchie, homeowner here 50 years, Inverness

## **Response to Selchie, Moreva\_A**

### **Response to Comment 1: Opposed to replacement bridge, consider just repairs**

Caltrans notes the commenter's opposition to the proposed Build Alternatives. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," and "ALT-8, Criteria for new bridge."**

None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative. Please see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."**

Please also see the response to **Common Comment "GEN-1, Wasting money,"** which describes how infrastructure funding is prioritized.

**Selchie, Moreva and Horodko, Dylan\_A**  
**page 1 of 1**

IND\_SelcHor-MorDyl\_A

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**From:** L Selchie [REDACTED]  
**Sent:** Thursday, June 08, 2017 9:27 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Dr. Whitney's Veterinary Hospital (Point Reyes Animal Hospital)

1 Please build into your bridge plans the saving and protection of the veterinary hospital both during the construction and as an animal caring facility afterwards. Please take into special consideration the needs of the animals being cared for.

This hospital is crucial for emergency care of the community's animals and as a business has proven to be an intrinsic part of the community. Dr. Mary Whitney has worked long and hard and very personally to ensure animal care for the community. In the last flood of the creek, she herself waded waist high across a meadow to be with the animals in the building.

Our community and its needs must be paramount in your plans. Thank you for your consideration and openness to input,

Moreva Selchie  
Dylan Horodko

[REDACTED]

## **Response to Selchie, Moreva and Horodko, Dylan\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern about construction impacts on the animal hospital due to construction noise and traffic delays related to bridge closure. Recognizing this, Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. Construction of this alternative would be completed within 1 year, with a 2- to 3-week bridge closure. Caltrans has continued efforts to refine the staging areas to further reduce and minimize construction areas and impacts on adjacent properties as much as feasible, based on the animal hospital concerns. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments CIA-1, "Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging."**

**Selfridge, Natasha\_A**  
**page 1 of 1**

IND\_SelfNata\_A

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**From:** [REDACTED]  
**Sent:** Tuesday, May 30, 2017 4:35 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Replacement of the Lagunitas Creek Bridge

- 1 I would sincerely like you to reconsider your plans for the rebuilding of the Green Bridge. My husband and I live in Inverness and would be severely impacted by this. Our dog is a client of Point Reyes Animal Hospital and would be affected as well. The hospital is the only one around for miles and your actions could potentially put the hospital out of business. There are other solutions besides a complete rebuild and I ask you to please consider a "No Build alternative" or a true Seismic Retrofit.
- 2 Thank you for your attention,

Natasha Selfridge

## Response to Selfridge, Natasha\_A

### Response to Comment 1: Protect the animal hospital

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** for more about how the animal hospital was considered, and see **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provide more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

### Response to Comment 2: Consider true retrofit or No-Build Alternative

Caltrans notes the commenter's support for a retrofit or No-Build Alternative. Caltrans evaluated a retrofit alternative, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018) posted on the project's website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>) and in the EIR/EA. For many reasons, including disruption to the local economy and residents, Caltrans dismissed this alternative from further evaluation in the Draft EIR/EA. Please see Table N-1 for the response to **Common Comment "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives."**

Caltrans evaluated in the No-Build Alternative in the EIR/EA. Please also see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative"** and **"ALT-2, Describe the no-build scenario."**

**Selfridge, Natasha\_B**  
page 1 of 1

IND\_SelfNata\_B

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**From:** [REDACTED]  
**Sent:** Monday, June 19, 2017 2:06 PM  
**To:** Denardo, Eric@DOT  
**Subject:** Lagunitas Creek Bridge Project

Dear Eric,

1 I was at the meeting on June 15th at the Dance Palace and before there can be an agreement on what to do about the bridge we have to make sure that Mary Whitney's practice is safeguarded. I don't want to live in Inverness without a vet nearby.

Sincerely,

Natasha Selfridge  
[REDACTED]

## **Response to Selfridge, Natasha\_B**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-1, Protect the animal hospital," "CIA-2, Community impacts,"** for more about how the animal hospital was considered, and see **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provide more detail on why staging areas are necessary and how they have been minimized to reduce impacts.



Serber, Ellen\_A  
page 1 of 1

IND\_SerbElle\_A

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**From:** Ellen Serber [REDACTED]  
**Sent:** Monday, June 19, 2017 12:53 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Bridge in Point Reyes

Hello,

I have lived in this community since 1978. I have read a lot of comments about the Cal Trans proposals about the bridge over Lagunitas Creek. I strongly support the no build option. It is extremely unlikely that an earth quake large enough to collapse the bridge will occur. We can install a shake alert system to warn us of any impending danger. We have driven this bridge daily and dealt with bikes and pedestrians just fine. We do not want the disruption that a new bridge will cause to local business and to our daily drive into Point Reyes from Inverness. Since we are not offered a retrofit option, I urge the project to be stopped and the "no build" option to be chosen.

Thank you,  
Ellen Serber  
[REDACTED]

## Response to Serber, Ellen\_A

### Response to Comment 1: Consider the No-Build Alternative or a true retrofit and earthquake unlikely

Caltrans notes the commenter's support for the No-Build Alternative or a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives."**

Community suggestions to incorporate Safe Routes to School led to expanding project to include: a) extending the culvert, b) pedestrian crosswalk crossing at Sir Francis Drake Boulevard, and c) extending and widening the shoulder north towards Third street. Please see Final EIR/EA Section 1.3.2.3, Commonalities of the Build Alternatives, for more detail.

The ShakeAlert system does not meet the purpose and need for the project. Please see Table N-1 for the responses to **Common Comment "ALT-6, Consider seismic safety flashing lights" and "GEO-1 Earthquake unlikely."**

Severietti, Bonnie\_A  
page 1 of 1

IND\_SeveBonn\_A

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**From:** BonnieSev [REDACTED]  
**Sent:** Monday, May 29, 2017 4:10 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge Project - Opposition

Dear Sir/Madam,

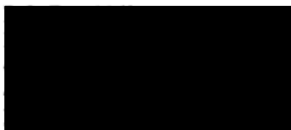
This e-mail is to let the Caltrans, Project Office of Environmental Analysis, MS-8B that I object to putting an entirely new bridge at the Point Reyes/Olema bridge. I would like to see the old bridge structure seismically reinforces and repaired for two very good reasons.

1. Most important consideration is the negative impact to the Lagunitas Creek water and wildlife in those wetlands.
2. A new bridge would not be value added to the community in both service and economics.
3. Local businesses would have substantial loss of tourist and local trade. The negative financial impact to our businesses would mean less services for the community.
4. The community would loose it's only veterinary hospital and clinic services. This is a big loss to a rural community.

2. Please know this project is potentially harmful to this small community. The present bridge structure would continue to serve us well if retrofitted and repaired to meet today's standards.  
Thank you for giving this your careful consideration.

Sincerely,  
Bonnie Severietti

Bonnie Severietti  
President & Executive Director  
Bilinski Educational Foundation



## Response to Severietti, Bonnie\_A

### Response to Comment 1: Opposed to replacement bridge, consider a retrofit; avoid creek, economic, and animal hospital impacts

Caltrans notes the commenter's opposition to the proposed Build Alternatives and concerns for potential impacts to Lagunitas Creek, wildlife, and wetlands. Please see Sections 2.2.2 (Water Quality and Stormwater Runoff) and Section 2.3.2 (Wetlands and Waters of the U.S.) of the Draft EIR/EA for more information on how Caltrans analyzed these impacts.

Caltrans notes the comments regarding the proposed alternatives' impacts to the community and economy. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "PN-1, Project need is too narrow."** Caltrans also notes the commenter's concern for environmental resources and effects on local tourism and local trade; please see Table N-1 for the responses to **Common Comments "BIO-1, Biological impacts," "CIA-2, Community impacts," "CST-1, Minimize duration of construction,"** and **"CST-5, Traffic impacts of construction."**

Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comment "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives,"** which describes what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria.

Caltrans has considered the impacts on the animal hospital and other affected properties. Economic analysis is provided in Section 2.1.2.1 of the Final EIR/EA, which includes the consideration of factors such as traffic, noise, dust, and visual disturbance that may influence the patronage to local businesses (and specifically the animal hospital). Because a quantitative economic impact to local businesses cannot be determined until after construction (and after obtaining financial data from businesses), the analysis included in Section 2.1.2.1 is qualitative in nature. This analysis meets the requirements of NEPA.

As noted in Chapter 3 of the Final EIR/EA, unlike NEPA, the focus of the analysis under CEQA shall be on the physical changes caused by the economic or social chain of cause and effect. Economic or social effects of a project shall not be treated as significant effects on the environment.

Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1 Protect the animal hospital,"** for more about how the animal hospital was considered, **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

### Response to Comment 2: Community impacts, consider retrofit

Caltrans notes the commenter's concern about community impacts. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Please see Table N-1 for the response to **Common Comment "CIA-2, Community impacts."** Additionally, please see response to Comment 1 above regarding support for a retrofit.

Seymour, Susan\_A  
page 1 of 1

IND\_SeymSusa\_A

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**From:** Susan Seymour [REDACTED]  
**Sent:** Monday, June 05, 2017 10:47 AM  
**To:** Lagunitas Bridge@DOT  
**Cc:** Laurie Graham  
**Subject:** serious concerns

To Whom It May Concern:

1 As a resident of Inverness Park, I am deeply concerned with plans to replace the Green Bridge that connects Inverness and the Pt. Reyes peninsula with the town of Pt. Reyes Station. But I am even concerned with the disruption of businesses in Pt. Reyes Station, especially with access to the Pt. Reyes Veterinary Hospital that many of us rely on and at times need emergency access to. Your plans to use it as a staging center for bridge construction is totally unreasonable unless you are prepared to acquire property and move the animal hospital to another accessible location!

Caltrans must consider a seismic retrofit, not the dismantling of one bridge while constructing another.

Sincerely yours,

Susan Seymour  
[REDACTED]

## Response to Seymour, Susan\_A

### Response to Comment 1: Protect the animal hospital

Caltrans notes the commenter's concern for local businesses, especially the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts,"** for more about how the animal hospital was considered, and see **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provide more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives."**

Shannon, Renee\_A  
page 1 of 1

IND\_ShanRene\_A

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**From:** Renee Shannon [REDACTED]  
**Sent:** Friday, May 26, 2017 7:42 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge Project

Caltrans  
Project Office of Environmental Analysis, MS-8B  
Attn: Lagunitas Creek Bridge Project

1 As a 36-year resident of West Marin and a pet owner, I have developed a close relationship with the staff at Point Reyes Animal Hospital. I recognize the value of a veterinary hospital with highly qualified professionals providing care in our small community. Mary and her staff have performed procedures that an over-the-hill specialist would have charged double, she has responded quickly and competently to medical emergencies and always displays a passion for the care she provides. As a pet owner, the risk of losing this community asset is frightening. In Chapter 4 of the Lagunitas Creek Bridge Project report, while discussing the impact of the project, it is acknowledged pet owners may delay their visit for non-urgent matters. I would assume, if this is true, it could mean financial ruin for Point Reyes Animal Hospital. The negative impact of noise and dust on staff and animals is acknowledged in the report. I ask that more thought be given to protect of this vital community service.

2 Also, Caltrans has a large, unused yard .5 miles south of the bridge on SR1 but it is not mentioned as a staging area for the project. Are there plans to utilize this space as well as the the properties in Point Reyes Station?

I ask Caltrans to consider the No Build alternative or readdress a true seismic retrofit.

Respectfully,  
Renee Shannon  
Point Reyes Station

## **Response to Shannon, Renee\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern about traffic, dust, and noise impacts on the animal hospital and how the project may impact the animal hospital.

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. The avoidance minimization and mitigation measures and the project features developed for construction impacts are consistent with professional standard practices for Caltrans infrastructure projects and include as much detail as is possible at this stage of development. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-6, Consolidate staging," and "NOI-1, Noise impacts."**

### **Response to Comment 2: Use another staging area, support for no-build or true seismic retrofit**

Caltrans notes the commenter's concern about use of the animal hospital property for construction staging. Different staging areas are identified to support different activities. Two staging areas are proposed on the animal hospital property: one to access the piers and abutments and one for relocating the utility pole to avoid conflict with overhead wires during construction. Each staging area would be used for short periods of time. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Caltrans has considered a full range of alternatives and evaluated the No Build Alternative in the Final EIR/EA. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true Retrofit," and "ALT-4, Full range of alternatives."**



**Shapiro, Nanci and Jeff\_A**  
**page 1 of 1**

IND\_ShapNaneJeff\_A

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**From:** Nanci Shapiro [REDACTED]  
**Sent:** Tuesday, June 06, 2017 12:05 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Green Bridge in Pt. Reyes Station

- 1 PLEASE reconsider your plans for replacing the Lagunitas Creek Bridge. It seems that a seismic retrofit should be realistically looked at before you make a final decision and go forward with the lengthy, expensive plan that is in place now.
- 2 In addition, IT IS VITALLY IMPORTANT that we have the Pt. Reyes Animal Hospital available to our community - now, and in the future. And it is UNFAIR to place the burden of this project on Dr. Whitney and her business, compromising her ability to stay open and continue her valuable service for our community.

Thank you for your reasonable response to our pleas from the community.

Sincerely,  
Nanci & Jeff Shapiro  
Inverness, CA

## **Response to Shapiro, Nanci and Jeff\_A**

### **Response to Comment 1: Consider a true retrofit**

Caltrans notes the commenter's support for a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives."**

### **Response to Comment 2: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," and "CIA-2, Community impacts,"** for more about how the animal hospital was considered, and **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging,"** which provide more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Shepard, Grey\_A  
page 1 of 1

IND\_ShepGrey\_A

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**From:** Me [REDACTED]  
**Sent:** Tuesday, May 30, 2017 11:00 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Pt Reyes bridge

- 1 | You should. Insider other options before continuing on plan to retro fit a larger green bridge in Pt Reyes. Why are no other options being considered? Grey Shepard

Sent from my iPhone

## **Response to Shepard, Grey\_A**

### **Response to Comment 1: Consider a true retrofit**

Caltrans notes the commenter's support for a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives."

**Sheremeta, Peter\_A**  
page 1 of 1

IND\_SherPete\_A

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**From:** Peter Sheremeta [REDACTED]  
**Sent:** Friday, June 09, 2017 9:08 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Bridge Creek Project

- 1 Two things come to mind with this project:  
first, what is the benefit of a four lane bridge when it will be accommodating only two lanes of traffic?
- 2 second: there is adequate space for construction vehicles in more appropriate places than in the parking space at the Pt Reyes Animal Hospital; the vacant lot with the stack of wine barrels for one, and the truck parking area now used by landscaping trucks on the other side of the road.
- Thank you  
Peter Sheremeta  
Inverness

## **Response to Sheremeta, Peter\_A**

### **Response to Comment 1: Proposed bridge alternatives are out of character**

Caltrans notes the commenter's concern about the size of the bridge. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

### **Response to Comment 2: Avoid staging on animal hospital parking area**

Caltrans notes the commenter's concern about use of the animal hospital's parking lot. Different staging areas are identified to support different activities. Two staging areas are proposed on the animal hospital property: one to access the piers and abutments and one for relocating the utility pole to avoid conflict with overhead wires during construction. Each staging area would be used for short periods of time. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** for more about how the animal hospital was considered, and **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provide more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Smith, Judith Ciani\_A  
page 1 of 1

IND\_SmitJudiCian\_A

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**From:** Judith Ciani Smith [REDACTED]  
**Sent:** Sunday, June 18, 2017 12:45 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Bridge in PRS

Dear Cal Trans and others:

I live full-time in Inverness and must travel frequently into "town" (Point Reyes Station) and other destinations over the Green Bridge.

- 1 I agree very strongly with those of my neighbors who question the need for a "new" bridge; The existing structure is more than adequate and the proposed replacement options are overly costly ( the funds could be better used elsewhere), not necessary and not in conformity with the aesthetics of the community. Moreover, the disruption to our
- 2 lives and delays involved in the project are not acceptable and the confiscation of the local Vet's office/parking lot would be a disaster for pet guardians in West Marin.

I urge you to reconsider this ill-conceived "solution".

Judith Ciani Smith  
[REDACTED]

## Response to Smith, Judith Ciani\_A

### Response to Comment 1: Need for bridge, wasting money, and community aesthetics

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need.

Section 1.2.2 of the Final EIR/EA provides a summary of the project need, which is based on a series of studies documenting the condition of the bridge and the geologic context. The studies are posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."** Additionally, please review the responses to **Common Comments "ALT-3, Definition of a true retrofit,"** and **"ALT-8, Criteria for a new bridge."**

Caltrans shares the commenter's concern about efficient use of public funds. Please see Table N-1 for the response to **Common Comment "GEN-1 Wasting money."**

Caltrans also notes the commenter's concern for the aesthetics of the community. Please see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."**

### Response to Comment 2: Disruption and delays, protection of the animal hospital (staging on parking lot)

Caltrans notes the commenter's concern about taking property. This project does not propose permanent property acquisition beyond a narrow shoulder on Whitehouse Pool Park to provide continued pedestrian access to the park's trailhead and down to the Sir Francis Drake Boulevard intersection. The construction process would only require small, temporary construction easements on properties that are adjacent to access the bridge. Other staging areas are located on vacant property for material storage. Caltrans will maintain access to the animal hospital throughout construction. Please see Table N-1 for the responses to **Common Comments "CST-1, Minimize duration of construction," "CST-2, Closure timing - don't impact tourism season," "CST-5, Traffic impacts of construction," "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging."**



Smith, Scott\_A  
page 1 of 1

IND\_SmitScot\_A

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**From:** Scott Smith [REDACTED]  
**Sent:** Monday, June 19, 2017 12:12 PM  
**To:** Lagunitas Bridge@DOT <lagunitasbridge@dot.ca.gov>  
**Subject:** Lagunitas Bridge Project

To CalTrans:

- 1 I am a very frequent visitor to the Point Reyes area, writing to express my strong opposition to Caltrans' plan for replacing the Green Bridge.
- 2 It does not seem that CalTrans has done its due diligence with respect to identifying less onerous alternatives, e.g., a shake alert system and/or retrofitting.
- 3 The proposed bridge rebuild is unnecessary, and as such, an enormous waste of taxpayer dollars. The proposed bridge is also aesthetically unappealing, and will disrupt the community badly.
- 4 Additionally, the construction process will likely ruin the business of our local vet whose business is adjacent to the bridge
- 5 CalTrans: Do what you should have done all along ... engage with the community to find less intrusive, destructive, disruptive alternative.

Regards,  
Scott Smith

## Response to Smith, Scott\_A

### Response to Comment 1: Oppose bridge replacement

Caltrans notes the commenter's opposition to replacing the bridge. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

### Response to Comment 2: Earthquake warning lights and consider a true retrofit

The ShakeAlert system does not meet the purpose and need for the project. Please see Table N-1 for the response to Common Comment **"ALT-6, Consider Seismic Safety Flashing Lights."**

Caltrans also notes the commenter's support for a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives."**

### Response to Comment 3: Waste of money, bridge aesthetics, and community disruption

Caltrans shares the commenter's concern about efficient use of public funds. Please see Table N-1 for the response to **Common Comment "GEN-1 Wasting money."**

Caltrans also notes the commenter's concern for the aesthetics of the community. Please see Table N-1 for the responses to **Common Comments "ALT-7, Size of bridge and visual/aesthetic character," "CST-1, Minimize duration of construction," "CST-2, Closure timing - don't impact tourism season," "CST-5, Traffic impacts of construction,"** and **"CIA-2, Community impacts."**

### Response to Comment 4: Protect the animal hospital

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** for more about how the animal hospital was considered, and **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provide more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

### Response to Comment 5: Local engagement in the development of alternatives

Caltrans notes the commenter's interest in community engagement during the development of project alternatives. Please see Chapter 4 of the EIR/EA, which describes how public and agency input have been integrated into project development, and please see Table N-1 for the response to **Common Comment "PUB-2, Public outreach process,"** which provides more detail on the multidisciplinary process.

Soule, Joseph\_A  
page 1 of 1

IND\_SoulJose\_A

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**From:** [REDACTED]  
**Sent:** Saturday, June 24, 2017 1:46 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Comment: Lagunitas bridge, Point Reyes Station

To whom it may concern:

- 1 I am in favor of replacing the Lagunitas bridge in Point Reyes Station. Please keep the new bridge as narrow as possible with as little construction impact as possible on neighboring properties, especially the vet clinic. It would be interesting to calculate cumulative extra travel /fuel usage /congestion impacts if the bridge was not usable for an extended period
- 2 (earthquake for example). In the event of a total failure of the bridge, there is no reason to assume that an emergency waiver would allow an accelerated construction schedule. That calculation would be a very important item to include in a no build analysis in the EIR.

Even though I am not excited about the delays, noise, and other impacts of construction, I feel that the current bridge has outlived it's useful life and will have to be replaced.

Sincerely,

Joseph Soule  
[REDACTED]

## Response to Soule, Joseph\_A

### Response to Comment 1: Support for a bridge replacement

Caltrans notes the commenter's support for replacement of the bridge (Build Alternatives), Caltrans also notes the commenter's concern about economic impacts to businesses in the area (particularly the animal hospital) that would take place during construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "CST-1, Minimize duration of construction," "CST-5, Traffic impacts of construction," "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging." These responses describe how Caltrans has continued to refine construction activities, durations, and staging areas with the objective of minimizing impacts on the community and the environment. Additionally, based on community input and minimization of impacts, Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. This is the narrowest of all the proposed Build Alternatives, most closely matches the look of the present bridge, and has up to a 1-year construction period with a 2- to 3-week bridge closure. The detour during that time would be up to 9 miles and fuel usage is dependent on the fuel efficiency of your vehicle. See Section 1.5.1 of the Final EIR/EA for more details on the selection of the Preferred Alternative.

### Response to Comment 2: Describe the no-build scenario

Caltrans notes the commenter's request to consider the true impacts of the No-Build Alternative in the event of an earthquake. Please see Table N-1 for the response to **Common Comment** "ALT-2, Describe the real no-build scenario." In the event of a seismic event in Point Reyes Station, the No-Build Alternative may result in greater environmental and community impacts compared to the Build Alternatives

Spaletta, Nancy\_A  
page 1 of 1

IND\_SpalNanc\_A

June 4, 2017

Caltrans  
Office of Environmental Analysis  
MS-8B  
Attn: Lagunitas Creek Bridge Project  
111 Grand Avenue  
Oakland CA 94623

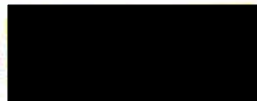
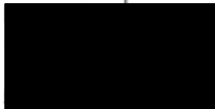
Re: Point Reyes Animal Hospital

I am concerned about Dr. Mary Whitney's allegations that your use of her parking lot as your corporation yard during the bridge project will seriously affect her business. I am 74 years old, and there has been a small animal veterinary hospital in Point Reyes Station as long as I can remember. Obviously, there is a need for Dr. Whitney's services. At times it is necessary to pull a vehicle right up to the hospital's entrance to unload an injured animal. I hope you will keep this access clear.

Dr. Whitney fears that the length of the project, and the resulting disruption, may ruin her financially. Please work with Dr. Whitney so the Point Reyes Animal Hospital may stay in business, for the sake of Dr. Whitney and the extended community she serves.

Sincerely,

Nancy Spalletta



SAN FRANCISCO CA 941

05 JUN 2017 PM 7-L



Caltrans  
Office of Environmental Analysis  
MS-8B  
Attn: Lagunitas Creek Bridge Project  
111 Grand Avenue  
Oakland CA 94623

94612+3717



## Response to Spaletta, Nancy\_A

### Response to Comment 1: Protect the animal hospital

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and will maintain access to the property throughout construction. Because access will be maintained to the animal hospital, relocation will not be required.

Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging."**

Additionally, Caltrans has identified Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative. This alternative has up to a 1-year construction period, with the majority of the construction occurring within 5 months, and it includes a 2- to 3-week bridge closure. The selected Preferred Alternative is the narrowest of all alternatives, and among the least environmentally impactful alternatives in terms of ground disturbance and property impacts during construction. This alternative was identified to minimize bridge closure and other potential impacts to the local community.

Spivack, Samuel and Karen\_A  
page 1 of 2

IND\_SpivSamuKar\_A

Samuel and Karen Spivack

Caltrans, Project Office of Environmental Analysis MS-8B  
Attn: Lagunitas Creek Bridge Project  
111 Grand Avenue  
Oakland, California 94623

1 We are long-time residents of Pt. Reyes Station and clients of Point Reyes Animal Hospital, the only veterinary hospital and clinic in this area. We are concerned and dismayed at the plan to use the front parking area of the hospital/clinic as a staging area for proposed construction to replace the Lagunitas Creek Bridge. This would greatly affect client access to essential health care services for our animals over a 1-3 year period and thus threaten the possible permanent closure of the hospital/clinic. Such would result in the loss of jobs and impact the livelihood of the health care workers at this facility. It would also impose a serious financial burden and possible ruin for Dr. Whitney and her family. Additionally there would be significant adverse impact to the animals from dust and noise due to operating heavy machinery in such close proximity to the hospital. There would also be major restriction of access to veterinary services for emergency care for ill or injured animals and a difficult approach for disabled owners

2 We also note that Caltrans has apparently not considered other alternative options such as "no build" or a true seismic retrofit as is occurring at other bridges. There are also other available nearby open areas for staging of your equipment such as the large lot on B street. Surely Caltrans can develop a better solution to this dilemma which would avoid these disastrous consequences for our community and an essential local service provider.

Yours truly,

Samuel D. Spivack MD



Karen B. Spivack MD



**Spivack, Samuel and Karen\_A**  
**page 2 of 2**





## **Response to Spivack, Samuel and Karen\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern about traffic, dust, and noise impacts on the animal hospital and how the project may impact the animal hospital.

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "NOI-1, Noise impacts," "CST-1, Minimize duration of construction," and CST-5, Traffic impacts of construction."**

### **Response to Comment 2: Consider the No-Build Alternative or a true retrofit and consider other staging areas**

Caltrans notes the commenter's support for the No-Build alternative or a retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives."**

Different staging areas are identified to support different activities. Two staging areas are proposed on the animal hospital property: one to access the piers and abutments and one for relocating the utility pole to avoid conflict with overhead wires during construction. Each staging area would be used for short periods of time. Please see the response to Comment 1 above. Also see Table N-1 for the response to **Common Comment "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots."**

Stallcup, Sue\_A  
page 1 of 1

IND\_StalSue\_A

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**From:** Sue Stallcup [REDACTED]  
**Sent:** Friday, May 12, 2017 3:33 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Impact on local business and people

1 It has come to my attention that the parking lot of the Vet Clinic in Pt Reyes Station has been designated as a parking place for machinery that will be used to replace our Green Bridge. This decision might have the effect of putting the Vet Clinic out of business. The limitation of patient parking and access to the Clinic will be ongoing for the entire time the project is active. While we all agree that the bridge needs to be updated for safety reasons, we need a plan that does not negatively impact the lives of the locals. Right now we are facing 2 to 3 years of a traffic nightmare, the possible closing of the only Vet clinic within 25 miles and the horrendous noise and dust impact on neighbors.

3 The Pt Reyes Animal Clinic has been our only vet clinic for many years. We are all so thankful to have such a wonderful Dr in Mary Whitney. She has treated our animals with love and care and wisdom. It would be a terrible day, not only for herself and her family, but for the entire community if the Clinic were to close.

Please take into consideration the impact your decisions will have on the people and business that live in West Marin. After all, we are the ones who will have to live with the day to day chaos this project will bring to our lovely community.

Thank-you for your consideration,

Sue Stallcup  
Inverness, CA

## **Response to Stallcup, Sue\_A**

### **Response to Comment 1: Avoid staging on animal hospital parking area**

Caltrans notes the commenter's concern about staging locations. Different staging areas are identified to support different activities. Two staging areas are proposed on the animal hospital property: one to access the piers and abutments and one for relocating the utility pole to avoid conflict with overhead wires during construction. Each staging area would be used for short periods of time. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging."**

### **Response to Comment 2: Community impacts of construction**

Caltrans notes the commenter's concern about traffic, dust, and noise impacts on the animal hospital and how the project may impact the animal hospital.

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "NOI-1, Noise impacts," "CST-1, Minimize duration of construction," and CST-5, Traffic impacts of construction."**

### **Response to Comment 3: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Please see the response to Comment 1 above. Also, Caltrans has identified Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative which addresses the concerns outlined above. Construction of this alternative would be completed within 1 year, with the majority of the construction occurring within 5 months, and includes a 2- to 3-week bridge closure. The selected Preferred Alternative is the narrowest of all alternatives, and among the least environmentally impactful alternatives in terms of ground disturbance and property impacts during construction. This alternative was identified to minimize bridge closure and other potential impacts to the local community.

**Stallcup, Sue\_B**  
**page 1 of 1**

IND\_StalSue\_B

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**From:** Sue Stallcup [REDACTED]  
**Sent:** Wednesday, June 21, 2017 1:33 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** NO Build option for Green Bridge in Pt Reyes Station

- 1 I attended the meeting at the Dance Palace last week so I could get the information from Cal Trans about the bridge situation. I went in thinking we needed a retrofit, but came away feeling strongly that a NO BUILD is the best option for the bridge, the community, the vet clinic and the surrounding towns.
- 2 If there is such dire concern about the stability of the current bridge, why does Cal Trans allow trucks that are many many pounds over the weight limit traverse it ? That should stop immediately.
- 3 There is a red light system that can be installed on the bridge to warn if the structure is failing due to an earthquake or other event.

All the options given to us by Cal Trans were way out of line with our small bucolic community. We are not elitist to want our environment to stay the same, we are the renters, homeowners, tax payers, parents, grandparents, business owners, workers, students etc etc etc that call this place home. We have the right to say how we want it to be.

My vote is NO BUILD.  
My vote is WEIGHT LIMIT RESTRICTIONS  
My vote is RED LIGHT ALERT SYSTEM

## **Response to Stallcup, Sue\_B**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

### **Response to Comment 2: Weight limitations**

Caltrans notes the commenter's concern about weight limits. Regarding the comment about posted weight limits on the existing bridge, please see Table N-1 for the response to **Common Comment "PN-2, Live load limits."**

### **Response to Comment 3: Consider earthquake warning lights**

Comment noted. Please see Table N-1 for the response to **Common Comment "ALT-6, Consider seismic safety flashing lights,"** which describes why this option would not meet the purpose and need for the project.

Stein, Nancy\_A  
page 1 of 1

IND\_SteinNanc\_A

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**From:** nancy stein [REDACTED]  
**Sent:** Sunday, June 04, 2017 8:41 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Point Reyes bridge

To: Cal Trans  
MS-8b Project of Environmental Analysis

1 Cal Trans current plans to replace the Lagunitas bridge are being slammed down our throats. In a meeting last year, Cal trans said they heard the community and would develop plans for a retrofit, rather than a replacement. Please understand that Point Reyes is a small village that is lifeline for an entire area. This is not like a marin city where there are other places to go to buy food, and fill up with gas. Many people are dependent on tourists for their livelihoods, children have to attend ALL the schools in the area by passing through Pt. Reyes. Most important of all, is our Vet - at the site of the proposed rebuilt bridge. We are a small community, but unlike others in Marin, this is our only vet. The community has horses, goats,cows etc. The comments made by your representatives that the vet should move or sell are outrageous and insensitive. Caltrans has been completely insensitive to what exists here, and what this community will seek to defend, and protect. Please reconsider your plans to build the bridge and disrupt our lives. Retrofit, as simply and quickly as possible. Life is hazardous. One cannot ever protect against every eventuality, especially at the expense of destroying the fabric of community sincerely Nancy Stein [REDACTED]

## Response to Stein, Nancy\_A

### Response to Comment 1: Consider a true retrofit, avoid traffic impacts, and protect the animal hospital

Caltrans notes the commenter's support for a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," and "ALT-3, Definition of a true retrofit."**

Caltrans will minimize traffic impacts during construction and has developed the accelerated bridge construction method to reduce the construction period and to allow use of the bridge for most of the construction period. Please see Table N-1 for the responses to **Common Comment "CST-5, Traffic impacts of construction," and "CST-1, Minimize duration of construction,"** which includes information about construction schedules.

Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts,"** for more about how the animal hospital was considered, and **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging,"** which provide more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Also, Caltrans has identified Alternative 3a: Three-span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative which addresses the concerns outlined above. Construction of this alternative would be completed within 1 year, with the majority of the construction occurring within 5 months, and it includes a 2- to 3-week bridge closure. The selected Preferred Alternative is the narrowest of all alternatives, and among the least environmentally impactful alternatives in terms of ground disturbance and property impacts during construction. This alternative was identified to minimize bridge closure and other potential impacts to the local community.

**Stetson, Ed and Laurie\_A**  
**page 1 of 2**

IND\_StetEdLaur\_A

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**From:** Stetson [REDACTED]  
**Sent:** Monday, May 29, 2017 4:26 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge Replacement - Citizen Comment  
**Attachments:** Caltrans Comment.pdf

Dear Sirs/Madams:

Attached is our submission for open comment regarding the planned replacement of Lagunitas Creek Bridge.

Thanks for your consideration.

Ed and Laurie Stetson

(Hard copy to follow in snail-mail.)



Stetson, Ed and Laurie\_A  
page 2 of 2

May 29, 2017

Lagunitas Creek Bridge Replacement – Citizen Comment

It is most important and in the interest of fair play that the proposed project offer the least interference reasonably possible to the adjacent business, Point Reyes Animal Hospital.

The Point Reyes Animal Hospital provides an essential service to the Point Reyes Station town and its surrounding community. The 2010 population, seven years ago, of Point Reyes Station is reported on Wikipedia at 800. The population for its surrounding community was perhaps an equal number, or greater. Today's numbers are almost certainly much higher.

- 1 | Apparently, Caltrans is favoring the construction of a complete new bridge rather than a retrofit of the existing bridge. The proposed new bridge would be up to 16 feet wide. This seems illogical because upon egress traffic would immediately bottleneck at the juncture Sir Francis Drake "Highway" a two lane country road. Future widening of Sir Francis Drake highway to four lanes seems problematic and highly unlikely given the strong environmental concerns of various governmental and environmental entities that keep an eye on West Marin.
- 2 | Other concerns are the take-over of the Point Reyes Animal Hospital parking lot for construction needs and the resulting loud noise only a wall away from the inside of the hospital.
- 3 | Caltrans has indicated such a project could last three years, or longer. This would certainly doom the Point Reyes Animal Hospital. It would cause extreme financial hardship on its owner, Dr. Mary Whitney. She would be financially ruined.
- 4 | Accordingly, we feel that the Summary contained within The Community Impact Assessment dated April, 2017 **incorrectly** concludes that "*all economic adverse effects would be temporary; no long-term adverse effects to economics would result from any Build Alternatives.*"
- 5 | We strongly urge Caltrans to consider the seismic retrofit of the existing bridge rather than construction of complete new bridge.

Thank you for your consideration,

Sincerely,

Ed and Laurie Stetson

## Response to Stetson, Ed and Laurie\_A

### Response to Comment 1: The alternatives are out of character

Caltrans notes the commenter's concern about the size of the bridge. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives. Also see Table N-1 for the response to **Common Comment "ALT-4, Full range of alternatives."**

### Response to Comment 2: Protect the animal hospital

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," "CST-6, Consolidate staging," and "NOI-1, Noise impacts."**

### Response to Comment 3: Effect of duration of construction on the animal hospital

Only one of the Build Alternatives, Alternative 2b: Three-span, Steel-truss, Conventional Construction would require 3 years to complete. All other alternatives would be completed within a 1-year period, with the majority of the construction occurring within 5 months, including a 2-to 3-week closure. Caltrans has identified Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. The method proposed for this alternative minimizes the area of staging needed on the animal hospital parcel, the duration of the access needed on the property, and the overall construction period. Please see Table N-1 for the responses to **Common Comments "CST-1, Minimize duration of construction," and "CST-5, Traffic impacts of construction."** Also see the response to Comment 2 above.

### Response to Comment 4: Adequacy of the Community Impact Assessment

Comment noted. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Please see Table N-1 for the response to **Common Comment "CIA-3, CIA adequacy."**

### Response to Comment 5: Consider the Retrofit Alternative

Caltrans notes the commenter's support for a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comment "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives,"** which describes what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria.

Stetson, Ed and Laurie\_B (duplicate)  
page 1 of 1

IND\_StetEdLaur\_B

May 29, 2017

Lagunitas Creek Bridge Replacement – Citizen Comment

It is most important and in the interest of fair play that the proposed project offer the least interference reasonably possible to the adjacent business, Point Reyes Animal Hospital.

The Point Reyes Animal Hospital provides an essential service to the Point Reyes Station town and its surrounding community. The 2010 population, seven years ago, of Point Reyes Station is reported on Wikipedia at 800. The population for its surrounding community was perhaps an equal number, or greater. Today's numbers are almost certainly much higher.

- 1 Apparently, Caltrans is favoring the construction of a complete new bridge rather than a retrofit of the existing bridge. The proposed new bridge would be up to 16 feet wide. This seems illogical because upon egress traffic would immediately bottleneck at the juncture Sir Francis Drake "Highway" a two lane country road. Future widening of Sir Francis Drake highway to four lanes seems problematic and highly unlikely given the strong environmental concerns of various governmental and environmental entities that keep an eye on West Marin.
- 2 Other concerns are the take-over of the Point Reyes Animal Hospital parking lot for construction needs and the resulting loud noise only a wall away from the inside of the hospital.
- 3 Caltrans has indicated such a project could last three years, or longer. This would certainly doom the Point Reyes Animal Hospital. It would cause extreme financial hardship on its owner, Dr. Mary Whitney. She would be financially ruined.
- 4 Accordingly, we feel that the Summary contained within The Community Impact Assessment dated April, 2017 **incorrectly** concludes that "*all economic adverse effects would be temporary; no long-term adverse effects to economics would result from any Build Alternatives.*"
- 5 We strongly urge Caltrans to consider the seismic retrofit of the existing bridge rather than construction of complete new bridge.

Thank you for your consideration,

Sincerely,  
  
Ed and Laurie Stetson

**Response to Stetson, Ed and Laurie\_B (duplicate)**

**This is duplicate letter. Please see response to comments on the preceding letter “Stetson, Ed and Laurie\_A.”**

Stingle, Susan\_A  
page 1 of 1

PO Stingle\_A

5/23/17  
Caltrans  
Please consider the effect to our  
only veterinarian Mary Whitney  
& to Laurie Curtis who has her  
business behind the vet's office  
& talk with them about their  
options. This will be a big impact  
on them & our community who  
utilize these businesses, of which  
I am one. Thank you  
Susan Stingle

Susan Stingle  
[REDACTED]  
17 PM 5  
USA FOREVER  
Caltrans, Project Office of  
Environmental Analysis, MS-8B  
ATTN: Lagunitas Creek Bridge  
Project  
111 Grand Ave.  
Oakland, CA 94623

## Response to Stingle, Susan\_A

### Response to Comment 1: Protect the animal hospital

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CIA-2, Community impacts,"** for more about how the animal hospital was considered, and **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provide more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Caltrans has reached out directly to the animal hospital to discuss the project. The EIR/EA considered construction impacts to private property. The environmental process provides these disclosures to all concerned individuals equally. Prior to construction, during the design phase, Caltrans will refine the project design and will continue to work with regulatory agencies to obtain necessary permits. After the project is more refined, Caltrans will attempt to engage property owners again and to approach each property owner individually to ascertain their unique situations and apply appropriate avoidance, minimization, and mitigation measures best suited for the property.

Suid, Murray\_A  
page 1 of 1

IND\_SuidMurr\_A

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**From:** Murray Suid [REDACTED]  
**Sent:** Wednesday, June 21, 2017 7:00 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** dealing with the old bridge just outside Point Reyes Station

1 I live in Inverness and visit Point Reyes several times a week. To get there, I cross the bridge just south of downtown Point Reyes.

I realize that the current bridge needs fixing or replacing. My guess is that a new bridge would be the best solution in terms of safety, cost, and long-term handling of a problem.

2 I don't know much about bridges, so I'll leave the decision to the professionals. But I would like to request that DOT take steps to support the businesses and residents most affected by whatever construction is required. We shouldn't allow a few folks to suffer while the rest of us benefit.

Thank you.

Murray Suid  
[REDACTED]

## **Response to Suid, Murray\_A**

### **Response to Comment 1: Support for Build Alternatives**

Caltrans notes commenter's support for a Build Alternative. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Caltrans has considered and balanced the analyses in the identification of Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in as the Preferred Alternative.

### **Response to Comment 2: Minimize impacts during construction**

Caltrans notes the commenter's concern about community impacts related to construction. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "CST-1, Minimize duration of construction," and "CST-5, Traffic impacts of construction."**



Sweet, Wileen Ellen\_A  
page 1 of 1

IND\_SweeWileEll\_A

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**From:** W. Ellen Sweet [REDACTED]  
**Sent:** Monday, June 12, 2017 8:02 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Comments on Lagunitas Bridge in Point Reyes Station

To CALTRANS:

After reviewing the EIR descriptions of new bridge alternatives, my opinion is that the  
1 **3A - Concrete Bridge -ABC, Longitudinal Move-in** appears to have the smallest  
footprint and least intrusive view scape and thereby appears to fit into the low key rural  
character of the town better than the other alternatives.

Thank you for the opportunity to comment.

Wileen Ellen  
Sweet  
[REDACTED]

**Response to Sweet, Wileen Ellen\_A**

**Response to Comment 1: Support concrete bridge**

Caltrans notes the commenter's support for Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in. Caltrans has identified Alternative 3a as the Preferred Alternative.

Szi, Linda\_A  
page 1 of 1

IND\_SziLinda\_A

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**From:** Linda Szi [REDACTED]  
**Sent:** Wednesday, May 24, 2017 9:55 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Your Lagunitas Creek Bridge Project is ruining a major business!!!!!!!!!!!!

To whom it may concern at CALTRANS,

I have recently become aware of your Lagunitas Creek Bridge Project which while in your opinion is good it in fact IS NOT!!!

Our economy is for the most part good but for some, their sole source of income is their own private practice. Dr. Mary Whitney has been a long time veterinarian who is in this *exact situation*. Your project which might look good on paper and sound good in theory is **NOT!**

1 It will in fact then cut off access to her practice and thus **not allow** her to continue her practice! Then she will loose money have have zero income!!!!!!!!!!!!!! You really want to put someone out of business????? AND HOW ABOUT HER CLIENTS- Surely some of you have pets that you and/or your children love. If your animals get sick you have someone to go to but for the hundreds or more that have pets in the area, they cannot use Dr. Whitney because they have no way of getting to her.

THINK ABOUT CAL TRANS, Do you really want to put a very successful pet doctor out of business and have her suddenly become poor and have dead animals on your conscience because her clients have no way of getting to her business!!!!

PLEASE PLEASE PLEASE PLEASE RE-EVALUATE THIS PROJECT!!!!!!!!!!!!!! By creating this project you are putting hundreds of animals at risk and causing serious employment for Mary and her staff!!!!!!!!!!!!!!

*Linda*

*Please excuse any typos as the fingers fly fast on the keyboard*

## **Response to Szi, Linda\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CIA-2, Community impacts,"** for more about how the animal hospital was considered, and see **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provide more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Tacchi, Jaycel\_A  
page 1 of 1

IND\_TaccJayc\_A

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**From:** Jaycel Tacchi [REDACTED]  
**Sent:** Tuesday, June 20, 2017 2:28 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Attn. Creek Bridge Project

- 1 Please consider the "No Build alternative" or a true Seismic Retrofit as the replacement for our existing Green Bridge. I understand this was never analyzed by CalTrans, and I find that to be outrageous. We do not need a bridge that will be up to sixteen feet wider.
- 2 We also do not need the ensuing nightmare that your inadequate assessment of our rural community's needs will bring. You did not take into consideration the unique importance of our one veterinary establishment, and our one incredible doctor, Dr. Mary Whitney. Her livelihood is hanging in the balance.
- Your plan jeopardizes the health and well being of all of our pets and farm animals, and working farm animals. You are hitting right at the heart of our community. This is not acceptable! This is not a well thought out plan, and I hope you will do a complete analysis and consider a true seismic retrofit.

Thank you for your consideration,

Jaycel Tacchi  
[REDACTED]

## **Response to Tacchi, Jaycel\_A**

### **Response to Comment 1: Consider the No-Build Alternative or a true retrofit**

Caltrans notes the commenter's support for the No-Build Alternative or a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," "ALT-4, Full range of alternatives," and "ALT-7, Size of bridge and visual/aesthetic character."**

### **Response to Comment 2: Protection of the animal hospital and community impacts**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging."**

Tacherra, Jan\_A  
page 1 of 1

IND\_TachJan\_A

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**From:** Jan Tacherra [REDACTED]  
**Sent:** Sunday, June 04, 2017 10:18 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** The bridge project and the Pt. Reyes Animal Hospital

1 Please consider other options for the staging area of the bridge. The use of Dr. Whitney's property for a staging area is not a good choice because of the chaos that would be created for the animals, the staff, Dr. Whitney, and all the animal people who rely on the services provided by this excellent Pet Hospital. Your plan does not appear to have taken into consideration any of these concerns. Please, go back a few steps and develop a different plan for this part of the project which does take the noise, dust and access problems, including disabled access, into account. Otherwise, the impact on our community, including those of us who make the journey from Bolinas, and Dr. Whitney's practice will be very difficult for all of us who use her services and all of the animals, the staff and Dr. Whitney who has provided a place of peace and healing where we can take our animals with the sure knowledge they will be in a healing environment and not in a noisy, dusty, difficult to access, construction staging place. Thank you. Jan Tacherra  
[Sent from Yahoo Mail on And](#)

## Response to Tacherra, Jan\_A

### Response to Comment 1: Protect the animal hospital

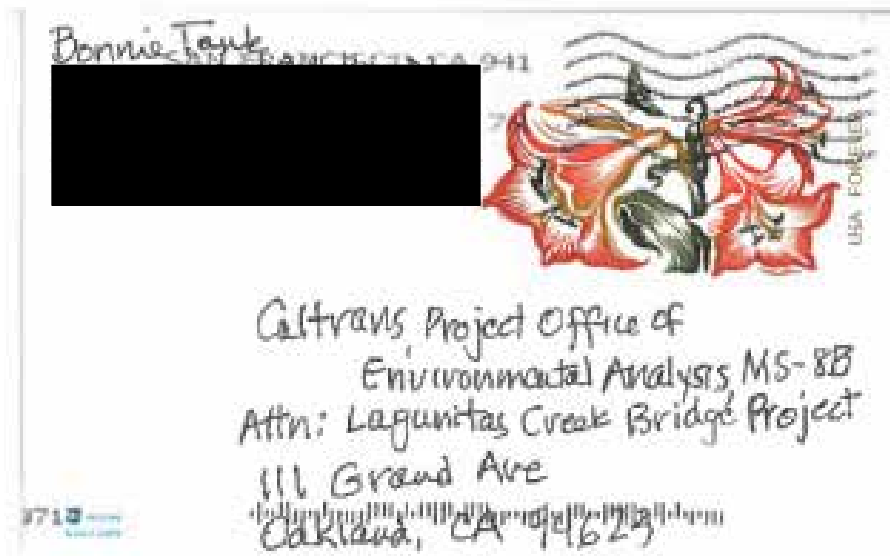
Caltrans notes the commenter's concern about traffic, dust, and noise impacts on the animal hospital and how the project may impact the animal hospital.

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See the EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Please see Table N-1 for the responses to **Common Comments** “CIA-1, Protect the animal hospital,” “CIA-2, Community impacts,” “NOI-1, Noise impacts,” “CST-1, Minimize duration of construction,” and CST-5, Traffic impacts of construction.”

Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to “CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,” and “CST-6, Consolidate staging,” which provide more detail on why staging areas are necessary and how they have been minimized to reduce impacts.



Tank, Bonnie\_A  
page 1 of 1



May 22, 2017

Dear Caltrans,

In the process of rebuilding the Lagunitas Creek Bridge, please be considerate of the vet clinic operations. Our community depends on this clinic and we are concerned about the impact of the noise, dust and disruption to this business. We expect Caltrans to be respectful to all individuals impacted.

Thank You, Bonnie Tank

## Response to Tank, Bonnie\_A

### Response to Comment 1: Protect the animal hospital

Caltrans notes the commenter's concerns about the animal hospital and community impacts. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CIA-2, Community impacts."**

Regarding the concerns about the animal hospital, Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provide more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Taylor, Tor\_A  
page 1 of 2

IND\_TayTor\_A

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**From:** Tor Taylor [REDACTED]  
**Sent:** Friday, June 23, 2017 9:24 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Point Reyes Bridge Replacement Staging

To whom it may (hopefully) concern,

1 I am writing in support of my local veterinarian, Dr. Mary Whitney to request that you exercise generosity and compassion in how you choose to stage materials and equipment for the bridge. I visit the Point Reyes Animal Hospital several times a month. It would be a severe hardship to our community as well as her business if you proceed with your plans to use her parking lot for a staging area. As it is, the bridge replacement project will create significant inconvenience to our town. Please do not compound that by putting this vital service out of business by making it inaccessible.

I do not believe that purely opposing the bridge is the only way to go, but if you impact our only local animal hospital then I must most strongly voice my opposition to the project.

2 There are numerous alternative locations within a few yards of the proposed staging area in the PRAH parking lot. Please consider using Love Field, the vacant lot at the corner of B and Highway One or the lot adjacent to Marin Sun Farms in lieu of the Hospital parking lot.

**Taylor, Tor\_A**

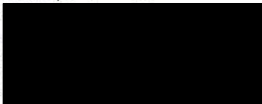
**page 2 of 2**



If you must block Dr. Whitney's business, I hope you will give her a fair buy-out or settlement that she can use to try to relocate her business.

Thank you for your consideration of this request. I would be grateful for a reply to know it has been read.

Tor Taylor



## **Response to Taylor, Tor\_A**

### **Response to Comment 1: Protection of the animal hospital and construction impact on the animal hospital**

Caltrans notes the commenter's concern about construction impacts on the animal hospital due to construction noise and traffic delays related to bridge closure. Recognizing this construction impact, Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. Construction of this alternative would be completed within 1 year, with a 2- to 3-week bridge closure. Caltrans has continued efforts to refine the staging areas to further reduce and minimize construction areas and impacts on adjacent properties as much as feasible, based on the animal hospital concerns. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment CIA-1, "Protect the animal hospital,"** and **"CIA-2, Community impacts."**

### **Response to Comment 2: Alternative staging areas**

Caltrans notes the commenter's request to consider other unused lots located near the Lagunitas Creek Bridge as alternate staging areas instead of the animal hospital property. Caltrans did consider other unused lots in the area, and for most of the equipment and material storage, the lots noted in your letter are appropriate; however, access to the bridge is critical. Other lots farther away are not located close enough for the proposed accelerated bridge construction method. Please see Table N-1 for the response to **Common Comment "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provide more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Teichman, Judy\_A

page 1 of 4

IND\_TeicJudy\_A

**From:** Judy Teichman [REDACTED]  
**Sent:** Saturday, June 24, 2017 11:03 PM  
**To:** Lagunitas Bridge@DOT <lagunitasbridge@dot.ca.gov>  
**Subject:** Lagunitas Creek Bridge Project - Comments on Draft EIR/EA

Caltrans, District 4  
Attn: Lagunitas Creek Bridge Project

Eric DeNardo, Office of Environmental Analysis, MS-8B  
111 Grand Avenue  
Oakland, CA 94623

Email: [lagunitas\\_bridge@dot.ca.gov](mailto:lagunitas_bridge@dot.ca.gov)

Subject: Comments on Lagunitas Creek Bridge Project Draft EIR/EA

For the purpose of the comments that follow, the Lagunitas Creek Bridge is referred to by the name it is known in West Marin, that is, the "Green Bridge:"

- 1 (1) Seismic safety: It is not necessary to replace the Green Bridge to protect life in a seismic event. The Green Bridge is only 152 feet long. Warning lights could be installed on either side of the bridge and hooked into the California Earthquake Shake Alert system now in final testing. That notice would be sufficient to stop traffic at the bridge entrance and for traffic on the bridge to clear. The route proposed as a detour during the proposed construction of a new bridge would serve as an alternate route into and out of Point Reyes Station if the existing bridge were to fail in a seismic event.
- 2 (2) Traffic safety: At a June 15 public meeting on the draft EIR/EA, Caltrans staff said that wider lanes -- 12' versus the existing 10' -- and the addition of a bicycle/pedestrian/equestrian lane(s) would make the Green Bridge crossing safer. This is a subjective analysis that does not take into account the facts on the ground. Because the lanes on the Green Bridge are narrow drivers slow down, and no one attempts to pass an equestrian or biker. In a poll of the audience, which included several senior members of the community, no one could recall there ever having been an accident on the bridge.  
  
Equally important, the narrow bridge serves as pinch point that causes drivers to slow down as they enter town, making safer the streets beyond the bridge, as well as the entrance to Dr. Mary Whitney's veterinary clinic. For those heading south, the narrow bridge slows drivers down so that other drivers, including myself, with a ¾ ton truck and three-horse trailer, can safely make the left hand turn into town from Sir Francis Drake.
- 3 The EIR/EA acknowledges that weekend traffic "can result in long queues on Sir Francis Drake Boulevard", but asserts, wrongly, that "the widened bridge would improve safety for drivers turning from Sir Francis Drake Boulevard onto SR 1 (northbound or southbound) by providing a better line of sight of the southbound bridge traffic, thus reducing the risk of incident." According to the EIR/EA, widening the bridge is an alternative to installing a traffic signal at the

Teichman, Judy\_A  
page 2 of 4

intersection, which, when traffic volumes are low, “*would disrupt traffic flow, increase intersection delay for drivers, and cause undue vehicle idling.*” Much more likely, widening the bridge will speed up traffic on Highway One making it even more difficult for the left hand turns from Sir Francis Drake. If widening results in faster traffic, the most likely solution would be installation of a traffic light. And a traffic light would be entirely inconsistent with maintaining the rural character of this intersection.

As an aside, Caltrans’ concerns with traffic safety on a bridge with 10’ lanes and no history of accidents are an interesting contrast to Caltrans apparent lack of concern with traffic safety at the southbound tollbooths on the Golden Gate Bridge, where all but two of the lanes narrow to 9’ with no warning sign. There were 160 accidents in those tollbooths between January 2015 and December 2016 that led to the Golden Gate Transit Bridge District issuing invoices for the cost of repair to tollbooth attenuators.

- 4 (3) **Structural integrity:** According to the draft environmental report, the existing bridge was designed to carry 15-ton trucks, compared to the present-day 36-ton trucks, and “[h]eavy loads can add strain and advance the structural weakening of the existing bridge.” Under the No-Build Alternative, the EIR/EA provides: “. . . the existing bridge would continue to operate without the capacity for current truck volumes and loads. The bridge also would continue to deteriorate and could fail during a strong seismic event. There would be no action to improve the safety and seismic design of the existing bridge . . . .” If structural integrity of the Green Bridge is a genuine safety concern, why doesn’t Caltrans immediately post a load limit for the bridge and reroute trucks that are too heavy to safely cross it through Olema, the proposed detour route?
- 5 (4) **Retrofit options:** Although the draft EIR/EA does not consider retrofit options, at the June 15 public meeting, Caltrans staff presented one method of retrofitting the bridge—a method that would not reduce the time of the closure or reduce the impact on the animal clinic. Community member and structural engineer Alistair Lizaranzu, who has worked on Caltrans bridge retrofit projects, volunteered that there are a number of less obtrusive ways to retrofit the structure, including by using a base isolation system. Presumably he will provide this information as part of his comments on the draft EIR/EA. If structural integrity is a serious issue that cannot be solved by establishing load limits, Caltrans should examine and consider multiple methods of retrofitting the bridge.
- 6 (5) **Useful life and flooding:** The cookie-cutter decision that the Green Bridge must be replaced, regardless of the on-the-ground context, was evident in the argument that a new bridge, the base of which would be no higher than the base of the existing bridge, will last 100 years. This claim ignores what we already know from experience and from the Marin County’s draft C-SMART study, which includes the Green Bridge in its description of “the most [near-term] vulnerable



Teichman, Judy\_A

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coastal Marin assets.” If a new bridge will be unusable in 100 years, a retrofit with a useful life of 50 years is an appropriate goal.

- 7 (6) Community cohesion. The draft EIR/EA includes a finding that the no-build alternative “could have adverse effects to community character and cohesiveness” should the bridge fail, while the new bridge alternatives would “enhance community cohesion.” This is malarkey. Folks in West Marin have a strong sense of belonging to their community. They rallied to support each other during the 1995 Inverness Fire, and they rally to support each other when winter storms and high tides result in closed roads and temporarily isolated segments of the community, e.g., during recent winter closures of Sir Francis Drake because of flooding. Their sense of community is evident in the creation of and support for the local radio station, KWMR, which was founded after the Inverness Fire to ensure communication during local emergencies. Should the existing bridge fail, folks in this rural community will rally to support each other. The sense of community will be reinforced not adversely affected.
- 8 (7) Consistency with State, regional and local plans: The existing bridge may not be compliant with technical ADA requirements for new bridges, but hundreds of bikers cross the bridge safely each week, and there is a separated crossway for the relatively few pedestrians who venture out of the shopping area primarily to access nearby recreational areas or the few homes south of the bridge. The existing bridge is consistent with all of the government plans cited in that in appearance and function it is integral to the “rural character” of Point Reyes Station and adjacent area. The proposed alternatives are “suburban bridges,” particularly inconsistent with the rural character of Highway One as envisioned in the Marin Countywide Plan and the Point Reyes Station Community Plan and with . The statement in the EIR/EA that the proposed alternatives would be consistent with the rural character of West Marin is an example of a subjective conclusion divorced from context.
- 9 (8) Visual/aesthetic impact: According to the draft EIR/EA, all “build” alternatives would change existing visual quality of the area. The changes would range from “moderate low” to “moderate high” to “high level” of change. Mitigation measures include “concrete aesthetics treatment,” painting metal portions green, and replacing or “revegetating disturbed areas.” According to the “Visual Impact Assessment,” dated March 2017, these measures “*would be to reduce the visual impacts of the project caused primarily by the lane widening, addition of crash attenuators and roadside safety devices, removal of creek landscaping, and the form of the bridge itself.*” In context, all of these constitute significant visual impacts. Furthermore, what is described as an “improvement in line of sight” is not addressed in discussing the impact of a replacement bridge on the visual or aesthetic quality of the areas leading onto the bridge. See the discussion of traffic safety above.




Teichman, Judy\_A  
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10 (9) Cultural resources: The Green Bridge is 88 years old. It was built about the time Model T's became relatively common, and it continues to serve as the entry to Point Reyes Station from the south. The Green Bridge is only five years younger than Cheda's Garage, which was established in 1924 and is thought to be the oldest continuously operating AAA road service station in the country. The Green Bridge is integral to a cultural landscape that includes Cheda's Garage, the Grandi Building, the building that houses the post office, which once served as the station for a train that ran through Marin to Tomales, and other remnants of an earlier day in this rural western town. Nevertheless, the draft EIR/EA concludes that none of the alternative new bridges proposed would have any "effect" on cultural resources. Nowhere in the draft EIR/EA or supplementary information could I find whether, when or how notice was given to the public that a decision regarding the cultural or historic status of the Green Bridge, or the landscape of which it is a part, were being considered by either Caltrans staff or the State Historic Preservation Office.

11 Conclusion: I urge Caltrans staff to step outside their silos, halt the existing environmental review process and begin anew to examine steps to eliminate the need to retrofit or replace the Green Bridge, e.g., see seismic safety option above and/or establish load limits for trucks using the Green Bridge. If, after a good faith re-examination of the Green Bridge *in its physical context*, the engineers still believe that work on the bridge itself is necessary, I urge Caltrans staff to engage in a true and open collaboration with the community to identify actual risks and the many alternatives available for reducing those risks short of constructing a new bridge.

Respectfully submitted,

Judy Teichman  


## Response to Teichman, Judy\_A

### Response to Comment 1: Seismic safety

Caltrans notes the commenter's opinion that a bridge replacement is not necessary. Caltrans is responsible for providing safe mobility on state routes for all transportation purposes, including commerce, routine trips, tourism, and emergency response access, as well as for considerations for multimodal options.

For the comment regarding a red-light system, Caltrans has evaluated this option and found it does not meet the purpose and need of the project. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-6, Consider seismic safety flashing lights."**

### Response to Comment 2: Traffic safety

Caltrans notes the comment that the existing narrow roadway at the bridge and at the Sir Francis Drake Boulevard intersection with SR 1 slows traffic down. The proposed dimension of the bridge maintains the same lane width as the current bridge but increases the shoulder from 2 feet to 5 feet. Please see Table N-1 for the response to **Common Comment "TSP-2, Safety hazard."** Additionally, Caltrans cooperates with local entities to build complete streets, and, in this area, Marin County plans to extend the shoulder to add safe bicycle routes. See the *Marin County Unincorporated Area Bicycle and Pedestrian Master Plan* (Marin County Department of Public Works 2008). See the Final EIR/EA, Section 2.1.1.3, Consistency with State, Regional and Local Plans, for more information.

### Response to Comment 3: Weekend traffic on the green bridge

Caltrans notes the commenter's concern about traffic flow on the bridge during weekends. Please see Section 2.1.5.3 of the Final EIR/EA for more detail on how traffic management will avoid peak traffic periods. Please see Table N-1 for the responses **Common Comments "CST-5, Traffic impacts of construction,"** for expectations during construction and **"TSP-1, Intersection at Sir Francis Drake Boulevard during operation,"** which addresses safety of the bridge during heavy traffic conditions on weekends. The comment regarding accidents at the southbound tollbooths on the Golden Gate Bridge is not relevant to this issue because they are owned and operated by the Golden Gate Bridge District, not Caltrans.

### Response to Comment 4: Structural integrity of the bridge and live loads

Regarding the comment about posted weight limits on the existing bridge, please see Table N-1 for the response to **Common Comments "PN-1, Project need is too narrow,"** and **"PN-2, Live load limits."** The need for the project is defined by factual investigations of the existing Lagunitas Creek Bridge and the surrounding environmental context, and it considers live load of trucks using the bridge (now and in the future).

### Response to Comment 5: Retrofit options

Caltrans considered and analyzed a retrofit alternative to bring the bridge to current seismic standards (purpose and need). Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comment "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives,"** which describe how a

full range of strategies was considered for the retrofitting the bridge and what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria.

#### **Response to Comment 6: Useful life and flooding**

Regarding the concern over flooding at the Lagunitas Creek Bridge. Caltrans has conducted model analyses to understand the range of the flood events for year 2050 and year 2100, including the increases attributable to projected sea level rise (SLR). As noted in Section 2.2.2.1 of the Final EIR/EA, the Federal Emergency Management Agency-projected downstream elevation at the mouth of Lagunitas Creek during a 100-year event, including SLR, is 11.06 feet in year 2050 and 14.47 feet in year 2100. Currently, the lower soffit of the Lagunitas Creek Bridge is located at elevation 17.5 feet. Therefore, the bridge can currently convey projected surface elevations that include the SLR and 100-year event flows. The mouth of Lagunitas Creek, at Tomales Bay, was used in the hydraulic model as the downstream controlling water surface elevation. The Sea Level Rise Memo and Sea Level Rise Impact Study completed for the project are on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>).

This area is known to flood and will continue to do so with sea level rise projections.

As described in Final EIR/EA Section 2.2.1, Hydrology and Floodplain, flooding occurs east (upstream) of the bridge and is not attributed to the bridge. These flood events overtop many portions of SR 1. Caltrans investigated the possibility of raising the bridge more and found that several miles of SR 1 would also have to be raised to accommodate flood events with or without sea level rise projections. This would enlarge the project beyond available resources. In addition, raising the bridge and roadway would also raise the access driveways for many adjacent properties, causing property impacts to many parcels. Raising the roadway would also raise the barrier for floodwaters to pass and thereby would result in floodwaters remaining for longer periods on private properties.

Alternatively, by lowering the roadway (to remove it as a barrier to flow), the water surface elevation would be slightly lowered upstream of the SR 1 bridge. The projected change in water surface elevation (0.13 foot or less than 2 inches maximum) is not significant enough to change the characteristics of flooding or the extent of the existing 100-year floodplain. Therefore, the bridge is not the issue.

However, Section 2.2.1.3 of the Final EIR/EA was updated to reflect that Caltrans and Marin County have discussed the need to include potential climate adaptation measures in new infrastructure projects, such as the bridge. Both Caltrans and Marin County recognize that while raising the bridge is not the solution, having the flexibility to raise the bridge may be part of the solution in conjunction with future Marin County infrastructure efforts. Caltrans has agreed to consider design of the Lagunitas Creek Bridge substructure to support raising the bridge in the future.

#### **Response to Comment 7: Community cohesion**

Caltrans notes the commenter's opinion that community cohesion would remain intact in the event of a seismic event that damages the Green Bridge. Caltrans is responsible for providing safe mobility on state routes for all transportation purposes, including commerce, routine trips, tourism, and emergency response access, as well as for considerations for multimodal options. Caltrans prepared the Community Impact Assessment for this project, in conformity with the *Caltrans Standard Environmental Reference Environmental Handbook Volume 4: Community Impact Assessment* (Caltrans 2011). Please see Table N-1 for the responses to **Common Comments "CIA-2, Community impacts,"** and **"CIA-3, CIA adequacy."**

### **Response to Comment 8: Consistency with state, regional, and local plans**

Comment noted. Please see response to Comment 2 above regarding bike route planning.

Based on community input and the Visual Impact Assessment that evaluated the aesthetics of all Build Alternatives, Alternatives 4a and 4b were considered to be inconsistent with the Marin County Local Coastal Program. Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which, is the narrowest of all the proposed Build Alternatives and is least disruptive to the rural community and scenic views at and from the existing Green Bridge. Please see Table N-1 in the introduction to this appendix for the response to **Common Comments “ALT-7, Size of bridge and visual/aesthetic character.”**

### **Response to Comment 9: Visual/aesthetic impact**

Please see response to Comment 8 above. Changes to the visual environment do not necessarily result in significant impacts. Please also see Table N-1 for the response to **Common Comment “ALT-7, Size of bridge and visual/aesthetic character.”**

Line-of-sight issues are not affiliated with effects on scenic resources. They are a safety consideration for persons at an intersection determining if it is safe to enter into the roadway. The Preferred Alternative (Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in) goes the furthest to extend the line-of-sight because railing would be only at the exterior limits of the bridge and would not block visibility from the Sir Francis Drake Boulevard intersection looking north.

### **Response to Comment 10: Cultural resources**

Caltrans notes the comment regarding the age of the bridge (88 years) and its possible historic status related to the town and other historic structures. Caltrans also notes the comment in support of retaining the historic context of the existing bridge. Caltrans cultural resources experts studied the historic context of the project area (the Area of Potential Effects), including the Lagunitas Creek Bridge, and determined that the bridge does not meet eligibility criteria for listing on the National Register of Historic Places or the California Historic Landmark status/listing. The State Historic Preservation Officer concurred with this lack of eligibility finding on October 27, 2016.

Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. This alternative most closely resembles the scale of the existing Lagunitas Creek Bridge and eliminates visual obstruction to its surroundings.

### **Response to Comment 11: Caltrans has not conducted the proper studies to justify replacement of the Green Bridge; support for the No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans has conducted several studies of the existing bridge, which reaffirmed the project need, and has considered a full and reasonable range of alternatives, including the retrofit alternatives, as described in the Alternatives Analysis Report. The studies, the Alternatives Analysis Report (April 2017) and Addendum (June 2018) are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). Please see response to comment 5 above. Also, the range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments “ALT-1, Support for the No-Build Alternative,” and “PUB-2, Public outreach process.”**

Thompson, David\_A  
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IND\_ThomDavi\_A

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**From:** david thompson [REDACTED]  
**Sent:** Sunday, June 18, 2017 9:20 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Green Bridge

1 I oppose Caltran's plan to replace the Green Bridge. Please reconsider this proposal, this could harm an extremely important part of this community. taking over personal property to solve your issues is not acceptable, perhaps if the contractors doing the job would be willing to pay an appropriate usage fee. the business owner would not go out of business. But that would assume that you care about the people who actually have to live an do business there..

Dave  
[REDACTED]

## **Response to Thompson, David\_A**

### **Response to Comment 1: Oppose the replacement bridge and oppose property taking**

Caltrans notes the commenter's opposition to the proposed Build Alternatives. The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

Caltrans notes the commenter's concern about taking property. This project does not propose permanent property acquisition beyond a narrow shoulder on Whitehouse Pool Park to provide continued pedestrian access to the park's trailhead and down to the Sir Francis Drake Boulevard intersection. The construction process would only require small, temporary construction easements on properties that are adjacent to access the bridge. Other staging areas are located on vacant property for material storage. Please see Table N-1 for the responses to **Common Comments "CIA-2, Community impacts,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary.

Thomson, Didi\_A  
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IND\_ThomDidi\_A

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**From:** didi thompson [REDACTED]  
**Sent:** Wednesday, June 21, 2017 7:13 PM  
**To:** Jay Haas; Lagunitas Bridge@DOT  
**Subject:** Re: Fw: Long term resident opposes project

Got it. Thanks Jay. I'll work up something like this.  
Poops

On Wed, Jun 21, 2017 at 6:08 PM Jay Haas [REDACTED] wrote:

Dear Caltrans,

- 1 I now only support the No Build option. Even a true Seismic Retrofit approach is bound to be overkill for our situation.
- 2 I've recently heard that weight limitations are not being enforced. If that is the case, I urge you to enforce them.
- 3 I've also learned of a Red Light warning system in case of an earthquake or other cause of structure failure. That sounds like all the solution we need.

Thank you,

Jay Haas



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**From:** Jay Haas [REDACTED]  
**Sent:** Friday, May 26, 2017 12:39 PM  
**To:** [lagunitas\\_bridge@dot.ca.gov](mailto:lagunitas_bridge@dot.ca.gov)  
**Subject:** Long term resident opposes project

**Thomson, Didi\_A**  
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Dear Caltrans,

Please consider the No Build alternative or a true Seismic Retrofit.

My family has resided one mile from Pt Reyes Station for 30 years. It has been quite the paradise.

I fear all bridge alternatives presented will bring serious disruption and unwelcome long-term changes.

I especially fear that Pt Reyes Animal Hospital, an exceptional service provider where we have been bringing our pets for 30 years, will be forced out of business and bring financial ruin to Dr. Whitney and her family. How could this business possibly survive with no front door access, severely restricted parking, loud noises and dust for one to three years?

We would be personally impacted by having to travel much farther for veterinary services.

Similarly, most every business in or near town will be negatively impacted in one way or another.

Thank you for your consideration.

Jay Haas





## **Response to Thomson, Didi\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," and "ALT-2, Describe the no-build scenario."

### **Response to Comment 2: Weight limitations**

Caltrans acknowledges that the comment about posted weight limits. Please see Table N-1 for the response to **Common Comments** "PN-2, Live load limits."

### **Response to Comment 3: Consider earthquake warning lights**

Comment noted. Please see Table N-1 for the response to **Common Comment** "ALT-6, Consider seismic safety flashing lights," which describes why this option would not meet the purpose and need for the project.

*For responses to the email from Jay Haas, which was attached to Didi Thompson's email, please search the table of contents in the introduction to this appendix and search for the "Haas, Jay-B" entry.*

**Thompson, John\_A**  
page 1 of 1

IND\_ThomJohn\_A

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**From:** John Thompson [REDACTED]  
**Sent:** Wednesday, June 07, 2017 11:42 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Bridge Project

There is a growing outcry over Caltrans' failure to directly address several concerns:

- 1 (1) The scope of the "Green Bridge" project. Caltrans originally introduced the project as a "seismic refit" with minimal disruptive components. Since then Caltrans has focused on a total bridge replacement, a much more extensive plan. No reason for this change has been offered and objections remain unanswered by Caltrans.
- 2 (2) Elements of the project's staging will adversely affect the community of Point Reyes Station. Unfortunately the Point Reyes Animal Hospital is located almost adjacent to the proposed project. Caltrans' plan fails to adequately buffer that facility from the brunt of construction activity. Indeed, Caltrans proposes to utilize the hospital's property as its equipment staging area. It must be obvious that a hospital is a delicate environment that needs protection from noise and disruptive bedlam. It also needs to be immediately accessible to the public when dealing with emerging situations.
- 3 (3) The lack of adequate opportunity for public input. Caltrans needs to extend the period for public comment and create better opportunities, such as community forums, which directly address numerous public concerns.

JOHN THOMPSON

[REDACTED]

## **Response to Thompson, John\_A**

### **Response to Comment 1: Consider a true retrofit**

Caltrans notes the commenter's desire to know more about why a retrofit alternative is not evaluated further. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives."**

### **Response to Comment 2: Concern for the animal hospital (staging on animal hospital property)**

Caltrans notes the commenter's concern about taking property. This project does not propose permanent private property acquisition. The construction process would only require small, temporary construction easements on properties that are adjacent to access the bridge. Other staging areas are located on vacant property for material storage. Caltrans will maintain access to the animal hospital throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," and "CST-6, Consolidate staging."** Caltrans will comply with the Uniform Real Property and Relocation Assistance Act of 1970, as amended.

### **Response to Comment 3: Extend the comment period**

Comment noted. For a full description of outreach and public engagement, please see Chapter 4 of the Final EIR/EA. Please also see Table N-1 for the response to **Common Comment "PUB-1, Extend public comment period."**

**Thompson, Virginia\_A**  
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IND\_ThomVirg\_A

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**From:** didi thompson [REDACTED]  
**Sent:** Saturday, May 27, 2017 8:54 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Retrofit bridge

Dear CalTrans,

I live in Pt Reyes Sta and I am on the roads here almost daily in this area. I understand the updating of the Lagunitas Bridge's viability (Green Bridge if you live here) to withstand an earthquake is of importance to us all. I appreciate your attention to taking care of us out in the rural areas and your concern to have us prepared for any disasters.

- 1 My opinion is that a retrofitting of the existing bridge is the best and only option we can handle other than to leave Lagunitas Bridge alone. Our community can't live with such lengthy, years, disruption of movement around town and interference with local business operations. I am especially worried about Pt Reyes Animal Hospital's ability to stay in business with such lengthy pressure on it to be easily available to the public. I have been a client of theirs for decades. I hate to say this but, animals will suffer. Not all animal owners have an ideal sense of pet responsibility. Those owners will let their responsibility slide rather than deal with the nuisance
- 2 CalTrans will cause to the animal hospital's property. It would be devastating to animals and likely to end that business's existence. If that were to happen then even more animals, ALL of our animals, would suffer with no veterinary services here!

I have spoken with Dr. Whitney and she is very concerned about the viability of her business being able to continue, she has a sizable staff to protect as well.

- 3 Please consider the least disruptive way, for travel and for businesses, to retro fit the existing bridge or leave it alone. Please consider or reconsider using the empty lot at the corner of Hwy 1 and B St as the staging ground. Thank you for taking my opinion into consideration.

Virginia Thompson  
[REDACTED]

## **Response to Thompson, Virginia\_A**

### **Response to Comment 1: Support the retrofit or No-Build Alternative**

Caltrans notes the commenter's support for a seismic retrofit or the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives,"** which describes what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria.

### **Response to Comment 2: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," and "CST-6, Consolidate staging."**

### **Response to Comment 3: Avoid staging on the animal hospital parking area**

Caltrans notes the commenter's concern with staging on the animal hospital's parking lot. Different staging areas are identified to support different activities. Two staging areas are proposed on the animal hospital property: one to access the piers and abutments and one for relocating the utility pole to avoid conflict with overhead wires during construction. Each staging area would be used for short periods of time. Please see Table N-1 for the response to **Common Comment "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** which provides more detail on how temporary construction easements and staging areas are used.

**Turken, Patricia\_A**  
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IND\_TurkPatr\_A

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**From:** Patricia Turken [REDACTED]  
**Sent:** Monday, June 19, 2017 6:25 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** No Build Alternative

1 | I oppose Caltran's plan to replace the Green Bridge and I am in favor of the No Build Alternative.  
This project will affect my sister's livelihood, Point Reyes Animal Hospital, and her future ability to support her family.

Please consider an alternative.

Thank you,  
Patricia Turken

PATRICIATURKENDSIGN  
[REDACTED]

## **Response to Turken, Patricia\_A**

### **Response to Comment 1: Support for the No-Build Alternative and protection of the animal hospital**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

Caltrans also notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CST-6, Consolidate staging."** Caltrans will comply with the Uniform Real Property and Relocation Assistance Act of 1970, as amended.

Vance, Kristen\_A  
page 1 of 1

IND\_VancKris\_A

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**From:** Kristen Vance DVM [REDACTED]  
**Sent:** Friday, May 12, 2017 6:23 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Bridge Project

I am writing to voice my concern for Point Reyes Animal Hospital. As a fellow veterinarian I am very concerned for the impact of this bridge on this veterinary practice and the owner/employees livelihood.

1 Designating their parking lot means they will not be able to use their front door and parking lot for 1 to 3 years depending on the bridge construction method chosen. The unbearable loud noise and dust impact will be huge on the animals and healthcare workers. Traffic will be a nightmare for the entire community. There often will be one way traffic with flaggers and a 3 week complete closure during the summer months. The economic impact to Pt. Reyes Animal Hospital could lead to permanent closure and financial ruin for Dr. Whitney and her family.

Please consider the impact to the neighborhood and pet owners who depend on Dr Whitney for their pet's healthcare.

Kristen Vance DVM



## **Response to Vance, Kristen\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts,"** and **"CST-6, Consolidate staging,"** which provides more information on how staging will be used and minimized.

Furthermore, different staging areas are identified to support different activities. Please see Table N-1 for the response to **Common Comment "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** which provides more detail on how temporary construction easements and staging areas are used. Also see the responses to **Common Comments "CST-1, Minimize duration of construction,"** and **"NOI-1, Noise impacts."**

van der Veen, Anneke\_A  
page 1 of 1

IND\_vanderAnn\_A

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**From:** Anneke Van Der Veen [REDACTED]  
**Sent:** Tuesday, June 20, 2017 2:03 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Re:Green Bridge

Hi,  
I am a local citizen of Point Reyes Station and have lived here as a resident since 1999.

1 | I oppose Caltrans's plan to rebuild the Green Bridge and I am in favor of the No Build Alternative.

Thank you,  
Anneke van der Veen

[REDACTED]

Sent from my iPhone

## **Response to van der Veen, Anneke\_A**

### **Response to Comment 1: Oppose rebuild of bridge and support for the No-Build Alternative**

Caltrans notes the commenter's opposition to rebuilding the bridge and support for No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

**Van Der Wal, Sue and John**  
page 1 of 2

IND\_VanDerSueJoh\_A

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**From:** J-S Van Der Wal [REDACTED]  
**Sent:** Monday, June 05, 2017 11:18 AM  
**To:** Lagunitas Bridge@DOT  
**Cc:** rsuokko@marincounty.org; editor@ptreyeslight.com  
**Subject:** Point Reyes Bridge

1 Having lived in Inverness for 34 years, we wish to express a preference for option "3-span, Concrete Bridge" for the reasons stated below. We are not in favor of trying to retrofit the bridge, because (1) there are no favorable cost or construction time trade-offs, (2) it would not meet current standards of use, and (3) we consider it a civic duty to go through the extra trouble for the benefit of future generations, just as a past generation gave us a bridge robust enough to serve us for many decades.

2 The 3-span concrete bridge leaves the smallest impression on the visual environment, has clean lines, will probably cost less, and is significantly less-wide and high than the alternatives. It will take a while to get used to the missing metal sides, but over time it will look as natural as the current bridge does today. Our second preference is the 3-span steel truss look; we don't like the single-span truss idea because it looks rather ugly; and we think that the suspension bridge look is out of character with the area.

3 We are strongly in favor of the accelerated construction method (longitudinal move-in), because a full closure for 2-3 weeks is a small price to pay for a savings of up to 2 years in construction time. It's not as if we can't get to Point Reyes or vice versa, as there is an alternative route that will only take about 20 minutes longer; no big deal for such a short time period. Excellent signing, way before visitors arrive at Point Reyes, should go far to alleviate any adverse effects on the business community; unfortunately, there is no reasonable way to remove all negatives for all those affected. Using the ABC method will probably also cost less, which should be an important consideration as we are spending public money. We saw the ABC method applied in a bridge replacement over the East Fork of the Salmon river where it crosses Idaho's interstate 75, and the method was smooth, with excellent results. Last but not least, by keeping the construction period to a minimum, we cause the least amount of damage to the environment.

**Van Der Wal, Sue and John**  
**page 2 of 2**

We think that Caltrans has been more than generous hearing us out and presenting us with practical alternatives; it's now time to act – let's get it done!

Best regards,

Sue and John Van Der Wal  
Inverness, CA 94937

## **Response to Van Der Wal, Sue and John**

### **Response to Comment 1: Support three-span, concrete bridge**

Caltrans notes the commenter's support for preferred bridge features that are characteristics of Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in. Caltrans has identified Alternative 3a as the Preferred Alternative.

### **Response to Comment 2: Second preference for three-span steel truss**

Caltrans notes the commenter's second preference for the three-span steel-truss bridge. Caltrans has identified Alternative 3a as the Preferred Alternative (see response to Comment 1 above).

### **Response to Comment 3: Traffic effects on the town during construction**

Caltrans notes the commenter's support for the accelerated bridge construction (ABC) method. Caltrans will minimize traffic impacts during construction and has developed the ABC method to reduce the construction period and to allow use of the bridge for most of the construction period. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "CST-2, Closure timing - don't impact tourism season," and "CST-5, Traffic impacts of construction."

van Kriedt, Karen\_A  
page 1 of 1

IND\_vanKrieKar\_A

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**From:** Karen van Kriedt [REDACTED]  
**Sent:** Monday, May 29, 2017 1:07 AM  
**To:** Lagunitas Bridge@DOT; Steve Meachum  
**Subject:** Deleterious Effect of Lagunitas bridge rebuild on Pt Reyes Animal Hospital

Dear Caltrans,

- 1 I fear the economic impact of the Lagunitas Creek Bridge rebuild project will have a calamitous effect on the Point Reyes Animal Hospital. Dr. Mary Whitney and her wonderful staff treat both of my dogs and my elderly cat. I would hate to lose them.  
  
I understand the project plans to use the parking lot of the hospital as a staging area, rendering the parking lot and front door of the clinic inaccessible to clients for one to three years. The loud noises and dust will also have detrimental effect on staff and already vulnerable and ailing animals.
- 2 The additional impact of nightmarish traffic conditions could bring about the closure of the hospital, representing loss of jobs and loss of livelihood for Dr. Whitney.  
  
This is unacceptable.
- 3 Please consider a true seismic retrofit in place of an entire rebuild. Our community is small and surrounded by protected lands, both federal and state. We are not about to expand beyond the current population any time soon. A major bridge is completely unnecessary and not desired by the community.

Sincerely,  
Karen van Kriedt

[REDACTED]

## **Response to van Kriedt, Karen\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern about dust and noise impacts on the animal hospital and how the project may impact the animal hospital.

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.2.6 for dust control measures and 2.2.7 for noise reduction measures. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "NOI-1, Noise impacts," and "CST-1, Minimize duration of construction**

Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging,"** which provides more information on how staging will be used and minimized.

### **Response to Comment 2: Traffic impacts**

Caltrans notes the commenter's concern about traffic impacts. Caltrans will minimize traffic impacts during construction and has developed the accelerated bridge construction method to reduce the construction period and to allow use of the bridge for most of the construction period. Please see Table N-1 for the responses to **Common Comments "CST-1, Minimize duration of construction," "CST-2, Closure timing - don't impact tourism season," and "CST-5, Traffic impacts of construction."**

### **Response to Comment 3: Consider true seismic retrofit**

Comment noted. Caltrans evaluated a retrofit alternative, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are posted on the project's website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>) and as summarized in the EIR/EA. For many reasons, including disruption to the local economy and residents, Caltrans dismissed this alternative from further evaluation in the Draft EIR/EA. Please see Table N-1 for the responses to **Common Comments "ALT-3, Definition of a true retrofit," and "ALT-4, Full range of alternatives,"** as well as **"ALT-7, Size of bridge and visual/aesthetic character."**



Verdon-Roe, Vivienne\_A  
page 1 of 1

IND\_VerdRoeVivi\_A

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**From:** Vivienne Verdon-Roe [REDACTED]  
**Sent:** Saturday, May 27, 2017 9:43 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** PLEASE DO NOT CLOSE THE BRIDGE IN PT REYES

- 1 Please consider the situation with the Pet Hospital. The community needs that hospital to stay open, and there is serious concern that it will not be able to. The vet and her staff have been a wonderful addition to the community for many years.
- 2 Please consider the No Build Alternative or a true Seismic Retrofit.

Thanks,  
Vivienne

Vivienne Verdon-Roe, Ph.D (hon)

[REDACTED]

## Response to Verdon-Roe, Vivienne\_A

### Response to Comment 1: Protect the animal hospital

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** for more about how the animal hospital was considered, and **"CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots"** and **"CST-6, Consolidate staging,"** which provide more information on how staging will be used and minimized.

### Response to Comment 2: Consider true retrofit or No-Build Alternative

Caltrans notes the commenter's support for a retrofit or No-Build Alternative. Caltrans evaluated a retrofit alternative, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 201) posted on the project's website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>) and in the EIR/EA. For many reasons, including disruption to the local economy and residents, Caltrans dismissed this alternative from further evaluation in the Draft EIR/EA. Please see Table N-1 for the response to **Common Comment "ALT-3, Definition of a True Retrofit."** Caltrans also evaluated the No-Build Alternative in the EIR/EA. Please also see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative,"** and **"ALT-2, Describe the no-build scenario."**

**Vernon, Angela\_A**  
**page 1 of 1**

IND\_VernAnge\_A

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**From:** Angela Vernon [REDACTED]  
**Sent:** Monday, May 29, 2017 3:33 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** green bridge

- 1 | I gather the work on the bridge will impact the animal clinic. Please do not use that area as the clinic is too valuable to all of us with pets. Angela Vernon.

## **Response to Vernon, Angela\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-1, Protect the animal hospital."** In response to public comments concerning the proposed staging area on the animal hospital parking lot, Caltrans has refined the staging area to reduce the impact. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more information on how staging will be used and minimized.

Vestal, James\_A  
page 1 of 1

IND\_VestJame\_A

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**From:** james vestal [REDACTED]  
**Sent:** Sunday, May 28, 2017 1:23 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Comment on lagunitas bridge proposal

To the Caltrans Office of Environmental Analysis, Lagunitas Bridge Project:

- 1 I would like to voice my strong protest to the Caltrans project to replace the Lagunitas Bridge. The last thing the community of Point Reyes needs is a wider bridge that will inevitably lead to much greater traffic flow. I find it difficult, if not impossible, to believe that a reliable environmental study that took such an increase in traffic into account would conclude this project is environmentally sound.
- 2 In addition, the lengthy construction period will have a devastating impact on the small businesses in Point Reyes itself. These businesses depend on both tourists and local residents to survive; even residents will find alternatives to shopping downtown when traffic congestion becomes a problem. Tourists, of course, will avoid the area completely. As a result, the picturesque town of Point Reyes, my favorite destination on the Marin coast, will be irrevocably altered.
- 3 I strongly urge you to consider alternatives, such as a "no build" option or true seismic update of the existing structure. Building a new, and substantially wider, bridge is a proposal I do not support and find highly objectionable.

Thank you for your consideration,

James Vestal  
[REDACTED]

## **Response to Vestal, James\_A**

### **Response to Comment 1: Oppose project, wider bridge, traffic impacts**

Caltrans notes the commenter's opposition to a replacement bridge and concern that the new bridge would increase traffic. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need.

The project would not increase the level of traffic. For a more detail, please see Final EIR/EA Section 2.1.5.3, Traffic and Transportation, for a full evaluation of the traffic conditions during operation and construction. No capacity is being added to SR 1. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "TSP-2, Safety hazard,"** and **"ALT-7, Size of bridge and visual/aesthetic character,"** for information about the bridge dimensions.

### **Response to Comment 2: Lengthy construction period, economic and community impacts**

Caltrans notes the commenter's concern about the construction period. Please see the response to Comment 1 above with regard to traffic impacts and the construction period. Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Please see Table N-1 for the responses to **Common Comments "CIA-2, Community impacts," "CST-1, Minimize duration of construction,"** and **"CST-2, Closure timing – don't impact tourism season."**

### **Response to Comment 3: Consider No-Build Alternative or true seismic retrofit**

Caltrans notes the commenter's support for the No-Build Alternative or a seismic retrofit. Refer to Response to Comment 1 for a response to the No-Build Alternative. Please see Table N-1 for the responses to **Common Comments "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives."**

**Waldron, Sam and Teresa\_A**  
**page 1 of 1**

IND\_WaldSamTer\_A

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**From:** Sam Waldron [REDACTED]  
**Sent:** Monday, June 05, 2017 12:33 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Bridge project

- 1 We are writing to beg you to reconsider the scale of the project as presently envisaged and the level of community disruption the plan foreshadows.
  - 2 Point Reyes Station receives 2.5 million visitors a year. The bridge project envisages drastically reduced traffic into the town, ending with a complete closure of the road for three weeks at the summer peak. It seems unlikely that Point Reyes businesses geared to servicing tourist traffic would all survive such a revenue loss.
  - 3 The impacts extend beyond the town. We are particularly concerned for the future of the Point Reyes Animal Hospital, whose entire front parking area has been designated a staging area for bridge construction. It's hard to see how a semi-blockaded hospital could avoid closing, which would represent a devastating loss to this rural community.
- We see the scale of the project as the primary cause of the problems. A true seismic retrofit, as recommended by Caltrans in this instance 10 years ago and as commonly performed by Caltrans elsewhere, appears not to have been seriously considered since.
- 4 In the interests of not unnecessarily damaging the town to save it, we respectively beg you to revisit retrofit options for the Lagunitas bridge.
- And, at a minimum, to find a solution that avoids monopolizing the Animal Hospital parking lot as a construction staging area.

Sam and Teresa Waldron  
Inverness

## **Response to Waldron, Sam and Teresa\_A**

### **Response to Comment 1: The alternatives are out of character and community impacts**

Caltrans notes the commenter's concern about the size of the bridge. The range of alternatives evaluated in the EIR/EA considers community interests and sensitive environmental resources, while also meeting the project purpose and need. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 in the introduction to this appendix for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Please see Table N-1 for the response to **Common Comment "CIA-2, Community impacts."**

### **Response to Comment 2: Traffic effects on the town during construction**

Caltrans notes the commenter's concern about the closure's impacts on traffic. Caltrans will minimize traffic impacts during construction and has developed the accelerated bridge construction method to reduce the construction period and to allow use of the bridge for most of the construction period. Please see Table N-1 for the responses to **Common Comments "CST-1, Minimize duration of construction," "CST-2, Closure timing - don't impact tourism season,"** and **"CST-5, Traffic impacts of construction."**

### **Response to Comment 3: Protection of the animal hospital and staging**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the response to **Common Comment "CIA-1, Protect the animal hospital."**

Caltrans notes the commenter's concern about taking property. Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and will maintain access to the property throughout construction. Because access will be maintained to the animal hospital, relocation will not be required. Different staging areas are identified to support different activities. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

### **Response to Comment 4: Consider a true retrofit and other staging areas**

Caltrans notes the commenter's support for a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives."**



Please see response to Comment 3 above regarding potential to use other staging areas.

**Wallop, Hunter\_A**  
**page 1 of 1**

IND\_WallHunt\_A

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**From:** Hunter Wallop [REDACTED]  
**Sent:** Wednesday, June 21, 2017 12:41 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** No Build

- 1 I certainly don't think we need to replace a perfectly functional bridge, especially when there are so many other local infrastructure projects that would make life better for those of us who live here; and I've never heard a tourist complain about our bridge. Lets get to work on building that path for pedestrians and bicyclists from the Inverness side of the marsh to town that we were talking about years ago, and which is still very much needed by many who would like to avoid the radical monopoly of the automobile infrastructure and lead a healthier life beyond the car. [REDACTED]
- 2

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**HUNTER WALLOP**  
[REDACTED]

## **Response to Wallof, Hunter\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," and "ALT-2, Describe the no-build scenario."**

### **Response to Comment 2: Build a separate bridge for pedestrians and bicycles**

Caltrans notes the commenter's desire for a crossing path for pedestrians and bicyclists. Please see Table N-1 for the response to **Common Comment "CST-4, Separate the pedestrian and bike crossing."**

**Wanken, Douglas\_A**  
page 1 of 1

IND\_WankDoug\_A

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**From:** Katherine Lee [REDACTED]  
**Sent:** Wednesday, May 24, 2017 4:42 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge Project

To Whom it May Concern:

- 1 I am extremely concerned about your plans for the Lagunitas Bridge. Firstly, the economic impact on the Point Reyes Animal Hospital could be closure. We need our animal hospital. Secondly, why on earth can't you do a retrofit? Please consider a **no build alternative**. You already have the money. Don't do this to our community.
- 2 No one here wants this. A true seismic retrofit has never been analyzed by Caltrans. We deserve every opportunity to keep our community quaint....and still keep our bridge safe.
- Please consider my letter.

Sincerely,  
Douglas Wanken  
[REDACTED]

## **Response to Wanken, Douglas\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CIA-2, Community impacts."**

### **Response to Comment 2: Support the No-Build Alternative or retrofit**

Caltrans notes the commenter's support for the No-Build Alternative or a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comments "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives,"** which describes what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria.

Ward, Barbara\_A  
page 1 of 1

May 29, 2017

IND\_WardBarb\_A

Caltrans Project Office  
Dear Sirs:

1 I am very concerned that you propose to use the Point Reyes  
Veterinary Clinic parking lot as a staging area for equipment used  
in the Lagunitas Creek Bridge project. I ask you to consider  
altering the scope of the project to a seismic retrofit or even a 'no  
2 build alternative'. in any case please find another staging area  
( there are plenty of open fields around). using the clinic parking  
area for the duration of a project like this would be tantamount to  
putting them out of business. you couldn't pick a more sensitive  
area for your staging area.

Sincerely, barbara ward

Barbara Ward

## **Response to Ward, Barbara\_A**

### **Response to Comment 1: Protection of the animal hospital, staging on animal hospital property, and retrofit or No-Build Alternative**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-1, Protect the animal hospital."**

Caltrans notes the commenter's concern about taking property. Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and will maintain access to the property throughout construction. Because access will be maintained to the animal hospital, relocation will not be required. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more information on how staging will be used and minimized.

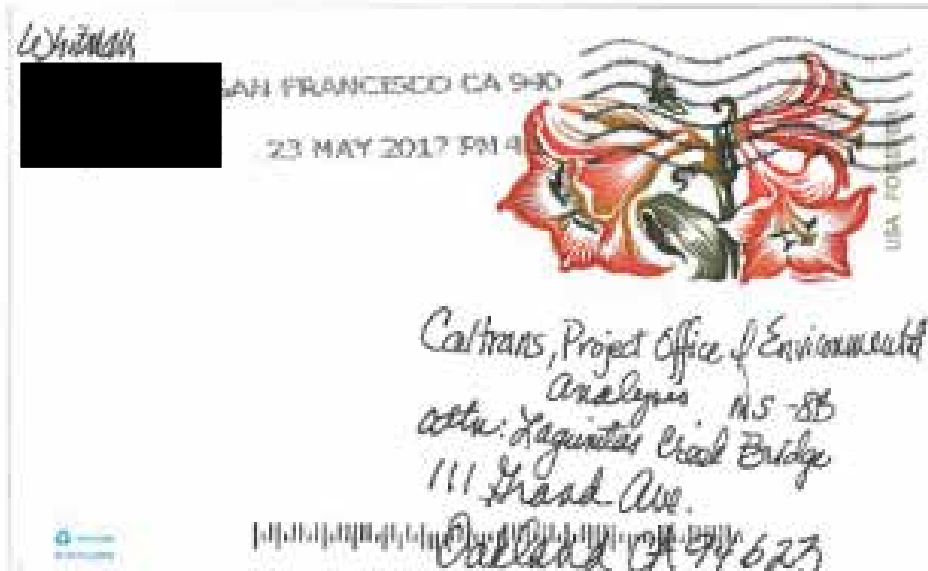
Caltrans notes the commenter's support for a seismic retrofit or the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comment "ALT-1, Support for the No-Build Alternative,"** **"ALT-2, Describe the no-build scenario,"** and **"ALT-3, Definition of a true retrofit."**

### **Response to Comment 2: Avoid staging on the animal hospital parking area**

Please see response to Comment 1 above, which explains how temporary construction easements and staging areas are used.

Whitman, Carol\_A  
page 1 of 1

IND\_WhitCaro\_A



Dear Caltrans,  
My cats use the West Marin Vet  
Clinic. I do to see how the business  
can survive the building of the  
bridge. Please take time to  
communicate with the owner  
and do whatever you can to  
minimize the impact. Carol Whitman



## **Response to Whitman, Carol\_A**

### **Response to Comment 1: Protect the animal hospital, communicate with owner**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "CIA-1, Protect the animal hospital."**

Caltrans notes the commenter's concern about taking property. Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and will maintain access to the property throughout construction. Because access will be maintained to the animal hospital, relocation will not be required. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more information on how staging will be used and minimized.

**Whitney, David\_B**  
**page 1 of 1**

IND\_WhitDavi\_B

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**From:** David Whitney [REDACTED]  
**Sent:** Sunday, May 21, 2017 9:31 PM  
**To:** Lagunitas Bridge@DOT <[lagunitasbridge@dot.ca.gov](mailto:lagunitasbridge@dot.ca.gov)>  
**Subject:** Extend Comment period

To Whom It May Concern,

1 It is imperative that Caltrans extend the comment period for the Lagunitas Creek Bridge project far past June 9th, 2017.  
The Point Reyes Station community is not at all informed on what your plan is going forward. We need more time to educate ourselves on what exactly it is that Caltrans is proposing.

Thank you for your attention to this very important matter.

David Whitney  
Inverness, CA

## **Response to Whitney, David\_B**

### **Response to Comment 1: Extend the public comment period**

Caltrans notes the commenter's request to extend the comment period. At the request of this letter (dated May 21, 2017) and other public input, Caltrans extended the public comment period from June 9 to June 23, 2017, to allow the public to gather more information on the project and comment on this information. The public comment period was extended from 45 days to 60 days. Please also see Table N-1 in the introduction to this appendix for the response to **Common Comment "PUB-1, Extend public comment period."**

**Whitney, David\_E**  
**page 1 of 1**

IND\_WhitDavi\_E

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**From:** David Whitney [REDACTED]  
**Sent:** Thursday, June 22, 2017 12:36 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge

1 I vote for the "No Build" option that CalTrans said was a "real" option at the 6/15/17 meeting at The Dance Palace. CalTrans said it would provide a variety of "true seismic retrofit" options at the 2015 community meeting at The Dance Palace. Yet CalTrans continues to trot out the same "complete rebuild" masquerading as a true retrofit option. Our community deserves better than this. A "No Build" is now the only option remaining for our community. If CalTrans moves forward with any option beside a "No Build" it will put Point Reyes Animal Hospital out of business. This is totally unacceptable for our community and extremely unfair to Dr. Whitney, who has dedicated over 20 years to building a small business that faithfully serves her community. "No Build".

David Whitney  
Inverness, CA

## **Response to Whitney, David\_E**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," "ALT-2, Describe the no-build scenario," and "CIA-1, Protect the animal hospital."

**Whitney, Mary\_C**  
page 1 of 1

IND\_WhitMary\_C

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**From:** Mary Whitney [REDACTED]  
**Sent:** Tuesday, May 23, 2017 10:17 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Comment period

To whom it may concern,

1 I am writing to request an extension on the comment period for the Lagunitas Creek bridge project. The public needs time to review and comment meaningfully on the documents given. The public meeting on the 10th was the first we have heard from Caltrans in 18 months. The draft EIR report plus the other documents are over 1,000 pages. The public deserves more time given the huge impact the project will have on the community.

Mary Whitney  
Inverness, Ca.

## **Response to Whitney, Mary\_C**

### **Response to Comment 1: Extend the public comment period on the Draft EIR/EA**

Caltrans appreciates the commenter's suggestion. At the request of this letter (dated May 23, 2017) and other public input, Caltrans extended the public comment period from June 9 to June 23 2017, to allow the public to gather more information on the project and to comment on the EIR/EA. The public comment period was extended from 45 days to 60 days. Please see Table N-1 in the introduction to this appendix for the response to **Common Comment "PUB-1, Extend public comment period."**

**Wilkerson, Patty\_A**  
page 1 of 1

IND\_WilkPatt\_A

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**From:** Patty Wilkerson [REDACTED]  
**Sent:** Friday, June 23, 2017 10:56 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Green Bridge

- 1 | I oppose CalTrans plan to replace the Green Bridge and I am in favor of nthe nobuild alternative... thank you for including my preference in your thinking and planning. [REDACTED]



## **Response to Wilkerson, Patty\_A**

### **Response to Comment 1: Support for the No-Build Alternative**

Caltrans notes the commenter's support for the No-Build Alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments** "ALT-1, Support for the No-Build Alternative," and "ALT-2, Describe the no-build scenario."

**Williams, Jack\_A**  
page 1 of 1

IND\_WillJack\_A

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**From:** jack williams [REDACTED]  
**Sent:** Saturday, May 27, 2017 9:09 AM  
**To:** Lagunitas Bridge@DOT  
**Cc:** Bridget Devlin  
**Subject:** Proposed replacement Lagunitas Creek Bridge (Green Bridge)

- 1 I am currently opposed to all alternatives for bridge replacement due to their huge size and impacts to the local area. The bridge's dimensions are totally out of character with the town of Point Reyes historic character, as well as not proportionate to the size of Highway 1 and Sir Francis Drake approach roads. It makes no sense to have super wide bridge, when Caltrans does little maintenance or improvements to the remainder of Highway 1. It is the only road that I know of that you can catch poison oak while on a bike ride. The road
- 2 shoulders are not maintained and/or non-existent. It will create a safety hazard for the town of Point Reyes by having a large highway type approach to the small town streets. If anything, the project goal should be to decrease vehicle speed approaching town.
- 3 Caltrans has dismissed the most positive and feasible option, i.e. retrofitting the existing bridge. The retrofit alternative has been recommended numerous times by town residents, with no adequate response from Caltrans. The retrofit alternative would have the least impacts to the community, resources, and businesses.
- 4 Maintaining the same width would be consistent with the remainder of Highway 1 in the area, and would continue to act as traffic calming affect for slowing traffic entering the Town.

Thanks for your consideration,  
Jack Williams  
Civil Engineer

**Response to Williams, Jack\_A****Response to Comment 1: Replacement bridge out of character with the town of Point Reyes Station and SR 1**

Caltrans notes the commenter's oppositions to the Build Alternatives due to scale and concern about the size of the bridge. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. This is the narrowest of all the proposed Build Alternatives, is most in keeping with the look of the present bridge, and would most closely match in scale and character the rural context of the existing Green Bridge.

**Response to Comment 2: Bridge will create a safety hazard**

Caltrans notes the commenter's concern that a wider bridge could create a safety hazard. Please see Table N-1 for the response to **Common Comment "TSP-2, Safety hazard."** Additionally, Caltrans cooperates with local entities to build complete streets, and, in this area, Marin County plans to extend the shoulder to add safe bicycle routes. See the *Marin County Unincorporated Area Bicycle and Pedestrian Master Plan* (Marin County Department of Public Works 2008).

**Response to Comment 3: Retrofit alternative**

Caltrans notes the commenter's interest in a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comment "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives,"** which describe the multiple strategies Caltrans considered for retrofitting the bridge and what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria.

**Response to Comment 4: Maintain same width of bridge for traffic calming effect**

Caltrans notes the commenter's desire to maintain the same width of the bridge for its traffic calming effect.

**Williams, Jack\_B (duplicate)**  
**page 1 of 1**

IND\_WillJack\_B

Proposed replacement Lagunitas Creek Bridge (Green Bridge)

jack williams

lagunitas\_bridge@dot.ca.gov <lagunitas\_bridge@dot.ca.gov>;

Bridget Devlin [REDACTED]

1 I am currently opposed to all alternatives for bridge replacement due to their huge size and impacts to the local area. The bridge's dimensions are totally out of character with the town of Point Reyes historic character, as well as not proportionate to the size of Highway 1 and Sir Francis Drake approach roads. It makes no sense to have super wide bridge, when Caltrans does little maintenance or improvements to the remainder of Highway 1. It is the only road that I know of that you can catch poison oak while on a bike ride. The road shoulders are not maintained and/or non-existent. It will create a safety hazard for the town of Point Reyes by having a large highway type approach to the small town streets. If anything, the project goal should be to decrease vehicle speed approaching town.

3 Caltrans has dismissed the most positive and feasible option, i.e. retrofitting the existing bridge. The retrofit alternative has been recommended numerous times by town residents, with no adequate response from Caltrans. The retrofit alternative would have the least impacts to the community, resources, and businesses. Maintaining the same width would be consistent with the remainder of Highway 1 in the area, and would continue to act as traffic calming affect for slowing traffic entering the Town.

Thanks for your consideration,  
Jack Williams  
Civil Engineer, PE



**Response to Williams, Jack\_B (duplicate)**

**This is a duplicate letter. Please see response to the preceding letter “Williams, Jack\_A.”**

**Williams, Robin and Michael\_A**  
page 1 of 1

IND\_WillRobiMich\_A

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**From:** Robin Williams [REDACTED]  
**Sent:** Wednesday, June 07, 2017 1:01 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Pt. Reyes Animal Hospital

To whom it may concern:

1 We are writing this letter on behalf of Dr. Mary Whitney and the Point Reyes Animal Hospital. We have been clients of Dr. Whitney...and Dr. Bob Fisher before her...for 36+ years. West Marin depends upon this hospital and the vital services they provide. We also depend upon the bridge, of course, but not at the expense of causing great hardship and stress to the hospital.  
Surely, there must be an alternative staging site available...such as the empty lots within 100 yards towards town.

Sincerely,

Robin and Michael Williams  
[REDACTED]

## **Response to Williams, Robin and Michael\_A**

### **Response to Comment 1: Protection of the animal hospital and alternative staging areas**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CST-6, Consolidate staging."**

Caltrans also notes the commenter's concern about staging area locations. Caltrans has refined the staging area on the animal hospital property to minimize the area needed to access the bridge and will maintain access to the property throughout construction. Because access will be maintained to the animal hospital, relocation will not be required. Please see Table N-1 for the responses to **Common Comments "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** and **"CST-6, Consolidate staging,"** which provides more information on how staging will be used and minimized.

Wilson, Jeff\_A  
page 1 of 1

IND\_WisJeff\_A

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**From:** Jeff Wilson [REDACTED]  
**Sent:** Monday, May 29, 2017 9:05 AM  
**To:** Lagunitas Bridge@DOT  
**Cc:** Point Reyes Animal Hospital; Lynn Hoerle  
**Subject:** Lagunitas Creek Bridge Project

I am a resident of Inverness, CA and use the Lagunitas Creek Bridge to reach Point Reyes Station as well as most cities east of West Marin. I'm glad Caltrans is addressing seismic issues with the old bridge but I have several significant concerns:

1. Caltrans proposes using the parking area of the Point Reyes Animal Hospital as a staging area during the lengthy construction period. The Point Reyes Animal Hospital is the only facility of its kind in our area and they provide very important care to the many households that have pets. Blocking off their parking area will limit access, cause daily anxiety to staff and patients and most importantly will have severe financial impact on the long-term success of this business.
2. There are options available to handle staging and therefore not impacting the animal hospital. A vacant corporation yard, either owned by Caltrans or Marin County, is available a short distance down Hwy 1. There are also corporation yard type facilities at the PRNS Bear Valley facility. Yes this will be a bit inconvenient to Caltrans but freeing up the animal hospitals area out ways this inconvenience.
3. Caltrans has not provided a true seismic retrofit plan as an option for replacing the bridge. Caltrans should be required to present such a plan before any final decisions are made on bridge replacement.

Jeff Wilson  
[REDACTED]



## **Response to Wilson, Jeff\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CST-6, Consolidate staging,"** which provides more information on how staging will be used and minimized.

### **Response to Comment 2: Vacant lots available for staging**

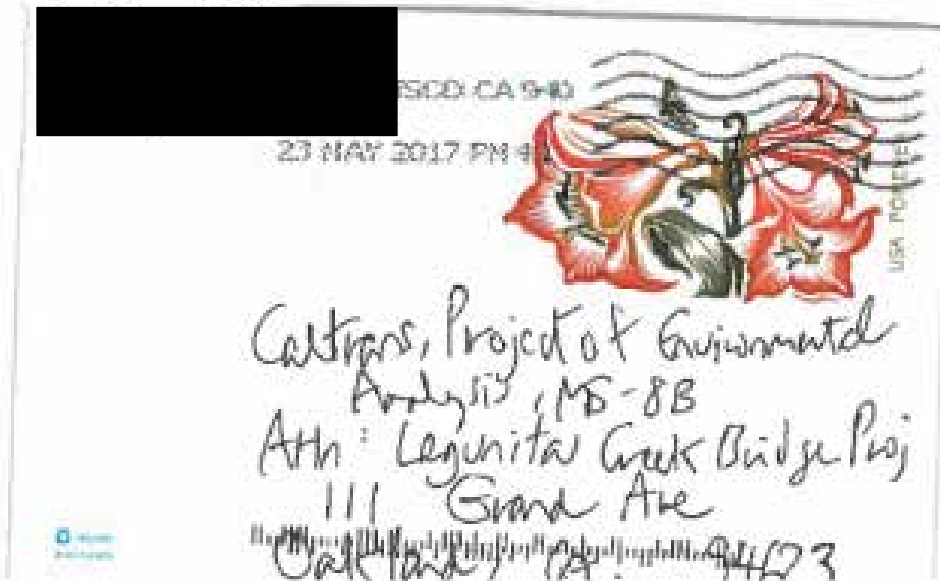
Caltrans notes the commenter's concern about staging area locations. Different staging areas are identified to support different activities. Two staging areas are proposed on the animal hospital property: one to access the piers and abutments and one for relocating the utility pole to avoid conflict with overhead wires during construction. Each staging area would be used for short periods of time. Please see Table N-1 for the response to **Common Comment "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots,"** which provides more detail on how temporary construction easements and staging areas are used.

### **Response to Comment 3: Consider true seismic retrofit**

Caltrans notes the commenter's interest in a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comment "ALT-2, Describe the no-build scenario," "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives."**

Winisarks, M\_A  
page 1 of 1

IND\_WindM\_A



5/22/17

Dear Caltrans,

I'm writing with serious concerns about the impact of the Pt Reyes "Green Bridge" construction project on the Vet. Practice of Dr. Mary Whitney. As someone who needs her services, I ask you to LISTEN to her ~~concerns~~ + do everything possible to ensure her practice can continue.

THANK YOU Winisarks

## **Response to Winisarks, M\_A**

### **Response to Comment 1: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CST-6, Consolidate staging,"** which provides more information on how staging will be used and minimized.

**Woerner, Dean L. \_A**  
**page 1 of 1 Manomi**

IND\_WoerDean\_A

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**From:** [REDACTED]  
**Sent:** Wednesday, June 07, 2017 8:21 PM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Bridge Project Comments

To Whom It May Concern:

I am writing concerning the plans of Caltrans to use the parking area of Point Reyes Veterinary Hospital as a staging area during construction and replacement of the Lagunitas Creek Bridge.

I live alone in Inverness, CA, with one geriatric cat. Tinsel was rescued many years ago from a junkyard and is the only known survivor of her litter. She is high-strung and wary; small noises and movements cause her much anxiety and distress. I have tried to give her a calm and safe life, but the process has not been quick or easy.

In the event Point Reyes Veterinary Hospital is able to function in their present location during construction and the parking area is used as a construction zone, I assume there would be noise, dust, smells, and activity - all the things which are very distressing to Tinsel. I would have to consider carefully whether it would be in the cat's best interest to subject her to those conditions.

Tinsel does not travel well. Getting her into her crate is a major undertaking, and once there she vomits, foams, has diarrhea, and howls during the whole journey. The trip to Point Reyes Veterinary Hospital clocks in at 9 minutes, and I can assure you it is enough to rattle the nerves of all involved. If I had to take Tinsel to another vet, the nearest one is nearly 30 minutes away, and short of a genuine emergency I probably would not subject either myself or my cat to the trip. She would thus be without her annual shots and check-ups.

My request is that Caltrans consider using a less impactful location for staging. I have seen many open fields a little south of the bridge on Highway 1. Surely it would be less disruptive to take over a portion of one field than to jeopardize someone's business and the health of our pets.

I thank you, and my cat thanks you, for consideration of this input.

Dean L. Woerner  
Inverness, CA

## **Response to Woerner, Dean L\_A**

### **Response to Comment 1: Protection of the animal hospital and alternative staging areas**

Caltrans notes the commenter's concern about traffic, dust, and noise impacts on the animal hospital and how the project may impact the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties.

Caltrans is aware that there are short-term community impacts related to construction undertaken to maintain a safe transportation system for all. Caltrans has considered the impacts on the animal hospital and other affected properties. None of the alternatives eliminates access to the businesses, and mitigation is provided for construction-related noise impacts. The EIR/EA provides measures to avoid, minimize, and, as necessary, mitigate effects that would occur during construction and operational phases of the project. Measures are included to reduce the effects of each of the construction-related impacts on businesses. See Final EIR/EA Sections 2.1.5 for traffic-related measures, 2.1.6 for visual-related measures, 2.2.6 for dust control measures, and 2.2.7 for noise reduction measures. Please see Table N-1 for the responses to **Common Comments** "CIA-1, Protect the animal hospital," "CIA-2, Community impacts," "NOI-1, Noise impacts," "CST-1, Minimize duration of construction," and CST-5, Traffic impacts of construction."

### **Response to Comment 2: Consider a less impactful location for staging**

Caltrans also notes the commenter's concern about staging area locations. Different staging areas are identified to support different activities. Please see Table N-1 for the responses to **Common Comments** "CST-3, Why not place staging areas at unused Caltrans yard or other vacant lots," and "CST-6, Consolidate staging," which provides more detail on why staging areas are necessary and how they have been minimized to reduce impacts.

Wright, Nicole\_A  
page 1 of 1

IND\_WrigNico\_A

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**From:** Nicole Wright [REDACTED]  
**Sent:** Sunday, May 28, 2017 8:13 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas Creek Bridge Project

Sir,

1 I am writing out of deep concern for the proposed Lagunitas Creek Bridge Project to take place in Pt. Reyes CA. The concern to repair an aging bridge is important to all the communities in and around Pt. Reyes but your approach stinks of palm greasing and political grandstanding. The coastal Hwy from Mill Valley to Pt. Reyes is a wreck in potholes, roads falling into the ocean and patch job repair ever 10 feet, the entire infrastructure looks like a patch work quilt of the poorest quality. Add in the state of repair needed on Sir Francis Drake and at the time I feel the Lagunitas Creek Bridge should be on the low end of Cal Trans concern.

In a small town such as Pt. Reyes, to take a two lane bridge, coming off a two lane road and turn it into a 6 lane highway bridge up to 16 feet wider makes little to no sense and only serves to show that somebody making the decision in the matter either has never been to the coastal communities, does understand the needs of the communities or are getting some sort of financial compensation to toss the project to a company that will yield a huge windfall.

2 Closing the bridge in question without a true Seismic retrofit plan makes no sense, especially in times like these where funds are limited. Closing the coastal Hwy for the time it has been closed this year to fix the landslide has yield huge traffic problems both with vehicles and cyclists. Closing this bridge for its extended repair will do the exact same thing, only over a longer period of time.

3 Another concern is how it will affect the Point Reyes Animal Hospital. In our coastal communities is is beyond difficult to keep professionals working out here, be it teachers, Doctors, Dentists or other. They give a try, serving the needs of the people but end up leaving due to difficult in staffing and easier money over the hill. Reach out to the Coastal Health Alliance that has not been even able to keep 4 Dr's on staff and has had to close down the days open in Stinson Beach all due to lack of staff. With Dr. Mary Whitney and her staff she is supporting at least thousands pet owners in our coastal towns. She has stuck it out through difficult staffing issues and continues to offer a very high and professional service of care. For future care pet families would need to drive over the hill for service, in an emergency, possible committing animals to death due to the long commute.

In using the Pt. Reyes Animal Hospital driveway as your staging area when there are hundreds of acres of cow pastures within a couple hundred yards of the proposed parking lot is not acceptable. This will doom the Animal Hospital to a closure and financial ruin.

4 In not doing a Seismic Retrofit on a bridge that lies on a fault line is not acceptable.

5 In not doing a seismic analysis on a bridge that needs repair on a fault line is not acceptable.

6 To close any part of the main through fair for an extended point of time and block off this coastal community is not acceptable.

7 This plan needs to be scraped immediately and reviewing at much greater length. There much be a resolution that does not cause us to loose a fine service provider and does not require a highway bridge in a coastal town that is not needed.

Please feel free to reach out to me on the matter,  
Nicole Wright  
[REDACTED]

## **Response to Wright, Nicole\_A**

### **Response to Comment 1: Use funding for SR 1 upgrades, not a wider bridge**

Caltrans notes the commenter's interest in redirecting funds for patching SR 1 and concern about the size of a replacement bridge. None of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative. Construction of this alternative would be completed with 1 year, with a 2- to 3-week bridge closure. This bridge will continue to be a two-lane bridge with the same travel-lane width, not a six-lane bridge as noted in the comment letter. This alternative is the narrowest bridge structure of all the Build Alternatives. The dimensions of each Build Alternative are available for review in Section 1.3.2.3 of the Final EIR/EA. Also, see Section 1.2.2 of the Final EIR/EA, which outlines the project need. The project need is based on a series of studies documenting the condition of the bridge and its geologic context, which are posted on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). Please also see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-7, Size of bridge and visual/aesthetic character,"** and **"GEN-1, Wasting money."**

### **Response to Comment 2: Retrofit alternative, duration of road closure**

Caltrans notes the commenter's interest in a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comment "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives,"** which describes what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria. Also see the responses to **Common Comments "CST-1, Minimize duration of construction,"** and **"CST-2, Closure timing - don't impact tourism season."**

### **Response to Comment 3: Protect the animal hospital**

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," "CIA-2, Community impacts,"** and **"CST-6, Consolidate staging."**

### **Response to Comment 4: Opposed to replacement bridge, consider a retrofit**

Caltrans notes the commenter's request for a seismic retrofit. Please see response to Comment 2 above.

### **Response to Comment 5: Consider a retrofit**

Please see the response to Comment 2, above. The seismic evaluation of the bridge is available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>).

### **Response to Comment 6: Bridge closure**

Comment noted. Caltrans has worked on minimizing traffic impacts during construction and therefore developed the accelerated bridge construction method, which will allow the construction to be completed within 1 year, with the majority of the construction occurring within approximately 5 months, with a 2- to 3-week closure, allowing use of the bridge for most of the construction period. Please see Table N-1 for the responses to **Common Comments "CST-2,**

**Closure timing - don't impact tourism season,” and “CST-5, Traffic impacts of construction.”**

**Response to Comment 7: Halt the process**

Caltrans notes the commenter’s opposition to the project and concern for impacts to the animal hospital. Please see the responses to Comments 1 through 6 above.



**Wright, Sarah and Masterton, Ken\_A**  
page 1 of 1

IND\_WrigMas-SarKen\_A

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**From:** Ken Masterton/Sarah Wright [REDACTED]  
**Sent:** Saturday, May 27, 2017 11:09 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Point Reyes Station bridge plan

Dear CalTRANS,

We are writing to say that we strongly disapprove of the current CalTRANS bridge plan.

Point Reyes Station is a critical commercial hub for all of West Marin.

- 1 This ill-advised plan would impede access and harm local businesses and customers, especially of the critically important (emergency and other ongoing) services provided by the Point Reyes Animal Hospital.
- 2 Not only that but it will slow traffic and public safety response to the South during the busiest time of the year.
- 3 CalTRANS should listen to the community and not proceed with this incredibly inappropriate plan. We trust CalTRANS engineers can come up with a simple retrofit that can address our concerns, rather than building a new out-sized freeway width bridge in rural west Marin.

We appreciate your consideration of these important issues and hope that you will change the plan.

Sincerely,

Sarah Wright and Ken Masterton

[REDACTED]

## Response to Wright, Sarah and Masterton, Ken\_A

### Response to Comment 1: Protect the animal hospital

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CIA-1, Protect the animal hospital,"** and **"CST-6, Consolidate staging,"** which describes considerations and refinements to the staging area. Caltrans will comply with the Uniform Real Property and Relocation Assistance Act of 1970, as amended. Also see Table N-1 for the response to **Common Comment "CIA-2, Community impacts."**

### Response to Comment 2: Traffic and emergency access impacts

Caltrans notes the commenter's concerns about traffic. The EIR/EA included an evaluation of impacts of bridge construction on emergency services in both the Utilities and Emergency Services (Section 2.1.4.2) and Transportation (Section 2.1.5.3) sections. The EIR/EA also includes minimization measures and project features to reduce the effects of the closure and construction period traffic delays at the bridge. Please see AMM UTIL-1, Provide emergency service personnel on both sides of the bridge, Project Feature TRANS-1, Construction traffic management plan, and Project Feature TRANS-2, Emergency services access provisions.

Furthermore, Caltrans will minimize traffic impacts during construction and has developed the accelerated bridge construction method to reduce the construction period and to allow use of the bridge for most of the construction period. Because the bridge closure must occur within the allowable in-water work window to avoid impacts on sensitive aquatic species, work will be limited to the dry season (June 1 to October 15) or as allowed to meet permit conditions. Caltrans will work with the contractor to minimize the impacts during peak traffic periods and high tourist season to the extent possible. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "CST-1, Minimize duration of construction," "CST-2, Closure timing - don't impact tourism season,"** and **"CST-5, Traffic impacts of construction."**

### Response to Comment 3: Support the Retrofit Alternative, no freeway sized bridge

Caltrans notes the commenter's support for a retrofit alternative. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 for the responses to **Common Comment "ALT-3, Definition of a true retrofit,"** and **"ALT-4, Full range of alternatives,"** which describe what is required for the Retrofit Alternative to meet Caltrans' "no collapse" criteria.

Furthermore, none of the Build Alternatives proposes expanding the capacity of SR 1 or the bridge. Please see Chapter 1 of the EIR/EA, which describes the dimensions of each Build Alternative, and see Table N-1 for the response to **Common Comment "ALT-7, Size of bridge and visual/aesthetic character."** Caltrans has selected Alternative 3a: Three-Span, Concrete Bridge, ABC, Longitudinal Move-in, as the Preferred Alternative, which is the narrowest of all the proposed Build Alternatives.

Zlatunich, JoAnn\_A  
page 1 of 1

IND\_ZlatJoAn\_A

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**From:** Jo Ann Zlatunich [REDACTED]  
**Sent:** Wednesday, May 31, 2017 11:22 AM  
**To:** Lagunitas Bridge@DOT  
**Subject:** Lagunitas creek Bridge, Point Reyes Station

Gentlemen,

- 1 I would like Caltrans to do a Seismic retrofit for this bridge. We do not need a 16 ft wide bridge which would encourage speeding of cars coming into Pt Reyes on the next curve.
- 2 Furthermore, Caltrans should purchase, at fair market value, the Animal Hospital from Mary Whitney DMV for your construction area. Caltrans should help her find a new location in our area. This should be done before any construction even starts. This construction will have an enormous effect to her and her veterinary practice.

Your prompt attention to this matter is very important.

Sincerely,  
JoAnn Zlatunich  
[REDACTED]

## Response to Zlatunich, JoAnn\_A

### Response to Comment 1: Consider a retrofit

Caltrans notes the commenter's support for a seismic retrofit. Caltrans is responsible for providing safe mobility on state routes. Caltrans has considered a full and reasonable range of alternatives, including retrofitting the bridge, as described in the Alternatives Analysis Report (April 2017) and Addendum (June 2018), which are available on the project website (<http://www.dot.ca.gov/d4/lagunitascreekbridge/>). The range of alternatives considers community interests and sensitive environmental resources, while also meeting the project purpose and need. Please see Table N-1 in the introduction to this appendix for the responses to **Common Comments "ALT-3, Definition of a true retrofit," "TSP-2, Safety hazard," and "ALT-7, Size of bridge and visual/aesthetic character,"** which describes the bridge width compared with current bridge.

### Response to Comment 2: Protect the animal hospital

Caltrans notes the commenter's concern for the animal hospital. Caltrans has considered the impacts on the animal hospital and other affected properties. Access will be maintained to all businesses in the project area throughout construction. Parking spaces will be available on the animal hospital during construction. Please see Table N-1 for the responses to **Common Comments "CIA-1, Protect the animal hospital," and "CST-6, Consolidate staging."** Caltrans will comply with the Uniform Real Property and Relocation Assistance Act of 1970, as amended.